

COBHAM BUS MUSEUM

MAGAZINE



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Front Cover :-

T31 leaving Chiswick Works, in use as a 'crash-box' trainer.
Taken in 1955 by Jim Cowdery

A STATEMENT

LONDON BUS PRESERVATION TRUST

COBHAM BUS MUSEUM

From time to time statements have been made by Officers and Members of the LBPT which amounted to allegations of improper conduct by the Directors of London Bus Preservation Trust Ltd. (formerly the London Bus Preservation Group Ltd) in the way in which those Directors carried out their duties as Directors.

The LBPT, its Trustees and Officers, unreservedly withdraw all such allegations of improper conduct. The Officers and Trustees of the LBPT have no evidence that the Directors of LBPT Ltd have been guilty of improper conduct at any time, nor that they have contravened the Companies Act 1985 or any statutory modification thereof.

The LBPT has agreed the above statement with the Directors of the LBPT Ltd (formerly LBPG Ltd). The two organisations will be merged at the end of this year into a single company and the Trustees and Officers of the London Bus Preservation Trust and Directors of the London Bus Preservation Trust Ltd. (formerly the London Bus preservation Group Ltd.) have agreed that this matter is now concluded.

Editorial

Bill Cottrell

Now the shops are filling up with Easter eggs, and summer holiday adverts are coming to prominence on the telly, our thoughts naturally turn to Christmas and the New Year celebrations. It is appropriate that I take the opportunity to thank all those who have contributed to the magazine during the past year. I hope the regular contributors continue their sterling efforts, that occasional contributors become regulars, and new contributors are forthcoming. It helps me to assemble the magazine if articles are typed or printed from a word processor as I can readily scan these, but hand-written articles are also gratefully accepted.

Apologies to our printer for blaming him for the delay with the last magazine. Our 'wordsmith', Henry Law, who waited two weeks until I returned from holiday to query the spelling of two words, was the main cause of the delay! I have decided to streamline the magazine production process by cutting out the fine tuning by Henry and doing this myself. This has the benefit of making a saving of over £500 a year. I will endeavour to keep the high production standards achieved by Henry.

January 1st this year is exactly 100 days from open day. My new years resolution, in addition to the annual '*Never again! Never again!*' one I only briefly keep, will be '*I will volunteer to help on open day!*'. April 11th will soon be upon us. Remember; time flies like an arrow (whereas fruit flies like a banana).

This year has ended with an abundance of good news. RTL139 you know about, but this magazine has details of sponsorship of work on D142 by Dennis, and details of plans of exciting museum events for next year.

Many members will be receiving renewal notices with this magazine. Your prompt response will be appreciated. A few members have rung me concerning non-arrival of membership cards. You should receive them with this issue.

Chairman's Report

Peter Plummer

As the year draws to a close and I get a few minutes to reflect on the past twelve months, it is with a sense of overwhelming admiration for the relatively small nucleus of volunteers for their achievements in 1998. Volunteers give the most precious thing of all, their time, which is irreplaceable. Their time is converted by way of team effort into physical progress and organisation which in turn adds value to the Trust and its assets. Since 1993, our membership has increased five fold but our annual financial turnover is approaching ten times that of six years ago with only twice the number of regular volunteers at that time which speaks volumes for their manpower effectiveness. This has risen the profile of the organisation and made financial contributions to the many projects currently in hand.

In the 1980's, the most singular combined effort for volunteers was leaf clearing with a few hours tidying up the building, usually three weeks before Open Day. These days, we are slightly more mechanised with the use of equipment on loan from member Tony Lewis but we still lack volunteers to assist John Broadhurst on the museum grounds. John, who started life in the same year as T 31 has never had a body rebuild and shows little sign deterioration. However, I request the assistance of members to lighten John's load on landscape work.

Our latest vehicle acquisition, RTL 139, arrived at Cobham on 11th October. Progress under the leadership of Andy Baxter has been spectacular and by 7th November, a cracked block had been remedied and the engine run up for the first time in many years moving under its own power into the paint bay workshop for running unit cheeks and interior clean. The RTL is scheduled for active Trust use next year relieving the pressure on RT 2775's overhaul due to the discovery of further corrosion between decks.

D 142, the 1925 Dennis open top double decker has been laid up for most of the year whilst its mechanical condition was evaluated. A severely worn steering box and defective exhaust system threatened a return to active use when, through the auspices of member Nick Grenside, Dennis of Guildford offered assistance in

the manufacture of vital parts for which the Trust wishes to express its gratitude for their generosity and support.

The RT demonstration chassis vacated the paint bay workshop in November and should be operational by the end of 1998.

The demands of driver training has necessitated that P3 be made ready for a journey to Southampton for finishing during the winter months.

The RF Operating Day on 25th October took place an unusually fine day for 1998 and made a good financial return and our thanks go to the vehicle owners and organising team.

Our 'star' overhaul project, STL 2377, is on schedule and should be operational in November 1999.

The museum building has now had the last of the vehicle spares crated up by my team and the building paint up in October has transformed the environment enormously.

Finally, I wish you all a Happy Christmas, a prosperous New Year and a well earned break for our volunteers, many of whom work in excess of 1,000 hours voluntary service per year with a special appreciation to our secretary, John Bedford, thank-you for making it all happen.

SECRETARY'S REPORT.

John Bedford

Following the safe return of RTL 139 from Holland in September to join the Trust's collection, I am pleased to report that another vehicle has been generously donated to the museum. This is SM369, currently owned by Kevin McGowan and garaged at Cobham

In view of the reputation the class earned for itself in service and its chequered history, it is appropriate that hand-over day to the Trust should be April 1st

Kevin has contributed the following; 'I have owned SM369 for more than four years, during which, I have spent considerable time and effort restoring it to its original condition. A problem with bus

preservation is that any vehicle will continue to exist so long as it is housed in a safe environment and someone is prepared to fund its upkeep. It has often been said that you never own a preserved vehicle - you are only looking after it for the next person and the only way to secure its future is for it ultimately to become part of an established collection. For this reason and knowing that the Trust had recently been awarded the status of full registration under The Museums and Galleries Commission national registration scheme, I felt the future of our collection was now more secure; so after much deliberation, I decided to donate the Swift to Cobham.

It has been agreed by the Committee, that for the foreseeable future, I will act as project leader and continue to be responsible for its appearance and general maintenance - and take it to events. It is also good for me to know that because the Swift occupies a significant place in the history of the London bus, it will have a secure future at Cobham and will be there for present and future generations of visitors to enjoy'.

The committee, at its meeting of 21 November agreed unanimously, to accept SM369 into the collection and the Secretary was asked to place on record the Trust's appreciation to Kevin. Since the meeting, this has been done. Principal historical details are as follows;

Chassis No: 4MP2R1/773. Body by Park Royal Vehicles No E369. Reg no: EGN 369J. Entered service at Merton Garage on 31 January 1971, replacing RTs on Route 200 between Mitcham and Raynes Park. Continued in service at Merton before transfer to Edgware, where it was one of the last five Swifts (excluding Red Arrow examples) still in service with London Transport. These five were kept running at Edgware until December 1980, while the new Metrobus replacements were settling in. SM 369 was finally withdrawn and sold after ten years service with London Transport.

Museum Improvements.

Regular visitors to Cobham will have noticed a considerable improvement to the interior of the museum, resulting from work carried out by Peter Plummer and his team during the summer months. A problem endemic in many industrial buildings of this period and particularly those with asbestos cladding is the poor insulation properties of the material, resulting in serious internal condensation when sudden changes in temperature and humidity

occur. The museum building is particularly prevalent to this - in consequence, some stock stored in the museum shop early in the year suffered damage because of exposure to excessive damp.

To avoid a repetition, night storage heaters have been installed in the shop and office, which should enable stock and museum records kept in files to be kept in a dry atmosphere.

For the longer term, we are planning to submit an application to the Lottery Heritage Fund for funds to enable the asbestos cladding to be replaced with a more efficient roofing material. If this can be done, it will go far towards eliminating the problem of excessive dampness during the winter months and result in the Trust's vehicles being housed in a more stable environment.

David Jones and myself are currently preparing the submission for grant aid.

Treasurer's Report

Alan Charman

Since the last issue we have had two further major events, RT day at the end of August and the RF running day at end October, in addition the Museum has been open to the public on six occasions through August, September and October, all of these activities has helped our cash flow considerably at a time when we needed every penny to enable work to continue on the STL project at the accelerated pace that we mentioned in the last magazine.

The committee was very pleased with the response to our request for donations towards the STL project and I am pleased to inform you that these donations now exceed £1500. I would appreciate it if those members that sent donations for less than £ 50 between last March and September of this year, would be kind enough to drop me a line as there would appear to have been a slight difference in my understanding of the agreement at the AGM. I noted that all donations above £ 50 would be shown as Benefactors to the STL project, whereas in Roger Stagg's report in Magazine 21 a figure of £5 was shown. I have not kept records of donations of less than £50 simply applying them to the general STL donation fund. Those of you that donated figures between £5 and £50 therefore please drop me a line as I would not wish to omit any name by accident.

I will devote the rest of my report to the new commercial activities

that are taking place at the museum. In the last magazine I mentioned that we had formed a separate sub - committee who have now met and drawn up a list of events for 1999.

Details are as follows.

The Museum will be open to the public on the first Sunday of each month commencing in April 99 and going through to December. In addition we shall open on the Bank Holiday Monday in May and August. This as you will note is a new concept for us as in future we no longer close down at the end of October to re-open in April, but will become a full year round museum. Where possible we will link events to particular classes of vehicle or to special dates such as the proposed RTW 50 in July 1999.

Through the Winter months we shall hold a model swapmeet and transport fair, that will hopefully become as successful as our vehicle related open days. Essentially we wish to impress upon the public that Cobham Bus Museum is open on the first Sunday of each and every month throughout the year. Graham Smith our publicity officer will be emphasising this aspect in the regular Press releases that we shall be sending out not only to the enthusiast press but also to newspapers within Surrey Sussex and London.

The second of our events in 1999 will be devoted to you our members. On Sunday 7th March we will be holding a members and volunteers day, when we hope as many as possible of you will visit the museum to learn at first hand of our proposed development plans. The committee will be out in force, together with our regular volunteers, to give conducted tours of the museum and current engineering projects. Trust vehicles will be available to give trips to members, and the 462 bus route will run specially on this day, free of charge, from Weybridge Station to the Museum. Obviously we are hoping that some of you may like what you see and become regular or irregular volunteers. We have so many new activities available that even if you only have one or two days a year free we may have just the thing for you. How many members have always wanted to be a Conductor for the day? Mick Cheney will be on hand to fill the Conductor roster for the 462 service, we need two people for every day that we open.

A separate letter will be sent out to all members at the end of January giving more details of Members' day and trying to gauge how many of you may attend in order that catering and suitable vehicle timetables may be drawn up. We would also like to know

some of the questions that you may like answered, and which, if any, of the Committee that you would like to meet.

And now for a more serious matter :-

On a separate page you will see the statement that has been agreed between the current committee of our Trust and the Directors of LBPG Ltd. This is a requirement in order to fulfil our obligations and effect transfer of the company to our safekeeping on behalf of our members as at 31st December 1998. The first Directors to be appointed to the Limited Company by our Committee will be myself and Dr Graham Ruddock. There will be no further comment made by our committee on this matter and our future plans will be expanded upon at an EGM, which will be necessary in order to ratify the appointment of Directors.

May I finish by taking this opportunity to wish you all a Happy Christmas and prosperous New Year.

MEMBERSHIP REPORT

Mike Nash

It's been another impressive quarter for the Trust with new members joining at the rate of about two per week as we enter what is likely to be another fast moving year at Cobham. As at 1st December, paid-up membership was actually standing at 550 though this does not include the 28 members to whom I have just had to send a second reminder, most of which will hopefully renew when they can eventually be bothered. The term 'could do better' springs to mind in these cases!

Thankfully, this casual attitude is totally cancelled out by all those wonderful members who have added extra donations to their renewal cheques. Nearly everyone who still pays by cheque has pledged more than the basic subscription and some have sent considerable sums which really will make a difference to projects in 1999. A very big thank-you, especially from the buses themselves! Meanwhile, those who pay by Standing Order will, during the year receive a revised form to complete reflecting the revised fee, to which they will also be able to add an additional donation should they so choose. Please be sure to return these to me promptly - I don't want to spend all my spare time chasing members up.

Finally, all members will find a MEMBERS DETAILS form with this issue. Please can everyone complete this and return it to me without delay so that Paul Morris can bring our database right up to date. Incredibly, some of our longest standing members still haven't bothered to complete their original one, despite several times of asking. Please repay my efforts as your Membership Secretary by putting aside five minutes of your time to help the Trust in this way. It's not too much to ask now is it?

Compliments of the season, I look forward to crossing paths with plenty of you during 1999. Let's hope for another bumper year at Cobham.

The following new members are cordially welcomed to Cobham :-

699	Roger Wright (Blue Triangle),Rainham, Essex	MN
701	Victor Spink Chertsey	
727	John Sketcher Brighton	
728	Ian Nelson Effingham Junction	
729	B. Wilson Chelmsford AEC Matador	
730	Alan Pentecost Catford	
731	B. Duke Aldershot	
732	C. Duddy Bexhill	
733	C. Newble Crawley	
734	A. Ray Warrington	
735	L. Greenhalgh Ottershaw	
736	Martin Saunders London SE25	CS
737	C. Cooper Little Chalfont	CS
738	David Bicknell Hornsey	CS
739	Trevor Fleisig Sevenoaks	
740	J. Crawford Maidenhead	
741	P. Monk Lostwithiel RF202	PP
742	John Pithcher Nottingham Grimsby RT- JV 9901	PM
743	Adrian Mann Wallington	
744	Haydn Davies Greenford	CB
745	Martin Gardener North Warnborough	CS
746	I. McKechnie Weybridge	
747	Jack Flowers Morden	

Recruited by:- CB - Colin Brown CS - Cobham Shop
MN - Mike Nash PM - Paul Morris PP - Peter Plummer

From the Committee Room

Graham Ruddock

This is the first of a regular series in which I shall try to give members some insight into how the Trust committee works, how it sees the future and why it has made some of the decisions it has. To start with I'll discuss what seems to be an easy decision to make - shall we accept the offer of a donated bus. A free bus, at no cost to us, surely we will accept the generous donation on offer!

A well-known quotation has it that there is no such thing as a free lunch, and there is no such thing as a free bus either. There are, however, differences between an apparently gratis meal and a bus for which we do not have to pay. The lunch is not free because the host will expect something in return. The reason the bus is not free has nothing to do with the would-be donor. Cobham has a superb recent record of generous donors and providers of loans to enable projects to proceed quickly and I should like to take this opportunity to thank them publicly on behalf of the Trust committee and members. They seek nothing in return, have shunned public recognition and have expressed the wish to not be publicly identified. The bus itself is a different matter, it will require something in return for our stewardship of it.

Before considering accepting a donated bus, the committee will take a view on whether the bus will compliment and enhance the existing Trust collection, or duplicate it, and on any resources required to restore the bus to working order and to a condition suitable for display. If the bus is seen to duplicate an existing Trust vehicle or requires excessively large resources to restore, the offer is likely to be declined unless there are very special reasons not to do so. If the bus would enhance the collection within available resources, the balance sheet then comes out something like this:

For:

- the bus would enhance the Trust collection and be an attraction;
- the vehicle's future is secure if we accept it.

Against:

- resources for its initial restoration, mechanical inspection and repair must be found.

- it will put extra strain on the mechanical team, who will need to maintain it, repair it as required and rebuild major components as necessary;
- it will make extra demands on the coachmaking team, who will need to look after the body;
- it will take up precious space at Cobham;
- the space it takes up will reduce, or prevent an increase in, the number of spaces at Cobham available to members
- a space occupied by a Trust vehicle does not bring in income, unlike a space allocated to a member's vehicle.

When the balance sheet is examined, the bus is certainly not free any more, and the general balance is often against accepting the kind offer of the bus. Accepting it has both obvious and less obvious costs, as I have tried to show above, and an evaluation of the vehicle's condition is vital to the decision making process.

In the recent case of RTL139, we decided to accept the offer, and to safeguard the future of a good representative of a type of bus which, because of London Transport's early withdrawal policy, is rare in preservation. The bus had been carefully examined, its body was in good condition, it required only a reasonable amount of mechanical work and the inside was seen to be a time capsule of late 1960s condition. Even so, to accept it was a decision which required some hard thought and weighing of advantages and disadvantages. If only we had more space, greater financial resources, more volunteers to help with the work, a free bus would be an easy decision, but life is just not like that.

OPEN DAY 1999: SECOND PROGRESS REPORT

Simon Douglas-Lane

Here is the second progress report on the work of the Open Day Sub Committee preparing for 11th April 1999. The Brooklands Situation remains as per my last report and we will of course monitor the position with an eagle eye!

The 99 Sub Committee met on 27th October and the points to note are as follows: -

- Silvermere Golf Club has asked us not to use their turn in and so buses will have to turn at the A3 end of Redhill Road - we are aware of the implications for bus timetables and overhanging trees!
- We hope to have a good turn out of small commercial vehicles replacing the military display.
- There will be Revenue Protection personnel travelling on the various bus services - we are doing all we can to eliminate the loss of revenue from those who will do anything not to pay.
- Gates will open from 10.00am at the Museum and bus services will be timed to arrive so that people can alight and have a much-reduced queuing time. Brooklands opens sooner by the very nature of the open site and the bus service there will reflect the different time arrangements.
- There will be three permanent bus stops in Redhill Road, all facing in the eastbound direction and the dropping off point will be by the bottom gate nearest Silvermere.
- Photographic runs on our Vintage Fleet will be organised from Brooklands from where all the vehicles will leave. A maximum of 15 people per run will be allowed and tickets can be obtained from the Cobham Shop at Brooklands on production of your current membership card.
- There is a five way breakdown for stallholders based on 6' rented inside and 12' outside:
 - ◆ £10 for those involved in raising funds for restoration
 - ◆ £25 for non Commercial Cobham members
 - ◆ £35 for Charities and non profit making organisations
 - ◆ £45 for Commercial Enterprises
 - ◆ £100 for major Commercial Outfits.

Brian Hine's form to stallholders will be designed to cover these categories.

The Model Buses for the Shop are still under discussion but we should have news for you after our next meeting.

We will apply for one policeman (or woman) for the Redhill Road/Byfleet Road junction.

I hope that this information keeps you up to date and as I'm not quite sure when the next CBM is out, may I wish you all a peaceful and blessed Christmas and an exciting New Year at Cobham 99! My thanks as always to my Sub Committee for their hard work.

VEHICLE NEWS

RTL139: Holland to Class 6 in 6 months

Andy Baxter

Well that's the task I have been set! First, let me introduce myself. I'm Andy Baxter, duly appointed project leader for RTL1 39.

The arrival of RTL139 was dealt with in the autumn issue, therefore I won't recap. Here's the story so far: -

Upon arrival at the museum, Graham Ruddock and myself washed the outside and whilst Graham removed the remains of the external advertisements, I proceeded to dismantle the nearside of the engine to examine the reported frost damage to the engine block. Once the side of the engine was washed down the extent of the damage became apparent, exposing several cracks on the side of the block and severe corrosion to the water jacket plates. The jacket plates could be replaced without problem but the cracks were a different matter. After some thought it was decided to repair the block with a chemical compound, a method successfully employed on the 10T1 0 three years ago.

The fuel pump upon removal was seized up. I duly stripped and freed the pump and this is now in good working order.

With the assistance of Bill Cottrell, the radiator, water pump and all the hoses were removed, giving us a chance to wash the inaccessible front of the engine. The fuel system was thoroughly cleaned out and a pair of batteries fitted, and on Saturday 7th November the engine was fired up for the first time in many years. Initial opinion is that the engine is in fairly good condition but further tests will need to be done to verify this and to ensure reliability. With its even tick-over, this must be the first RTL that doesn't hunt!!

Inspection of the water pump deemed it to be unserviceable due to bearing failure. A replacement pump was found in the stores but the drive pulley was different, which necessitated changing the pulleys over. Using a small puller, the pulleys from both pumps were removed, but as we have no press we it could not be replaced. Luckily, Bill has access to one at his workplace and took the pump to get this done. Returning it the following weekend he fitted the pump.

We decided to replace the water hoses as age had taken its toll. After pressure washing, the radiator was refitted, the water system filled, but, disaster! The replacement water pump thinks it's a tap. Nothing left to do but take it all off again.

Bill and I are in two minds as to the reason. Possibly pressing the pulley on damaged the seal, (it took 8 tons), or the pump was already faulty, we'll never know for sure. Anyway, we managed to find another pump on an engine in the outside compound and this has been fitted and is, so far, water tight. A liquid block sealer has been added to give further protection to the repair of frost damaged areas.

The following weekend, the piston-seal and a new gearbox cylinder liner were replaced and the gearbox now seems to function OK (again, subject to further tests). With gears reinstated the half shafts were replaced temporarily to enable the vehicle to move under its own power. The air pressure system builds up to operating pressure very well considering the length of inactivity, again further checks will be needed.

Now mobile, the vehicle was placed on the ramp in order that the underside could be given a full inspection. We found a surprisingly very healthy, albeit, very dirty bus. The only serious faults were a cracked gearbox cross-member, which can be welded, and the brakes requiring a total reline all round, the latter resulting in the almost non-existence of any brakes. Inspection completed, the bus was then placed in the paint bay, as working on the bus is easier there. Immediately, the bus was raised and the front wheels and hubs removed to gain access to the brake shoes. The linings were on the rivets and the drums all rusty.

While I removed the brake shoes Bill and Don Allmey hunted through the stock of brake linings and found enough for both axles. The shoes are being relined at Brake House in Perivale. They will also lightly skim the drums and profile the linings to ensure no bedding in is required to give a fully efficient brake reading. They are generously doing this free of charge.

RTL139, Bodywork project.

Ian Barratt

You will have read the news about RTL 139 in the last CBM. Now that it is back at Cobham work has started to get in back on the road by Open Day 1999, hopefully to Class 6 standard but with an "original " feel and look. The vehicle is very much in a 1967 as withdrawn from service condition.

Andy Baxter has overall control of the project, but there are many things to be done and many hands needed to do them.

While Andy and his team concentrate on the mechanicals, I have agreed to oversee the bodywork side of things and have drawn up a list of body improvements which will soon be appearing on the rear platform window.

It would be nice to have an identified team to work on the body, but as with the RT chassis there are a number of people who want to contribute while not wanting to 'sign up' formally.

John Bedford has kindly agreed to take responsibility for cleaning the upper and lower ceilings and down to and including the rexine and covings - thank you John.

John Rawlins and Phill Cruise have agreed to help co-ordinate the rest of the effort on the bodywork and I will be making materials and tools available to assist. I will tidy up the floor slatting in both saloons, using specialist tools where required. I will also attend to other "tricky" bits. It is the slog of washing, cleaning, polishing and painting where the help is required.

Please help if you can. We are almost always open for business on Saturdays and Sundays and I am trying to arrange for access to the museum regularly on one weekday, probably a Wednesday, from 10.00 - 16.00, but that is not fixed yet. If/when it is John or Phill will contact some members who have indicated that they would like to work on a weekday.

This really is an exciting project and to be up running by 1999 Open Day an achievable target - we look forward to seeing you at Cobham.

D142

A grant of £5000 has been received from Dennis in the form of sponsoring Nick Grenside, who looks after some of the Dennis's own historic collection, to rectify worn components on D142. The steering column has already been overhauled and re-fitted and work is now going on in replacing the exhaust system. When this is done, it is hoped there is enough left in the pot to work on the worn transmission shaft and joints. We are very grateful to John Smith, Managing Director of Dennis, for approving this to be done.

I understand that it was the sight of D142 emerging from the mist on the A3 many years ago that inspired Dennis to go back into bus production!

I understand the possibility in painting the bus into an appropriate 'Pirate' livery will be discussed by the committee soon.

T31

I have entered T31 for the HCVS London to Brighton Run on the first Sunday in May. Assuming the entry is accepted, ten seats are available to members wishing to come to the rally. Applications in writing to Bill Cottrell, address on back page.

ST922

The Tilling is suffering from blown exhaust manifold gaskets and a reluctance to start and run due to an electrical problem. Lack of time has not permitted investigation into cause or rectification of this problem.

G351

Although work has temporarily halted on the Guy due to labour now concentrating on RTL139, I am pleased to announce that the treasurer has approved my proposal to have the engine professionally rebuilt by Paul Gardner Engineering. Although the funds will not be available until the end of 1999, Paul Gardner will take the engine early in the year and work on it on an as-and-when basis. If the engine is ready before funds are available, a member has agreed to make available a bridging loan until finance is

available. The engine did suffer from a run-away some years ago due to a broken spring in the fuel pump and since then has had a slight 'tap' from the top-end.

The electrical ancillaries and the clutch will need to be removed before dispatch.

RT2775

The RT is progressing well. It is intended that all panels below waist-rail level will be replaced and all lower deck window pans will be removed for repair. Any corroded structure coming to light is being treated and the remaining structure given a good coat of paint. The upper saloon coving panels will have to be removed to allow access to rot on brackets between decks.

332W

The towbus let us down in deepest Essex when on its way to recover RTL139 from Harwich Docks. The gears somehow went out of adjustment to the extent that the bus would not move. Somewhat embarrassingly, the towbus had to be towed back to Cobham.

The following week, examination by Paul; Morris found a fault that was quickly rectified after a few minor adjustments and the bus is now serviceable.

The tyres have been inspected more closely and found to be 'first-life' tyres. They have subsequently had their treads re-cut, and should now be good for a fair few thousand miles.

P3

At long last, the Reliance is going to be readied for the purpose for which it was acquired, driver training. The windscreens and signalling window have been re-fitted in preparation for moving to a contractor for bodywork and painting.

STL441 and T504 are serviceable, RM3, STL2093 T448 and 702B are waiting resources, and the Ford van 1096F is awaiting MOT test.

END OF LIFE VEHICLES

The following press release has been received from the International Historic Vehicle Organisation (IHVO) and is of particular interest to us.

At the beginning of September, representatives from the IHVO met with various officials from the European Parliament, the European Commission and the Austrian Presidency to express their concern about this proposal.

The rights of historic vehicle enthusiasts to store non-roadworthy vehicles for future restoration or to dismantle them to use their parts will be seriously prejudiced. Only establishments with permits will be allowed to dismantle vehicles for spare parts, and in an amendment proposed by MEPs, the sale of second hand parts will have to be checked for safety and environmental protection. This would close all autojumbles overnight. Before cars can be de-registered, a certificate of destruction will be required from a licensed dismantler!

Problems mostly centre around the lack of proper definition for an 'End of Life Vehicle' (ELV). Assurances have been obtained to better define ELVs so as to exclude historic vehicles and to allow storage of de-registered vehicles for spare parts or restoration.

It is the contention of the IHVO that the re-use of vehicle parts by private individuals is a most effective and satisfactory way of recycling vehicles at the end of their life.

The IHVO will continue to monitor the progress of this directive and its future amendments to make sure this will not be the 'End of Life' as we know it.

CONCERNS OF THE HISTORIC VEHICLE MOVEMENT IN EUROPE

As proposed, this Directive will have serious implications on the continued use of historic vehicles and the hobby of collecting older vehicles for preservation.

The rights of historic vehicle enthusiasts to store non-roadworthy vehicles for future restoration or to dismantle them to use their parts to maintain, repair or restore other historic vehicles, will be seriously prejudiced by the proposed ELY Directive in its present form.

Article 6 requires that only establishments with a permit will be allowed to dismantle vehicles so as to strip them for spare parts. This removes a very important right from owners of vehicles no longer in use which they keep as a source of spare parts.

The spare parts derived from older vehicles are the most important source of spares for maintaining historic vehicles.

The present situation where private individuals dismantle and re-use parts of vehicles for other vehicles is a most effective and environmentally satisfactory way of recycling vehicles at the end of their life.

The proposed Directive only provides for de-registration through the destruction of a vehicle. This can only be done by licensed commercial vehicle dismantlers, who have the exclusive right to issue certificates of destruction. This will make it virtually impossible for an enthusiast to store non-roadworthy historic vehicles or to use them as a source of parts in the future.

Good arguments exist for the exemption of all two and three wheeled vehicles from this Directive as they are re-cycled already without detriment to the environment. An exemption is needed for historic vehicles.

Problems exist with the fact that End of Life Vehicles' (ELVs) are not defined well in the Directive.

We recommend that the following statement is included in the Directive:

'Whereas member states shall exclude from the scope of this Directive certain vehicles that are considered to be of historic interest'.

DRIVER TRAINING.

After a successful first year, it has been decided to replace the Bristol LH with Cobham's own Green Line Reliance coach P3. Several members have successfully attained their PCV licence with regular weekend training, however many potential trainees cannot spare time at weekends for this purpose.

Therefore, with effect from mid-January, intensive weekly training courses will be available using P 3. Members wishing to train for their full PCV licence are invited to contact me, Bill Ackroyd, in writing, at 1, Hawthorn Road, Send, Ripley Surrey GU23 6LH or by telephone on 01483 225060 between 7 and 9 pm weekdays, for further details.

MORE ABOUT BROWN REXINE

David Boshier

Further developments in efforts to secure suitable supplies of this material have now taken a turn for the better. The original minimum production was 1500 metres, the suppliers have now reduced this amount to 1000 metres. The best option does appear to be the PVC material which we are advised will cost £2.70 per metre. Interest from vehicle owners so far totals in the region of just over 600 metres, with this in mind, we need more vehicle owners to show some interest. If you need the material in the future then you really should jump on the 'bandwagon' now rather than assume that the material will be available in the future.

At the time of writing we still have not received the pre-production sample which will reveal the nature of authenticity whilst also being decisive on how we proceed.

The following is a list of those that have so far expressed interest, if you wish to add your name to the list, please contact me as soon as possible, otherwise, you will be left out in the cold!

Messrs

D T Boshier, G Harsant & D Harsant	RT1312
Steve Rowland	RT1544
Barry Wilson	RF351
Ivan Davies	GS73?
Maurice Doggett	RT604, RTL1427
John Braga	RT1396
John Knox	RT1798, RT3228
Alan Charman for LBPT	RT2775 etc.
Derek Funnell	RT824
Mike Dawes	RT2291
Tony Quince	various
Bob Bird (LT Museum)	RT4712
Dodds and Cousins	RTL1163
Charlie Young	RT4317
David Ladd	RTL1348, RF511

FROM THE NEWSLETTER, 25 YEARS AGO

Bill Cottrell.

The Bus of Yesteryear rally on Clapham Common in mid-September came up to expectations and exceeded them in some respects. Worthy of special mention are the excellent West Riding pair, the PSI and the Wulfrunian, the M and D Tiger and NS1995 from the LT collection at Syon Park. Some of us had the privilege of riding this bus to and from the Woolwich Carnival a few weeks before, a rare experience, especially as it had fuel flow problems causing it to stop in all the most embarrassing places.

As most folk have heard, the chassis of ex-LT Renown LT19 has come into the possession of Obsolete Fleet and is currently in process of stripping down prior to reconstruction to one of those fantastic square cab/open staircase petrol LTs. At the moment the bits are spread between LPC, Cobham, and Chelwood Gate, so there is not much to see in any one place, unless you have a vivid imagination.

ST922 has finished its season on route 100 at the end of September without major problems.

Footnote.

Before anyone gets too excited about a forgotten 'Bluebird' LT, this project never got off the ground. In all truth, it never existed except in the form of a rolling chassis, and not even an ex-London one at that!

I did see the chassis frames at the old LPC premises at Hounslow Heath but cannot recall ever seeing any more of it than that. Still, as the Railway fraternity have nearly completed building a main-line loco from scratch, why not a 'Bluebird'!

LETTERS

From Roger Stagg

Dear Bill

Re 60 Years of the RT Bus

There are unlikely to be any Cobham Members who do not know that 1999 sees 60 years since RT1 made its debut and set the pattern for the British Bus scene for virtually the next 30 years. Whilst it is true that only 150 vehicles appeared prior to 1947, and that in many respects about the only thing they shared with the post war 6,800 which followed is the designation RT and the moquette on the seats, we all nevertheless accept that come Summer 1999 the, RT will be 60 years of age.

For three years now we have been talking about an event to mark this occasion and as the remaining vehicles become older along with their owners, so the number that will appear on the rally scene will diminish year by year. In any event, if our masters in the EEC have their way there will not be many years before any vehicle over 5 years old, unless it was built in Germany, will not be allowed on the road!

There have been many thoughts regarding RT60, including a repeat of RT50 up to a mammoth collection and road run of all types of LT vehicle, as the date is also the Centenary of stage carriage autobus operation in London. For one reason or another, various ideas have fallen by the wayside. The City of London Police suggest that we are not welcome because of the security problems it would cause. Another thing that needs to be taken into account is that the area in and around central London fails to produce very much that would be suitable for a large gathering of buses and an attendant general public for a full day in the summer.

Offers of organisational assistance, both prior to, and during the course of any event, from members of the RT/RF Register, other than to enter a vehicle, has been negligible and I have, as readers who are also members of the Register will already know, taken steps to prevent the event failing by the wayside. The event has

now been set as 6 June 1999 and will principally be made up of as many RT buses as can attend. It will start with a gathering in central London as close as possible to the LT Museum, followed by a road run and culminating in a display at or adjacent to, Cobham, essentially linking the two principal Museums for London Transport vehicles.

An application form for RT60 was sent out in the Cobham magazine 18 months ago and despite the number of Cobham members with 'active' RTs, there were very few responses which had not already been received via the RT/RF Register Newsletter (including Mr Chairman, yourself)

Because of restrictions at both ends of the proposed venue, numbers are going to be restricted and a 'first come first served' system will operate.

Want to enter? then write to me now with details of your vehicle: registration number, fleet number, date first entered service, colour, body type etc. Please enclose a stamped self addressed envelope, no SAE, no further communication.

I am calling now upon those members who sent details earlier but ignored the request for an SAE. you will know who you are because you will not have received any details. If you still wish to enter (I still have your details on file) please invest £2 in your vehicle and enclose some envelopes with stamps. There will be no entry fee so £2 in SAEs does not seem too high a price to pay.

Teston Road, Offham, West Malling, Kent.ME19

5NE

From Len Barnes

Dear Sir,

Thank you once again for the magazine, I do like the articles and I especially like anything to do with the pre-war buses. I'm thankful they have survived due to the care lavished on them over the years. This set me thinking. I would like to believe all the vehicles will be around in 100 years time. Could the Cobham Bus Museum actively support a scheme whereby members are encouraged to make wills leaving some of the family assets to the museum upon their death or of their surviving spouse's death?

I do appreciate over half of the population never make 'Wills', doubtless these are the immortals. But those of us who have our doubts, I would love to think in 50 years time T31 chugging down to Hastings for a days run on the strength of money left to the Museum on a regular basis.

Careful planning over the years would achieve much and this is a way members like me who do so little, could compensate.

High Beeches, Northcray, Sidcup, Kent DA24 5NB

From Chris Knight

Dear Bill

A couple of months ago I asked the RMOOA to supply gold underlined LT fleetnames for my Routemaster and found that they are currently unable to obtain any. I don't know if this is also a problem for LBPT members, but in case it is, I thought members might like to know that I approached a local vinyl graphics company who were able to produce a complete set including fleetnumbers and fit them to the bus for me.

Now that they have done the work of producing the first set, all the data is stored on their computer and it will be a simple matter to produce further sets for other members. They will charge about £50 for a set including fitting (less if this is not required). They will only fit in the Bristol area or if the vehicle is taken to their works in Bristol.

The company is:

Wilson Signs,
Unit 4B
Hayward Industrial Estate,
Soundwell
BRISTOL BS16 4NT
Tel 0117 956 8288
Fax 0117 970 1484

No doubt there are many similar companies all over the country which other members may be tempted to use. The advantage of this company is that they now have all the artwork on computer. The result looks authentic, even if the materials are not.

Highfields, Hawkesbury Upton, Badminton S Glos GL9 1BJ

Editors note:- In the London area Vinyl Graphics of Dorking hold pattern for all London Transport fleetnames and stock numbers.

From Eddie Knorn

Dear Bill,

I note from the latest Magazine that the Trust has repatriated RTL 139 from Holland. The latest "Classic Bus" magazine has a feature on RTLs which includes some colour pictures that prove just how good-looking these vehicles are (in fact this sentiment applies to *all* RT family members). Classic Bus states that there are around 12 in existence in this country in running condition. The Cobham Magazine believes that the acquisition of RTL 139 'redresses the balance of the collection.'

Taking a slightly wider perspective and looking at the Trust's collection as a sub-set of the UK collection of London vehicles, I feel compelled to ask if perhaps this was the wrong choice of vehicle?. Should a DMS have been acquired instead?

Comparing the service lives of the two classes there are some uncanny similarities, with the start of withdrawals when the vehicles were not very old, with many examples finding new owners around the country, not to mention the large quantities of both types used in more eastern parts of the World. There were DMSs in use by LT in significant numbers for over 20 years. Comparing fleet sizes, around 1600 RTLs versus around 2600 DMSs, then pro-rata there ought to be as many DMSs preserved as RTLs, if not more!

I write this letter as the former part-owner of one of the most 'original' DMS vehicles still in existence. This vehicle had a 24-year career with LT and subsequently Leaside Buses.

During that time it missed-out on many of the modifications that spoiled other such vehicles, such as the fitment of little brackets to hold the bodyside sliding windows. The one major change that had been made was the fitment of a 'Metrobus' front blind box, but this could easily have been rectified.

The aforementioned DMS was offered to members of the Trust, but no one was interested, so now this vehicle, which had never been any colour other than LT red, has now been sold abroad. Meanwhile, yet another RT-type vehicle gets preserved in the UK.

Does the Trust exist to maintain a *representative* collection of London vehicles or is vehicle policy determined by personal

preference? One reason given for the lack of interest in this particular DMS was that there was no space available at the Museum; I am pleased to see that some has now been found to accommodate the RTL.

Royston Road, Melbourn, near Royston,

SG8 6DG.

BOOK REVIEW

Phill Cruise

LONDON BUS FILE 1946-49

Ken Glazier, Published by Capital Transport. £10.95

This handbook is presented in the same format as its predecessor which covered the years from 1950-54. The size is similar to the Cobham Magazine and the old Capital Transport London Bus Handbook which it follows in general layout. There are one hundred and thirty six pages which cover all the vehicles in stock during the years featured. Full details of entry or withdrawal from service, together with technical details of body and chassis variations are given. An interesting range of illustrations accompanies the fleet lists and technical information.

Ken Glazier has again produced a book which will be of interest to all students of London Transport and its vehicles and one which will bring alive once again the golden age of road transport in the capital. A worthy companion to the other volumes from Ken Glazier that cover the early post war period and a must for the bookshelves.

Reviewed by Phill Cruise

LONDON BUSES IN THE 1960s

Ken Glazier published by Capital Transport. £25

Over the past few years Capital Transport have produced a series of books detailing the London bus scene from the thirties onwards. Ken Glazier has now reached the 1960s with his latest contribution



Photo: CBM
BN61, a strange visitor on the RF running day



Photo: CBM
SM369 meets SM114 amongst the Autumn foliage.

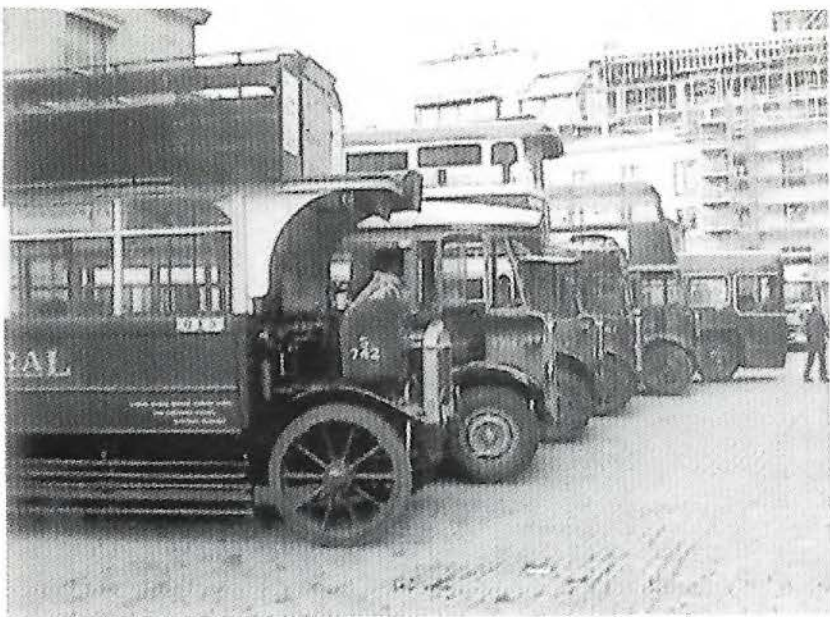


Photo CBM
LT reserve collection paused at Covent Garden en-route to new premises at Acton,
on December 5th



Photo: Jonathan Baker
RF202 at Lostwithiel Bridge July 98



Photo: CBM
Ex- LNB203 on duty at Ealing jazz festival in July. Cool!



Photo: CBM
RF326 at the Uxbridge running day Summer 98



Photo: Ken Moseley Collection
XFI at Horley October 71.



Photo: Ken Moseley Collection
XF6 on Blue Arrow duties in Stevenage in December 1969.



Photo: East Surrey Newspapers
XF5 comes a cropper on a soft verge at Irons Bottom, near Horley in March 1969



Photo: G. Mead
XF1 tries the City Life at Shoreditch June 1967.



Photo: CBM
XF17 on its way to Hong Kong via Southampton Docks in early 1973.



Photo: Steve Fennell
XF8 contemplates a pint at the Plough, Dormansland in 1978.

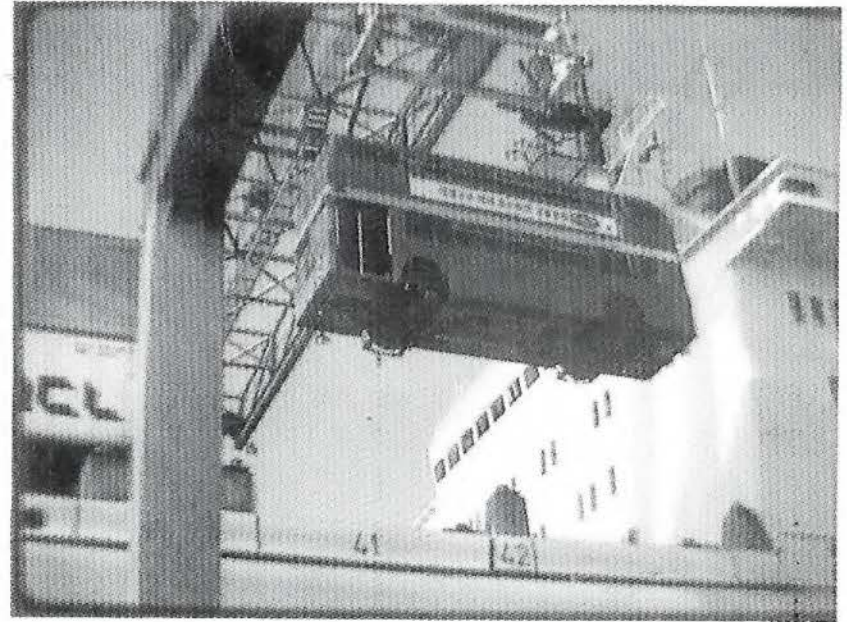


Photo: CBM
XF17 is already sporting Chinese adverts. and extra half-drop windows



Photo: Phill Cruise
RCL2255 of Double Deck Tours at Niagara



Photo: CBM
Rarely seen RF537 of the LT collection at Covent Garden on 5th December

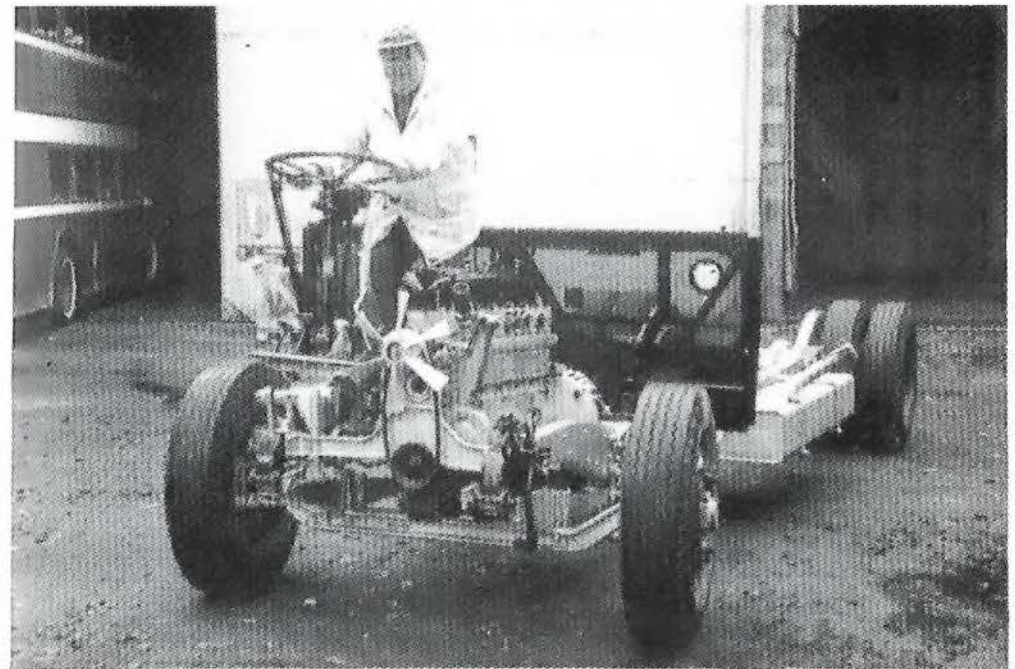


Photo: CBM
The RT chassis rolls out of the paint bay to make room for RTL139
Don Allmey had to be restrained from taking it to Addlestone to see
if Weymanns could put a new body on it!



Photo: CBM
RF operating day, lay-over in the lay-by at the top of Redhill Road.

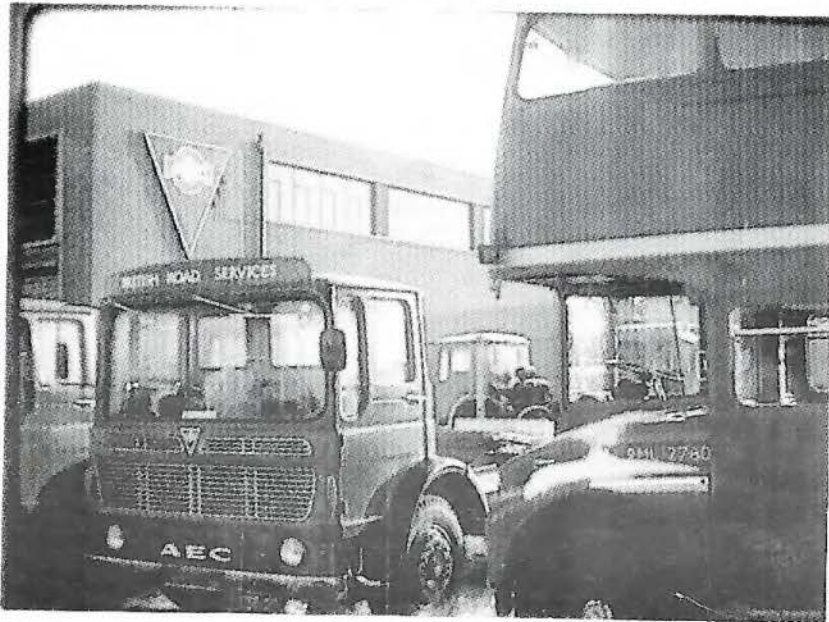


Photo: CBM
I had to include one shot in the snow for the Winter issue, RML2760 awaiting delivery from AEC in 1968.

which follows on from his work on London buses of the 1950a and before that, the wartime years.

This volume carries on the format of the previous books being a large well illustrated hard back book which will doubtless become one of the standard reference works in years to come.

There are two hundred and twenty four pages including appendices of the scheduled fleet between 1960 and 1969 and London Transport bus and trolleybus routes operating on 1st January 1960. A new departure in this book is the inclusion of a varied selection of coloured illustrations which join the copious black and white photographs both complimenting the mass of information given.

The book is by no means heavy going though. My own bus spotting days were in the early sixties and reading through the chapters with titles such as 'Trolleybus Swansong', 'Area Schemes: Central Buses', Cheap Fares and Rover Tickets' etc brought alive many dormant memories.

This must be the best one yet from Ken Glazier encapsulating as it does a decade of immense change unfortunately much of it driven by the decline in passengers that London Transport had to manage. The editor likes reviewers to be selectively critical so I managed to find one or two minor things that my memory, which is probably on the way out, didn't quite agree with but overall I think any purchaser will be very happy with this book. It's a shame that the cover photo is not of a typical Hanwell RM though.

RT RUNNING DAY 1998

Roger Stagg.

Sunshine was ordered and it turned up in no short supply.

The sub Committee had worked hard with the Woking Chamber of Commerce to ensure that the Museum and the bus service were given plenty of representation within the advertising for the Classic Vehicle Display. The intention was to get as many people who would not usually visit the Museum deposited in the road outside with no obligation to enter but of course welcome to do so on payment of the prescribed entrance fee. Equally we were happy to convey people who had been to Cobham down to Woking and ultimately return everyone to their starting point.

Tongue in cheek, the service started with an early morning's presumed 'staff only' service to get volunteers to Woking and perhaps pick up two or three followers who had come to Woking before the events got under way there. As it happened the 'staff' bus left virtually full and returned such, setting the trend for the remainder of the day.

We were very disappointed to lose RT 227 and RT 1702 due to the intransigence of the employer of the owner/driver, LUL; as we were still programmed to provide a 30 minute service reducing to 20 minutes and then to 15 minutes during the middle part of the day. As it happened rather than being hard pressed for passengers, we became hard pressed for drivers. Thanks go out therefore to those drivers who stepped into the breach and changed their display and layover times in order to provide a service that left as soon as it was full, to be replaced by another. Over 1200 passengers were carried in each direction and two extra 'last' buses had to be put on to convey people back to Woking.

Programmes were sold at the bus stops giving details of the timetable and the vehicles taking part. Resultant funds were donated to STL 2377. Free handouts containing information on the RT and both Cobham and the LT Museums were distributed to all passengers. At Woking, leaflets showing the service and giving information that the Museum was open, were distributed separately with, it appears, considerable success.

All who took part reported a very successful day, the bulk of passengers being genuinely interested family groups, and without doubt we shall see many of them again at Cobham.

As always we learnt lessons for improved services in future events. We should not lose sight of the fact that the bus fraternity interest in the Museum is limited and that our biggest market for the future is the general public and their children, most of whom do not even know of Cobham's existence.

From Ian Barrett and myself thanks to all those who took part: owners, drivers, those owners who allowed others to drive their buses during breaks etc, and those drivers who undertook those duties, and to the volunteers who helped on the day. Those however were in the minority and I make no apology for setting out my stall yet again to remind all members that those few hours you may be able to offer on similar occasions will do much to secure the future of the Museum and serve to keep down the level of subscriptions. Without the help of volunteers from the Mid Hants

Railway, we may not have been able to operate at all. Your contribution on these occasions, whether it be giving out programmes, directing the general public or answering questions, is as, if not more important, than driving buses.

RF Operating Day - Esher. 25th October 1998.

Peter Starks

The change from Summer time to Winter time is now associated with the annual RFOC Operating Day. 1998 was our fourth and I am pleased to say another successful day, with 8 RF 's doing just what they were designed to do, moving people and operating the planned timetable. It was a most enjoyable for all involved in operating the service, whilst loadings were lighter this year, something hope that will be put right for the next event.

A feature this year for the crews was "Cafe Foxwarren" - light refreshments served in our control/hospitality bus - many thanks to the caterer. Not to be forgotten was Cobham's youngest ever catering crew of Kelly and Stuart supervised by Trish and Debbie, who did an exceedingly good job. They say buses always come in pairs, well the timetable plan showed this to happen each hour, but to add to the interest we made it 3 RFs and a TD all on the stand at Esher together.

We try to make the route interesting (for the passenger) and also a challenge (for the driver), and going round Sandown Park Racecourse, followed by a trip to Claygate did just that. Much interest was caused along the 206 route by residents, some asking if we could do this every week, nice to know the RF is so warmly received after so many years.

Many thanks to all the owners for their support this year, and to the others who did their bit.

If you are an RF owner and do not want to miss out on the fun at next year's event, please let me know, by ringing
01403 902.

COBHAM 99

The following is a list of Museum Open days and associated events throughout 1999, full information will be carried in the magazine and regular Press releases will be issued

February 17th (I think that's the third Saturday, I haven't got a 1999 diary yet!) - Swapmeet and Transport Fair
March 7th - Members & Volunteers Day
April 5th - Museum Open.
On this occasion Easter Monday, as the Museum will remain closed on Easter Sunday

April 11th - **Open Day at Museum & Brooklands**
May 2nd - Museum Open
June 6th - Museum Open - RT 60, the biggest
Museum event of 1999
July 4th - Museum Open - RTW 50
August 2nd - Museum Open -
Rear Engine and LT in the 70's with
associated running day.

August 28th - Museum Open
August 29th - Museum Open - GS running day
August 30th - Museum Open - Bus Service linking
to the Woking Class Car Show
The August Bank-Holiday events may be consolidated, confirmation next magazine

September 4th - Museum Open - Family day with a theme based upon vehicles from 30's & 40's.
October 3rd - Museum Open
October 24th - Museum Open - RF owners running day.
November 7th - Museum Open -
December 5th - Museum Open - Come and see Father Christmas at Cobham.

STL2377. AN APPEAL

Roger Stagg

Donations towards the rebuilding of STL 2377 have been coming in to the Treasurer and myself since the issue of the last magazine. All donations both large and small have been very welcome and the members involved have received thank you letters.

One member has asked that I pass on his recommendation for raising funds. He has been selling off unwanted bits and pieces, old records etc, and had donated the proceeds thus raised.

There are still a lot of members out there who have been 'getting round' to making a donation and what better time than this season of 'generosity and good will'

STLs on FILM

Michael Taylor

Forty four years after they disappeared from the streets of London, interest in the STL class is still widespread and the refurbishment of STL 2377 will generate even more interest. To keep the memories alive, many film clips exist showing a wide variety of STLs at different stages of their careers. In this article I have attempted to bring together information on a number of these, identifying approximately fifty vehicles which have been caught on film.

The documentary film of London buses shot by Geoff Ashwell and Victor Jones in the late 1940s provides a marvellous record of all types of vehicle operating during that period from the oldest LT and ST types through to the latest RT vehicles. Although not a professional production it captures vividly the flavour of the period and the quality of their filming (on I think the out-moded 9.5 mm format) allows most of the vehicles shot to be identified.

The appearance of STLs in cinema feature films offers higher quality images, but the relevant sequences are often brief because they are incidental to the plot. However there are always exceptions and in some films particular vehicles are featured prominently to good effect. In *Hue and Cry (1947)*, STL 165 appears in several different sequences whenever a bus is required in the action!

Rather cleverly the bus is seen driving in opposite directions down the same street within a few seconds. The producers in 1947 could not have foreseen the video revolution which would allow every frame to be scrutinised, thus revealing this continuity error! Many STLs and other vehicles can be spotted in *Seven days to noon* (1949), including STL 341 which is featured prominently in several scenes towards the end of the film. As the bus does not appear to have remained in stock into 1950 it was possibly loaned to the film producers before its appointment with the breakers torch. The appalling condition of the bodywork on this time expired vehicle can clearly be seen.

Preserved STLs have occasionally been used in order to add authenticity to a film. STL 469 can be seen in *Carve her name with pride* (1958), and although the 'all-red' livery is incompatible with the wartime setting, the producers deserve credit for using a bus of correct vintage. The appearance of STL 2093 in *It happened here* is rather more interesting, including as it does footage of German soldiers travelling on the top deck of the bus. Maybe in the future STL 2377 will emerge as a film star!

In 1983 the BBC featured STL 441 in a 'Q.E.D.' documentary in which scientist Heinz Wolff looked back to 1948 to compare how life had changed for ordinary people. At the start of the programme he boards a resplendent STL 441, climbs the stairs and is then filmed on the top deck. Through the window he imagines that he is looking back to 1948.

In addition to those already mentioned, the best appearances by STLs in feature films are probably *Wanted for Murder* (1946), *Passport to Pimlico* (1949) and *Face the music* (1954) all of which have scenes showing vehicles in close up. The brief scene of STL 2502 driving past the Savoy Hotel in *The Blind Goddess* (1948) is also of high quality.

All films mentioned so far are in black and white, but there are good colour shots of STLs in the films *Maytime in Mayfair* (1949) and *Genevieve* (1953). Some of the colour footage from the first of these films is included in the video 'London Archive' but in addition to this the original release included a further splendid offside shot of a standard STL14 type in red and cream livery. In "Genevieve", the well known comedy about the London- Brighton vintage car run, an STL11 type is seen working on tram replacement route 182. The print of the film that I viewed allowed the registration letters "CLE" to be discerned but no further identification was possible.

Does anybody know which STL this could be? The adverts for "Outspan Oranges" on either side of the front destination boards are also very colourful!

In 1950 "Cameracraft" of Palmers Green produced a colour film of the Borough of Southgate. An excellent shot is included of what I think is most probably STL 2050 (DLU 46) or possibly STL1815 (DLU 44) operating on route 102 along the North Circular Road. This film also includes fine shots of trolleybus 757, Greenline Q211 (CXX 404) and a brand new RTL on route 29.

Many other films show STLs going about their daily duties but alas identification of the vehicles is not possible. Despite this some excellent shots can be seen in films such as *Train of events* (1949), *The Blue lamp* (1949), and *Something in the City* (1950). The last of these films also includes the only feature film appearance to my knowledge of the STLs Leyland cousin, the STD, seen driving at some speed down the Strand. SRT 105 (FJJ 708) (ex - STL 2548), seen outside Leicester Square Underground Station in *Turn the key softly* (1953) is a unique sighting of the ill-fated SRT class in a feature film.

Stock No.	Reg. No.	FILM (Documentaries are marked 'D')
10	JJ4361	The Lightening Conductor (1936)
24	JJ4332	Friday the 13 th (1933)
31	JJ4343	Passport to Pimlico (1949)
56	YY5356	London Buses (G.Ashwell/V.Jones) D
165	JJ4377	Hue and Cry (1947)
188	AGX531	London Buses (G.Ashwell/V.Jones) D
205	AGX548	Bank Holiday (1938)
267	AUC533	London Buses (G.Ashwell/V.Jones) D
282	AUC536	London Buses (G.Ashwell/V.Jones) D
331	AUC599	Sabotage (1936)
341	AXM604	Passport to Pimlico (1949)
437	AYV611	They Made Me A Fugitive (1947)
441	AXM693	QED (BBC tv 1983) D
446	AYV604	Passport to Pimlico (1949)
457	AYV614	Face the Music (1954)
465	AYV643	London Buses (G.Ashwell/V.Jones) D
469	AYV651	Carve Her Name with Pride (1958)

474	AYV623	London Buses (G.Ashwell/V.Jones) D
494	AYV654	Wanted for Murder (1946)
572	AYVV733	Wanted for Murder (1946)
600	AYV646	London Buses (G.Ashwell/V.Jones) D
669	BLH727	The Green Cockatoo (1937)
704	BLH770	London Buses (G.Ashwell/V.Jones) D
789	BXD450	Sabotage (1936)
815	CGJ77	Video- British City Transport
946	CGJ45	Portrait from Life (1948)
1038	BLH900	Country Buses (1948)
1044	BPE221	London Buses (G.Ashwell/V.Jones) D
1051	BPF416	London Buses (G.Ashwell/V.Jones) D
1070	CGJ83	London Buses (G.Ashwell/V.Jones) D
1087	CGJ112	Country Buses (1948)
1202	CLE57	Country Buses (1948)
1239	CLE92	London Buses (G.Ashwell/V.Jones) D
1364	CLX592	The Lightening Conductor (1936)
1399	CXX127	Wanted for Murder (1946)
1401	CXX117	Bond Street (1948)
1497	CXX484	London Buses (G.Ashwell/V.Jones) D
1559	CXX280	Cheer, Boys, Cheer (1939)
1781	DGX338	Video- London Archive
1947	DLU143	Spring in Park Lane (1948)
2050	DLU46	Southgate (Camera Craft, 1950)
2093	DLU92	It Happened Here (1963)
2138	DLU137	Spring in Park Lane (1948)
2141	DYL793	Video- London Archive
2459	ELP113	Video- London's Lost Transport
2477	ELP154	London Buses (G.Ashwell/V.Jones) D
2502	ELP172	The Blind Goddess (1948)
2548 as SRT105	FJJ708	Turn the Key Softly (1953)

Desiree' Parker-Knoll, the well-known co-respondent from the back row, writes, 'In addition to the above, about ten minutes into *The Red Shoes*, made in 1948 in Technicolor an STL, just too faraway for identification, appears for a few seconds.

Since the last magazine I have only noted a re-run of *The Franchise Affair*, featuring St. Albans garage forecourt with UMP227 and a 4Q4 parked just inside the building, and RTL753 of the Met-Camm variety featured in *23 Paces to Baker Street*. This 1956 colour film also has fleeting glimpses of other buses, including a pre-war RT, and also some very nice street scenes'.

XAs AND XFs

From the notebooks of R.J. Williamson

Although delivered in 1965 it took until 1968 to get around to recording all the XAs and XFs in the series of small loose leaf books some years before to replace underlining in ABCs. The whole matter was prompted by travelling to work down Kingsland Road (starting in May 1968) and it only took a few days to clear both classes except for the eight XAs at that time some considerable distance away at East Grinstead (EG) garage. On the other hand all eight XFs were at Stamford Hill (SF) garage and were used, it is believed, exclusively on route 67.

The first week of March 1969 saw the return of the eight red XAs from EG to SF all initially running with EG codes, which looked somewhat strange in the dark environs of Commercial Street and Leman Street. The eight XAs were XA 5,6,8,14,15,29,30 and 41 and now that all had been seen there was no need to chase them any more and, for a while, most could be regularly seen on the 67 from SF and the 76 from Tottenham (AR) garage. There was a certain amount of exchanging vehicles between these two garages but there were a few unusual sightings before the XA class moved to Croydon (TC) garage and Peckham (PM) garage starting in 1970. XA5 was seen in Walworth (WL) garage on 7th April 1970 still caning AR codes but also carrying collision damage to the nearside. This was repaired and was later seen at TC garage in February 1971 ex route C3. XA6 was out of use at New Cross (NX) garage in March 1970 (with SF codes) whilst, six months earlier in September 1969. XA17 (with AR codes) was seen at Tower Bridge on the 'Round London Sightseeing Tour'. XA37 (no garage codes) was at Fulwell (FW) garage on 12th April 1970 (what was it doing there?) but was seen again in February 1971 on the C2 in Croydon. Another odd storage location was in November 1969 when XA39

was out of use at the back of a group of delicensed vehicles in Edmonton (EM) garage but this also later reappeared at Croydon.

As far as the XFs were concerned little notice was taken of them after their return to EG as they had all been seen, noted and recorded. They remained the same until ten years later when a visit to EG garage in February 1978 found the whole class in attendance. XF3 and XF4 were both on the pits receiving attention whilst XF2 was delicensed and parked up out of use without an engine. All the others, XF1 and 5 to 8 were parked in the garage having just seen service (or about to) on the 424, 428 etc. This visit to EG was also memorable for the fact that a return trip from Godstone (GD) to EG had to be made to retrieve my notebook which was sitting on the wall where it had been left!

Well over a year passed until October 1979 when XFs 2,4,6 and 8 were all noted delicensed (and presumably awaiting disposal) in the open yard next to Chelsham (CM) garage where many SMs were also parked out of use. That was that so far as noting XAs and XFs were concerned. All had been seen before and recorded and the later 1978 and 1979 notes are now only possible to recount as all vehicles were noted during garage visits - a practice continued since 1964.

A personal view is that they were not genuine London buses and not particularly stylish (especially the interiors) and, overall, were provincial vehicles not acceptable in London. No doubt other people can provide a more detailed account of their experiences of these vehicles and, quite probably, other opinions as to their appearance and acceptability.

SHORT TURN

Resident electrician Dave Kriesler is looking into getting some RF interior bulbs made. Because they are spaced closer than RTs they are of a lower wattage, being 24v12w. There are 25 on a standard RF and 30 on the un-modified Greenline variant. Dave thinks that he will need to get 500 made to make the project viable. To express an interest, write to Dave at :-

Headley Avenue, Wallington, Surrey. SM6 8NQ

THE XF CLASS

Alan Charman

Daimler Fleetline Model CRG6LX
Engine Gardner 10.45 Litre 6LX
Park Royal Body H 41/31 F Body Number 58001 - 8
Registration CUV 51 C - 58C

When the reshaping plan was announced in the early 60's L T included in their programme two types of rear engine double deckers, 50 Leyland Atlantean (XA) and 8 Daimler Fleetline (XF) the Atlanteans were destined for the Central area and the Fleetlines were to be used in the Country area.

Both types would be tested in service against the RML which was also to enter Fleet service from 1965 onwards. There had been a small number of RMLs operating on Route 104 since 1961.

This article covers the XF Daimler Fleetlines that entered service on route 424 from East Grinstead on 15th September 1965, making them the first rear engine double-deck vehicles to be used by London Transport. It is mostly based upon my own observations as I have always lived in the Sevenoaks/East Grinstead area.

At first the vehicles were worked by a normal two-man crew but it was the intention to carry out trials with various methods of crew/one man operation. In 1965 one man operation of double deckers was not allowed. An experimental feature of these vehicles was the ability to close off the upper deck and work as a single deck bus with one man operation. The 424 operated between Reigate and East Grinstead, it was chosen because the two town sections were very busy and the middle section through Cophthorne, Smallfield and Horley was much more rural and relatively low in passenger loadings. The original plan was to work crew operated through the town sections and revert to one man in the centre quiet section. It was soon realised that this was a scheduling nightmare and the experiment was changed to peak hour operation with a two man crew and off peak to be worked one man.

The experiment was carried out between October 2nd 1966 and April 1967 when the following notice was placed upon the door that closed off the upper deck.

"This is an experimental design to be operated by both a driver and conductor during peak hours, and at other times by a driver only. When it is operated by a driver only the top deck is closed and passengers then travel on the lower deck"

The experiment was not a success as there were problems in arranging duty schedules, and the off peak seating capacity of 31 was to prove inadequate.

I have copies of the roadside timetables for this service, where the experiment is mentioned in red type and these together with other items relating to the XF class will be displayed at the museum to coincide with the publication of this article.

The second and probably more important experiment was to be the vehicle exchanges that took place not only between three classes of vehicle but also between the Country and Central areas. The first exchange to involve the XF class took place in the spring of 1966 when all eight vehicles were transferred into Highgate Garage for use on Route 271 between Moorgate and Highgate Village. The XFs moved on 17th April to be replaced at EG by eight XA class, numbers 36, 37, 38, 39, 42, 44, 47 and 49. The vehicles worked the 271 for three months and were returned to EG at the end of June. The intention was to start the crew/omo experiment from July 2nd, but for some reason this was delayed until October.

The XAs did not return to Highgate but instead went into Stamford Hill for route 67 whose RMLs moved to Route 76. It was to Stamford Hill that the second exchange took place in May 1967 when once again Red XAs found their way into EG this time numbers 5, 6, 8, 14, 15, 29, 30 and 41. My records show that this exchange was to last over eighteen months and the XFs did not return to EG until early in 1969.

The object of these experiments was primarily to compare fuel efficiency and vehicle reliability. Here I am quoting from figures given in 'Reshaping London's Buses' by Mike Harris and Barry Arnold.

	Country operation	Central operation
RML	9.8 mpg	7.8 mpg
XA	10.3 mpg	6.6 mpg
XF	10.8 mpg	7.4 mpg

The central area fuel efficiency is clearly in favour of the RML but the Gardner engined XF shows a considerable improvement over the XA. In 1966 XF 3 was fitted with a Cummins V6 engine which required the rear engine section to be enlarged by approx. 4 inches. The engine remained with this vehicle until 1973 when it was exchanged for a Gardner unit. I have never seen any comparative figures or data for this particular test but it was obviously unsuccessful as this engine was not specified for new vehicles by LT or LCBS.

The country area figures are quite surprising but it has to be remembered that the RMLs never worked the 424 and the figures were probably those in use for the 409/410/411 group, where there was a sustained period of fast running.

The reliability and engineering tests which were the result of the first trials in 1966 were again clearly in favour of the RML, but the XF class outshone the XA Leyland Atlanteans.

It is assumed that it was the results of these trials that influenced LT in their decision to purchase the Daimler Fleetline for what was to become the ill fated DMS class.

The eight vehicles returned to East Grinstead and worked as normal crew operated vehicles on route 424 throughout 1969. The final experiment was to take place at Stevenage and XF 6, 7, and 8 were taken into Aldenham for repaint into the blue and silver livery that was to become the BLUE ARROW service introduced at Stevenage to serve the factory estates from 29th December 1969. These three vehicles were the first to be repainted with LONDON COUNTRY fleetnames which was the new name for the country area services after transfer to the National Bus Company on January 1st 1970. An interesting point which perhaps a member can answer for me, we know that XF 6,7,8 operated with LC fleetnames for the 3 days Dec 29th-31st, but was legal ownership LT or LCBS, or was it first LT and repainted as LCBS on Jan 1st? To replace the vehicles, three of the XAs, 46, 47 and 48, were repainted Green and sent to East Grinstead, LCBS returned 3 RMLs to LT in exchange.

This was the second time that XA 47 had been at EG having taken part in the original exchange trials of 1966. I never discussed the relative merits of the XA versus XF with the Garage staff at EG but I understand that personnel from Chiswick maintained an active interest in the class and were regular visitors to the Garage.

The Blue Arrow service operated until September 1972 when the three vehicles were placed in store at Hertford pending overhaul. They were subsequently taken into Aldenham and out-shopped in the L C B S green and canary yellow livery that was very similar to the AF Fleetlines that had recently entered service from Godstone.

To my knowledge these were the only three vehicles that carried this livery. The return of XF 6-8 enabled XF 1-5 to be released for overhaul, these five vehicles being out-shopped in National Green livery, which in my opinion never suited the XFs

Meanwhile back at East Grinstead the 424 was to be the first full omo double deck route to be implemented by London Country , operated by XFs 1- 5 and XAs 46, 47 and 48, the new service commencing on 24th May 1970. There was not a great deal of change in the early 70s. The XF was to prove reliable at EG and there was very rarely any vehicle suffering from long term de-licensing due to mechanical defects

In late 1972 London Transport announced that the XA class was to be sold to China Motor Bus in Hong Kong and the deal was also to include the three vehicles based at East Grinstead. They were officially de-licensed from 1st Feb 1973 and replaced at EG by vehicles from the AN class. Eventually XF 6 - 8 were returned from overhaul and by late 1973 following the overhaul of the remaining five, the whole class were together once again.

The last time that I saw an XA was again No 47 sitting in the back yard at Dunton Green Garage. I took a photograph but it is only marked with the processing date of March 1973 rather than the actual date and time when taken.

From 1974 onwards the 8 vehicles started to appear on all of East Grinstead's double deck routes, the 428, 438 and occasionally the 409 as well as their regular 424.

The COFs of the vehicles started to expire from 1979 and at this time LCBS took the vehicles out of service. XF3 was to be the last as the engine change of 1973 was to last 2 years and it did not re-enter service until November 1975, giving it the last COF to expire. XF1 had a fire in its engine compartment in 1978 which resulted in a re-conditioned Gardner unit being fitted together with parts from

the DMS engine bay. It was probably this engine change that gave XF1 a new lease of life as a driver trainer from Godstone after its COF expired in September 1979. This led to an XF being photographed for the first time at the Greenline stop on Ecclestone Bridge during May 1980.

And so we arrive at November 1980 when the XF preservation group was formed by Dick Garbutt. At this time only XF3 was active at East Grinstead, with a fresh coat of paint that had been applied for the Greenline 50 celebrations. XF 1 was out of service and parked at the rear of Godstone Garage and the remainder were parked in the dump at Chelsham. XF7 went to Beddington Commercials for a period of time.

The best were considered to be XFs 1,5 and 7. Eventually XF 1 was chosen after a suitable tender had been made to LCBS and the restoration of the vehicle will form the second part of this article.

XF 3 was eventually to be taken out service on Christmas Eve 1981, 5 days before the closure of East Grinstead Garage, the last ex London Transport vehicle to be in service with L C B S.

Both XF 1 and XF 3 are now in preservation. XF 1 has been fully restored to its 1965 livery when it first entered service, including the door to close off the upper deck.

How and where we found this is another part of the story.

EX- LONDON TRANSPORT ROUTEMASTERS IN CANADA

Phill Cruise

Last summer we went on one of those holidays of a lifetime to see as much of Canada as possible in three weeks. It was my intention to try and seek out some of the many British buses that have made the one way trip across the Atlantic to serve out their last years in Canada, particularly any surviving RTs. However with one exception this was not to be!

We started off in Toronto which has a modern tramway system operated by Hawker-Siddely cars, some of which are the articulated variety. Time was spent riding round the system and discovering

Toronto and two depots. Apart from an unidentified DMS which successfully eluded my camera, ex-LT vehicles were not to be found. Toronto City Tours were operating some Atlanteans or Fleetlines, again identification was not possible.

Niagara Falls is within easy driving distance of Toronto, so our second day was spent there. Entering the tourist part of the town reminded me a bit of Bournemouth but soon this changed to London when we reached the terminus of Double Deck Tours and the familiar shape of an RCL came into view. Double Deck Tours own two RCLs, 2255 and 2252. After a look at the falls which are right next to the town we booked with Double Deck and took a ride round on a standard RM. The leaflet still shows a picture of a Saunders bodied RT but we didn't see any. We did however see nine RM family buses including some with ex LT blinds including London General and Northern ones. Due to the hot humid weather the emergency exits are left open. Among RMs purchased by Double Deck are 583 (5), 1242 (8), 1548 (11), 1618 (10), 1651 (3), 1888 (9), 1909 (6), 2162 (14), 2165 (4) and 2206 (7).

The drivers seemed very young (don't they all now!) and may have included students. They drove the vehicles very smoothly and used the semi-auto option. The bus we had sounded as if it had a Leyland engine, as indeed did most of the others. The tour around Niagara was interesting in its own right but being in an RM was magic. I wonder what happened to that Saunders RT though?

From Toronto we drove to Ottawa which is as British a place as you can find in Canada, with the changing of the guard at Government House just like at home. Finding our hotel without too much trouble we went out for a familiarisation walk and as we waited to cross the road outside the hotel along came an RM making the most awful 'graunching' sounds. As it drove past the reason was all too apparent as the rear exhaust bracket had snapped allowing the rear section to drag along the road. Having explored the area around our hotel and walked down to the river via an amazing series of locks built in the early nineteenth century, I set to work to discover who owned the RM. The operator is called Piccadilly Tours whose vehicles carry their numbers in their blind boxes. Number 11 is actually a vehicle that worked the eleven road in London as it still has the remains of the experimental radio pods fixed on the roof over the most rearward bay. I think this one was originally RM1904. Next day on the stand was an open top conversion which was RM1773. Piccadilly also have RMs 1788, 1943 and 1950.

Piccadilly Tours also operate a Bristol VR in overall 'Heineken' livery. I can also recommend their sightseeing tour which is operated under the name Capital Double Decker and Trolley tours.

We had a very interesting tour round Ottawa which included a boat trip on the Ottawa River. The tour guide was quite amused to find that we had travelled thousands of miles to travel on a London RM. We also had an interesting talk with a fellow old vehicle 'nut' on holiday from North America, who chatted happily about some of the British cars that he or his family had restored. It was on the way back into the city centre that my friends spotted the only RT that we found during the holiday.

It was a restaurant, painted green and surrounded by tables and chairs resting peacefully under the trees in a quiet side street not too far from our hotel. So half an hour later the two former bus spotters were giving it the once over. All the identification had gone, plates removed, numbers obliterated. So in the interests of historical research I found a rather attractive waitress and asked her if she knew anything about the bus. Its probable origin in Canada seems to have been Piccadilly Tours. Unfortunately it would take all of Ian Barrett's skills to get it back on the road, so this is another RT that won't turn a wheel again.

Next stop was Montreal. No RTs and no RMs made themselves known, but we did find DMS404 in full pre Arriva 'Original Round London Sightseeing Tour' livery with the London crossed out and Montreal substituted. Needless to say we took a tour which was run by Royal Autocar. Like all genuine DMS drivers ours was a complete maniac and in true DMS style the bus made various terminal sounding screeching sounds from its engine compartment! From Montreal we drove back to Toronto where time was spent on the trams (streetcars) exploring, before the next leg of our trip to Calgary to visit friends and relatives. A Bristol LD was spotted parked in a warehouse complex, but no London vehicles.

Our time in Calgary was punctuated by a few days in the Rockies at Bamff, which is well served by Brewster Gray -Line buses of the typical North American three axle variety. There were various generations and we had a trip up to the Columbia Ice Field on one. Brewster operates a service on the glacier with 'Ice Buses' made by an oil rig manufacturer which have permanent six wheel drive and wheels the size of giant dumper truck proportions. A ride on one of these was surreal.

The journey to Vancouver was via the Rocky Mountaineer train, which for me was the highlight of the whole holidays magic experience, but not relevant to this article.

Vancouver has a wonderful integrated transport system that includes rapid transit (Skytrain), buses, trolleybuses and a ferry. John Prestcott should go there, watch, study and learn!

All the main roads in the centre and suburbs are wired up and a large fleet of modern 'chopper' controlled single deckers runs a first class service. This was pure nostalgia and I was transported back to 1961 when I saw all that lovely overhead. Spotted on our travels was a Bristol VR still complete with registration number OCS590H operated by Gray - Line.

We saw one more ex LT vehicle in Victoria, during an all too brief visit near the end of our holiday. This was fittingly an RM but it disappeared before I could get a picture. It was in a grey livery and operated by Gray - Line tours who also had some Atlanteans out on the road. Research suggests that the RM was in fact 2133.

The last full day of the holiday was spent in Vancouver riding on skytrains, trolleys, buses and the ferry. The trolley happily traversed major road works on its batteries and the poles returned to the overhead after an emergency stop using the trolley retrievers. So much for the lack of flexibility argument against them. All too soon we were flying back to Heathrow and a magical time was over. The RT in service in Canada may be a memory. but as at home, the RM goes on and on!

VOLUNTEERS

John Rawlins

Firstly thank you to those who have returned the pink form which accompanied the last CBM - please keep them coming as we have a long way to go to fill all the posts. Remember you can always use the notice in the canteen at Cobham to register if you wish.

On the subject of volunteers we are becoming increasingly dependent on people to cover activities other than the Annual Open Day. These include Gordon Edridge's shop, the Gate and assisting the Event Co-ordinators with the overall 'management' of visitors during our other activity days to ensure their containment and safety.

Gordon has developed his own band of people, but would like to have more to call on, I need people to provide cover for the Gate as will the Event Co-ordinators for the 'management' role. Much of this will be explained on Members Day - March 7 1999 (more information will follow) where we will be looking for members to make a commitment for 1999's events, but in the meantime please be thinking of how you could help on the following activity theme days.

The first name is the event leader and the second the event co-ordinator(s) for Cobham.

Date	Event	Leader	Co-ordinator
Jun 6	RT60	Roger Stagg	Ian Barratt, Alan Charman
Jul 4	RTW50	Roy Adams	Ian Barratt
Aug 1	Rear Engine	Mike Nash	Paul Morris
Aug 29	GS day	Alan Charman	To be advised
Aug 30	Cobham/Woking	Roger Stagg	Alan Charman
Sep 5	Family Day, Trust Vehicles, Vintage Cars, Taxis	To be advised	To be advised
Oct 25	RF day	Peter Starks	To be advised

Opening hours are generally 10:30 - 16:30 and depending on the response we get it is not, and has not been recently, the intention to have volunteers working shifts of more than two hours. The exception to this is in the catering section where Debbie and the girls have done yeoman service in providing endless pots of tea and coffee to visitors and volunteers alike.

More helpers needed for this essential area. Training will be given to any males willing to apply.

Please post any volunteer input to me:

John Rawlins, Albany Close, Esher, Surrey KT10 9JR

If not for the Annual Open Day, or the gate, I will pass it on to the relevant person - thank you.

RF202 AS UVS678

Mr.P.Monk

1952 ex-London Transport Green Line Coach, original registration-MLL 589.

The original registration number was altered to UVS 678 in 1989 when it was transferred by a certain Phil Istine onto a Leyland Tiger coach of all things!

Epping Garage in Essex was RF202's first home and after many further moves around the network her last home was at Northfleet Garage in Kent. She also spent a year or so at the very end in Kentish Bus guise at Swanley Garage.

In October 1966, RF202 was modernised by London Transport, incorporating amongst other things interior strip lighting, a grey and maroon interior colour scheme, twin headlights and other minor differences noted usually only by 'rivet counters'. 175 RFs were so treated. The side destination boards were retained, still giving that distinctive Green Line look. In 1968 she was further adapted for One Man Operation (OMO), and in 1970 RF202 passed to London Country Bus Services ownership, eventually becoming the very last RF of all to be withdrawn from service in July 1989.

For a time RF202 was run by Kentish Bus who restored her to her present format, which is in the modernised 1966 Green Line trim. Since then RF202 has been owned by private operators including the above mentioned Phil Istine and was purchased by myself (Duchybus), 27 North Street, Lostwithiel, Cornwall (01208 872123) in October 1995 from Bygone Buses of Headcorn, Kent.

On a limited budget, several body repairs have been carried out by Plymouth Citybus. These include panel and body frame repairs, and complete side window and window frame removal (all of them!). Further minor panel repairs, a complete internal re-trim and external repaint were carried out with most materials being supplied by the owner, and Citybus supplying the expertise. Internal and underfloor painting, lettering and routine servicing was also carried out by the owner along with the help of a couple of much appreciated volunteers. The total cost was several thousand pounds and hopefully RF202 will now be around to see her 50th birthday living life at a more sedate 'Cornish' pace, performing nostalgic trips and attending the occasional vintage rally.

The icing on the cake would be to re-unite RF202 with her original MLL 589 registration number but sad to say, Phil Istine will not cooperate and the owner cannot afford to pay him. Nevertheless he is looking forward one day to pulling up at the bus lay-by in Sunningdale with Gravesend on the blind and a very surprised queue at the bus stop!

ADDITIONAL NOTES ON RF202

Mike Nash

The extensive RF records compiled by Alan Bond indicate that today's RF202 started its service life in January 1952 as RF141 at Addlestone (WY) where it remained until its first overhaul, re-emerging as RF171 in February 1956 at Dorking (DS) where it stayed until its second overhaul. It then emerged in September 1959 as RF181, complete with saloon heaters and a taller differential, returning to Dorking where once again it remained until the next overhaul in January 1964, moving this time to Northfleet (NF) and becoming at last RF202. Its fourth overhaul occurred just under three years later when, in October 1966 it was modernised, re-appearing once again as RF202. It then did stints at Staines (ST), Dartford (DT) and Chelsham (CM) before disappearing into works for its fifth and final overhaul in April 1971. It emerged in OPO form, once again numbered RF202, and took up residence once again at Chelsham, briefly at St. Albans (SA) and finally became a regular at Northfleet for its final three years of service.

Records also indicate that the body (7534) remained with the same chassis from new and that, when the bus was first divorced from its number plate at gained the rather inappropriate XKE 164A before gaining UVS 678 in March 1993.

As you can see from the photograph in this issue, RF202 really is a credit to Mr. Monk and I hope both he and our members found the above history of interest.

REDHILLROAD UPDATE

Mike Nash

The Public Enquiry concerning the permanent closure/re-opening of Redhill Road from the A3 commenced on Tuesday 27th October and lasted for a full seven working days, of which I was able to attend on behalf of the Trust for four. Those pro the road closure, including myself, were able to present extensively researched and well structured evidence, in complete contrast to the individuals who wished to see the permanent re-opening of Redhill Road and whose statements were frankly ill-conceived and at times farcical.

It had been my plan to speak as a Weybridge resident whilst Alan Charman was to put across the Trust's case. In the event, Alan couldn't make it at the last minute which meant that I had to drive back from Blyth in Northumberland in the middle of the night to do the honours which I could well have done without. Nevertheless, my combined presentation went well such that I was not even cross-questioned by the other side. In marked contrast, when the pro re-opening lobby stated their cases they were literally shot down in flames to such an extent that by the time the site inspection took place on the final day only one person from the pro re-opening camp was present!

The Inspector conducted the Enquiry with great skill and tact, and having listened to the comprehensive reports conveyed by Surrey County Council, the Highways Agency and our various friends who are resident in Redhill Road, it really is difficult to believe that the final decision will go any other way than to see Redhill Road permanently closed to A3 traffic. We believe the final outcome will be announced in the Spring and hope that the very considerable work put in, particularly by member Robert Vince and his team, will have done its job - not only for the Trust's benefit but to ensure maximum safety for all who use Redhill Road. I'll keep you posted.

THE REDHILL ROAD BUS STOP PROJECT

Alan Charman

In the last issue I requested information from members of any old style Bus stops that may be still be in-situ throughout London or the former LT country area. I am pleased to report that a number of members have forwarded photographs and given me site locations of a number of very interesting Stops, that may be suitable for our collection.

I am now starting the task of negotiation with the authorities to obtain these relics. We have also been offered by a local authority, a further metal framed shelter that would be ideal for location beside our main stop in Redhill Road.

I will make further announcements to keep you informed of progress but please keep sending in photographs of any former LT/LCBS artefact that may still be available to us.

LONDON TRANSPORT/LCBS BLINDS AND SIGNS

Alan Charman

We are aware that many members have collections of old Bus blinds and Bus Stops that they have accumulated over a long period of time.

Whilst the Museum has a good collection, there are still many missing items. If at any time it is your intention to dispose of items please consider the Museum as your first point of disposal, we are aware that many members always assume that the Museum requires that items be donated. This is not always the case, we do have a budget that allows us to purchase important items that would add to our collection. We are also in a position now that our Shop is Open to purchase whole collections, as we can dispose of the duplicate items through our shop. So before you approach your local friendly dealer, consider Cobham a call to either Gordon Edridge or myself will receive a swift response. This refers not only to blinds and Stops but all items related to LT / LCBS it is our intention to put together a reference collection that will be available for inspection by the visiting public for many years to come.

BEYOND THE GATES

John Hinson

Oh dear. Here I am again, sat in front of the computer, wondering what I am going to write about to help fill the pages of the magazine. I'm typing this on the last day of November, in grey and cold weather that couldn't take you further from the thoughts of the summer rallies.

But, nevertheless, since the last episode was typed we have been some good rallies, and of course there have been the steady flow of vehicles changing hands and a few interesting ones seen out and about.

So, where shall we start?

Well, the last rally I reported on was North Weald in June. Our next event turned into a bit of a joke, although it didn't seem too funny at the time. The Historic Commercial Vehicle Society arranged an informal gathering at the Museum of Kent Life near Maidstone. Unfortunately they changed the date without my spotting it. So we turned up on the wrong day! I guess I should have looked closer at the entry form (which did have the correct date) but this was a silly thing to do after advertising the event. The people at the museum were very apologetic, and allowed us in for nothing.

After recovering from my initial fuming over the wasted cost of the diesel from High Wycombe, we thought of a few other things to do in the area. In the end we had a very pleasant, relaxed day in the area. On the return trip we fumed in a different way - leaving RF453's exhaust tail-pipe somewhere on the A2- We do seem- to get awful a lot of tail pipes!

We also had a splendid day out in July with RT 1 784 celebrating the body's 50th Anniversary - even though the vehicle is technically registered new in 1950. Graham Smith summed this up nicely in his (uncredited) photograph and caption opposite page 33 in the Autumn magazine.

Work and holidays took us away from bus rallies for a while, until a very wet Ducksford rally in September.

The only saving grace this year was that the London buses were offered hard standing for a change - but for that we may have gone straight home again. We took RF433 to show off my new paint job

and sign-written posters, but nobody seemed to notice in the drab weather.

We never even saw the judge - although I'm not a pot-hunter I did feel in with a chance there. Anyway, it was nice to see both RF4 and RF 13 there together, but I must admit I didn't spend much time looking at the other buses - it was more pleasant inside the aircraft hangers.

Whilst Duxford is wet by tradition, the Amersham Running Day usually seems to escape the worst weather, despite being held in October. It was cold, of course, but didn't turn wet until quite late on. Apart from Richard Proctor's RLH48, which is a regular attendee at this event, RLH32 made its first public appearance (I believe it is jointly owned by Richard and Dave Pring) and although not in service it shadowed the other RLH on at least one journey for photographs. I was amused by the sign in the window earnestly emphasising that the vehicle was as yet unrestored - in all honesty it looked better than some vehicles about.

Colin Rivers' RF679 finally made its first public appearance here too. Colin has, I know, been dogged by all sorts of problems along the way but well done Colin. And the vehicle performed excellently for its first day's work in many a year. Which is more than I can say for RF280, whose starter motor failed - after everyone else had gone home, of course. I nearly gave myself pneumonia lying in a rain-soaked road sorting that one out! Isn't preservation fun?

We just have the Christmas Lights Tour to look forward to (as I write) - who knows what that will bring? (Afterthought - flat batteries, probably!).

Some other news of purchases and sightings include LN8 which acted as a very civilised hospitality vehicle at "Kate's Cottage" on the RF Running Day in October. This is part of Mike Nash's ever-growing collection/fleet. Mike has also purchased, I hear, RF406 which was once a really nice vehicle but hasn't done much of late. RF333, the vehicle being stripped for spares at Cryers Hill has now passed to Mike - so if you are after spares perhaps you'd better talk to him.

AN35 remains at Cryers Hill contemplating a one-way trip to Barnsley.

Also at Cryers Hill, making a temporary visit whilst travelling south from Staffbrdshire to a new owner on the south coast, is GS36. I was stunned to discover this vehicle has been restored to Stevenson's of Uttoxeter Yellow and Black livery, and a fine sight it

makes too. I do hope the new owner doesn't just paint it green like everybody else's, but I have to admit I probably would do just that if it were mine!

Craven RT1499 has been sold, to the same gentleman who owns RT1. I understand he wishes to remain anonymous, a right which I of course respect, although his identity has already been revealed in another magazine.

I understand RT4421 has been sold, owing to the owner's ill-health, but have not heard yet who has bought it.

Several people have asked me about a green RF that languishes near the railway depot at Stewarts Lane, visible from trains as you pass. I am told this is RF644 which I last saw many years ago being lived in at Hampton Court. But where has it been since? The yard it is in belongs to the sightseeing company Big Bus Co, and a number of older vehicles have been sighted there at times. 644, though, appears to be a permanent resident.

Sonic interesting vehicles continue to appear in "for sale" advertisements here and there. RF296 has surfaced again (in Scotland) and the owner can be contacted at 01294 550757. A former Guernsey bus Bristol LH, No 75 in their fleet, which I believe was once a London Country BN, has returned to the UK - contact 01481 47614 between 1900-2100. I believe this is being sold by Jim Young, whose house, barn-cum-bus garage and open parking (near Newark) are all for sale, too.

Oh well, its amazing what you can throw together even when devoid of inspiration. There are 1079 words here for you Bill, I hope thats enough ...

Please send any gossip about your vehicles, vehicles seen for sale, interesting sightings, or anything that may be of interest to other members to:

"The Shambles", Graham Road, Wealdstone, Middx HA3 5RE
Email shambles@bigfoot.com

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TELEPHONE CALLS

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

Your co-operation is appreciated.

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'Life is like an analogy'

Back Cover :- XA47 approaching East Grinstead garage after the AM peak 6th Oct 1971. Photo. Ken Mosely Collection

