

COBHAM BUS MUSEUM

MAGAZINE



No 25. Summer 1999

£2

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Front Cover.

Aldwych and the start of the RT60 road run to Cobham and Stoke d'Abernon on 6th June sees RT113 recreating the famous scene back in 1939 when prototype RT1, the only "true" pre-war RT was launched to the waiting press.

Photo. Graham Smith

EDITORIAL

Bill Cottrell

Another magazine and news of another bus accepted by the committee to the collection at Cobham. My old friend Michael Blackburn, more familiarly known as Blackie, is working towards taking early retirement and moving to Scotland. He has decided to donate his very fine GS along with an extensive collection of spares, to the museum. As the GS is a long term resident this does not involve making extra room to accommodate it, but I think it is about time I reviewed the progress of the vehicles owned by the Trust. The status of the eighteen vehicles in the museums care and control is as follows: -

D142, STL441, T504, TD95, RTL139 and GS34 are all active. However, they all require regular maintenance, especially RTL139, which has to be maintained to a set routine due to its class 6 standard. STL441 is on 'light duties' due to fragile bodywork.

ST922 is undergoing mechanical repairs, RT2213 chassis is almost completed, while 332W (towbus) requires a gearbox change, SMS369 needs minor rectification work, RM3 attention to a leaking steering box, and Ford van 1096F needs its brakes and steering sorted out.

RT2775 is currently undergoing body restoration, and will then need a thorough mechanical overall, while T448 needs major body repairs while canteen unit 702B needs minor body repairs and painting.

STL2377 is coming to the end of total restoration, G351 is undergoing mechanical restoration and the body needs a total rebuild while STL2093 and the canteen trailer are not yet programmed to be started. On top of this, the building and grounds need to be maintained and the shop needs to be staffed on a regular basis. There is a job for everyone to suit his or her talents and interests!

After all the above, it seems churlish of me to appeal for more input from members to the magazine. I resolved that I would not be one of those editors forever complaining about lack of copy, forever threatening that there would be no magazine unless more articles were forthcoming and constantly whinging about lack of input. Therefore, you will not hear these complaints from me, but this issue has been a real struggle for content.

CHAIRMAN'S REPORT

Peter Plummer

Apart from a very small nucleus of regular attendees at the museum, volunteer numbers have noticeably dropped this year even amongst resident members. This has resulted in enormous pressure on those who do turn up to organise the scheduled list of events to the point where an officer of the Trust has been relegated to clean toilets used for display days.

A dilemma faced five individuals who attended the museum on Monday 5th April to fulfil a publicised display day and prepare RTL139 for a full c.o.f test the next day. As it was, Richard Hussey, Andy Baxter and myself worked almost to midnight to ensure the vehicle passed its test and be available for the Open Day service. It was impossible for the same individuals to properly organise the public duties required and as a result and mentioned in Bill Cottrell's editorial, a sneak thief struck, more than once I believe with Bill and I as the victims.

Following a second poorly manned display day on 2nd May, the committee discussed the options and there was a view that events would need to be cancelled to achieve a sustainable level of manpower for events since we understand the membership does not take kindly to lobbying for volunteers. Any cancellations will undoubtedly affect the Trust's ability to finance the STL 2377 project and subsequent similar plans for other vehicles.

The RT60 road run from Aldwych to Cobham Stoke D'Abernon station on 6th June organised by Roger Stagg was supported by 21 vehicles, 2 of which were RTL variants. Only one mechanical breakdown occurred and was quickly rectified by Cobham engineers.

The RTW50 event on Sunday 4th July and organised by Roy Adams was a friendly and relaxed day with five of the six roadworthy vehicles in attendance. Members came from far and wide to experience the day during which antipodian member David Churn informed me that T499 in Western Australia seems to have had its moment of stardom and is now used as a store, its future uncertain. Again, only one mechanical breakdown during the day and again quickly dealt with by the Cobham crew. My thanks are extended to the owners of all the vehicles that took part in the events and the volunteers who supported them.

David Mulvey has resumed the responsibility of Museum Development Officer vacated by Dave Jones and has competently slotted into the role for which I extend gratitude on behalf of the Trust. Vehicle restoration work has, not surprisingly, slowed significantly over recent months. The RT demonstration chassis unit under the leadership of John Rawlins called upon Bill Cottrell and Andy Baxter to resolve the final mechanical problems and the exhibit became operational during June and became a magnet of attraction by visitors particularly the youngsters.

P3, repainted and tested took up its role as driver trainer during June. Tony Lewis has effected replacement of the final corroded floor coving on the lower deck of RT 2775. Dave Bray and myself assisted the progress on STL 2377 during July with the last major area of internal preparation on the platform and stairwell.

Paving from the north gate to the bus shelter within the grounds has been laid to a very high standard thanks to a partnership grant provided by the Surrey Museum Consultative Committee.

A letter from the Highway Agency confirms the decision to keep Redhill Road permanently closed to through traffic and the provision to review yet again in two years time has been dismissed.

SECRETARY'S REPORT

J.L. Bedford

Annual General Meeting

It was not possible for the procedures to enable the proposed restructuring of the Trust to be brought to a conclusion by the date originally set for the Annual General Meeting. Following a review of the situation, the committee decided to defer the meeting for three months with a view to trying to achieve a negotiated settlement in the dispute with the directors of the former LBPG Ltd. and report a more positive outcome than would otherwise have been possible. At a meeting in London in June, the Charity Commissioners were notified of the delay and the reasons for it – the opportunity was taken to seek guidance from them on the implementation of the changes.

The Museum Collection.

I am pleased to report that another ex. London Transport vehicle is being taken into the collection.

Michael Blackburn, a long-standing member of the Trust will be leaving London in the New Year and moving to Scotland. He is the owner of GS34, which has been a resident of Cobham since 1974 and is restored to a high standard. Blackie has offered to donate the GS to the museum together with a collection of spares and other equipment – subject to it being formally accessioned by the Trust and the museum agreeing to the usual safeguards for its continued preservation as part of the collection.

The committee thanked Blackie for his generous offer and arrangements are in hand for the transfer of the vehicle into the ownership of the Trust.

Appointment of Museum Development Officer.

David Jones notified the committee of his intention to resign earlier in the year due to the need to devote more time to his family and work commitments.

Trust member David Mulvey, who has been working with Graham Ruddock and David Jones on museum development projects, kindly offered to step in and fill this important role – at a time when a number of new museum initiatives were being discussed with external bodies who may be able to offer grant aid.

At the committee meeting of 19th May, David was formally appointed as the Trusts Museum development Officer. I should like to place on record our thanks to David Jones for his contribution in the past, particularly during the period when the trust was working towards achieving full Museum Registration.

FROM THE COMMITTEE ROOM

Graham Ruddock

As some members will already be aware, the Trust has applied for, and been awarded, a PCV Operator's Licence. In this article I shall try to explain why we applied and how it will benefit the Trust. Cobham is not well served by public transport, particularly on Sundays, and to allow those without cars to visit the museum there needs to be a bus service to a sensible interchange with public

transport. The obvious such link is at Weybridge station. It is also highly desirable that visitors to the museum are offered the chance of a ride on a vintage bus since we are a working bus museum. Visitors to the museum pay to get in, and the economical and easy to administer way of providing both transport and rides to visitors is to offer a package integrated with the admission fee. The route must thus be registered as a commercial bus service, be operated by properly licensed and insured vehicles covered by an operator's licence. These vehicles must be driven by appropriately qualified PCV drivers.

We are now able to use our own operator's licence to register our route(s) and have prepared RTL139 to class 6 (PCV) standard and insured and taxed it appropriately. To meet our responsibilities, any vehicle operated under our licence must be checked and approved by the Trust's Engineering Manager, Paul Morris, and must carry one of our licence discs when in use. Once this has been done we can also operate vehicles not owned by the Trust on a 'contracted in' basis. Thanks to the kind co-operation of our members and friends we have, on this basis, been able to offer opportunities to ride on vehicles such as RP90, LS98 and, on open day, RM1. Our thanks go to the owners of these vehicles, the RP90 group, the Kriesler family and the London Transport Museum respectively.

Our main purposes in obtaining the operator's licence are to promote the aims of the Trust and to promote its image. We are furthering these by making it possible for visitors to travel on vintage London Buses and enabling them to reach the museum by public transport appropriate to the museum's image and aims.

The infrastructure for this operation involves several people other than the Trust's engineering team. Our thanks go to Simon Kaye, who prepared the application and is the person qualified under the regulations who is required as a condition of holding the licence. For the Trust committee, the two licence managers are myself and Alan Charman. We are responsible for implementing the policy and approving the use of the Trust's discs and all journeys using them.

RTL139 and the other vehicles we have used so far have been well received by public and members alike, and I am convinced that we are promoting the Trust by our PCV operation.

Finally there are others I should like to thank, our team of conductors, for example, and both Simon Douglas-Lane and John Greene who kindly operated the bus service with their operating licence until recently. It is great to see their bus, Evadne, (RT3491) back on the road and in such good fettle.

BEYOND THE GATES

John Hinson

There seems to be very little to speak of on the vehicle front - perhaps little is changing hands just at the moment, or maybe I have been to the wrong rallies to hear the snippets.

Or possibly you don't want me to know . . .

There even seem to be less buses advertised in magazines etc., the only one I have noticed recently is for RF633. I was surprised to see the price set at £6,500! A very nice bus it is, but is a vintage bus worth that much? The market will decide that, of course. I must admit I still have eighties prices in my mind.

On our travels we did see GS2 at the Ardingly rally, along with a handful of others. This was my first sighting of this vehicle, which is in Southern Motorways maroon livery and very nice it looks too.

More recently, when arriving at the Kent & East Sussex Railway's "Transport Extravaganza" we sighted a maroon rear end (of a bus, that is!) which I took to be GS2 again but it was in fact RF13 in Hampson's livery, belonging to Mike Dawes and friends, which is now also looking very nice.

Not looking at all pretty at the moment is our RT1784. Having been "rescued" a couple of years ago, it has never been our intention for it to jump the queue in our collection of vehicles as far as getting a fresh coat of paint. It is mechanically fit, and internally complete, so we keep it on the road but it makes only rare appearances in public. One of these occasions was Roger Staggs' RT anniversary road run and gathering at Stoke D'Abernon, and it definitely would have won the worst vehicle award had there been one.

Somebody suggested we should put a sign in the window "We are restoring our other RT" which is indeed true after the usual spate of MOT preparation early this year I set to on RT4275 with a vengeance and it now sports a glossy red roof. I then diverted myself on rebuilding the cab area where much of the wood framing had disintegrated, as is commonly found. Joinery isn't one of my

better skills, and I got a bit worried as more and more of the bus came off in my hand but it is all now back together and hopefully any of the graceful curves that aren't quite right won't show.

As it all came to pieces, it did occur to me that one small steel right angle bracket between the door pillar might have saved me quite a few days' work, but then again that wheel arch would have dropped off at the first pothole, wouldn't it?

Having had to replace the curved timber into which the wings are screwed on both sides, it has crossed my mind how strangely designed these parts are. Far from being hidden from dampness considering their closeness to the wheel arches, both sides seem quite exposed. A curious feature of what is otherwise regarded as a near perfect design of bus body.

The chap that supplied the timber commented that he could never understand why ash was used in bus bodies. Ash, he says, does not like water at all - virtually any other hardwood would last much longer. He suggests oak would have been better - it still has the flexing qualities that are claimed to be the virtue of ash.

I did point out that the powdered pieces in my hand were nearly fifty years old . . . but I wonder if the oak and mahogany that now grace RT4275 will still be there in 2050.

As usual, any notes for inclusion in this section to John Hinson at The Shambles, Graham Road, Wealdstone, Middx. HA3 5RE, email shambles@shambles.com

VEHICLE NEWS

D142

The work has been completed on the Dennis and is back on the operating fleet.

T31

After the excitement of the Brighton run the magneto has been properly repaired and a spare spring assembly has been added to the kit of spares now carried. The bus remains on the active list.

ST922

Andy Baxter

Engine Repairs

Sebastian Marshall and I began investigations into the misfiring and bad running. The first thing checked being the ignition timing. This revealed an enormous amount of slop in the drive to the magneto, this in turn causing variations in the ignition timing in our estimation of + or - 20 degrees. Once the drive train was dismantled the cause was identified. What had transpired was that the drive flange had worked loose and in consequence it had chattered away merrily for many a year resulting in the keyway becoming elongated, hence all the movement. The worn keyway is situated in the auxiliary drive shaft that is driven by the timing chain. This was duly removed from the timing case of the engine and was taken by Sebastian who machined a new keyway in the shaft on the opposite side to the damaged one, reclaiming the shaft for further use again. (Apparently AEC don't stock this part anymore!) A new drive flange was located from stock this being a standard flange used on many AEC engines, petrol and diesel, consequently availability on this item is not a problem. The re-machined shaft has been refitted complete with new flange and the magneto drive is now as it should be.

Whilst we were at it we decided to remove the cylinder head as to our knowledge it hadn't been removed for a number of years and therefore it was thought a decoke might be in order. Once the head was off the cylinder bores were inspected and these revealed very minimal wear so no problems there. We then proceeded to strip the cylinder head, valves and valve seats were inspected and again showed no significant wear, needing only lapping in.

Once the valves had been removed another serious problem became apparent in as much as the camshaft was worn to the extent that many of the lobes were almost round, this consequently resulting in very reduced valve movement. The next problem, where to find a camshaft, again lady luck was smiling as we found a good camshaft in a crate of engine spares up on the rack in the museum. Problem solved you might think but no such luck for it transpired that the camshaft bearing journals on the new cam were a different size to the one that we had removed so the cam wouldn't

fit in. Now what do we do? After much head scratching we decided to ream out the existing bearings to suit the new cam, Sebastian again took this in hand and the new cam now fits snugly.

Being that this engine is of the overhead camshaft design the rocker arms bear directly on the camshaft lobes and in consequence these were extremely worn also. The only other set of rockers we have are worn to the same degree therefore we are investigating getting the rocker faces built up and re-profiled to make them serviceable again.

In conclusion with the wear in the timing drive coupled with the wear on the camshaft, how this engine kept on running for so long defies all logic. It just goes to show that these engines were designed to go on for ever, even with excessive amounts of wear to internal components, surely a tribute to their design. Not bad for an engine designed in the 1920s eh!

Once the engine has been reassembled the radiator will be thoroughly cleaned out and hopefully the old girl will be purring again.

RTL139

Andy Baxter

Since entering service at this years' open day continual improvements are being made. Those that have travelled on the bus could not fail to notice the very noisy back axle. In mid June the differential unit was removed to investigate the noise. Our original intention was to substitute the noisy unit for one that we had in stock, once that we had rebuilt it, but once the stock unit had been stripped it was found that the worm assembly was too corroded to be of further use. This unit had spent about fifteen years in one of the damp bomb shelters.

Enter plan two: - Strip the noisy diff. to find the cause of the noise and if possible repair that unit with parts from the stock diff.

The reason for the noise was identified as severely pitted bearings on the worm wheel unit causing the worm wheel to rub against the diff casing whilst under load. This had been caused by one of the worm wheel bearings turning on the diff case unit and then wearing away the casing resulting in the worm wheel floating from side to

side. We fitted the worm wheel assembly from the stock diff. complete with new bearings (sourced by Bill Cottrell.) and refitted the assembly back in the axle all in the same weekend. The transformation was astounding, all the vibration and noise had totally gone. A job well done me thinks!

Another problem that came to light was a lack of power and uncontrollability of the throttle at mid revs. The cause of these problems was narrowed down to the injector pump and as luck would have it in the stores was a rebuilt injector pump complete with Chiswick overhaul label still attached. This was duly fitted and yet another transformation, a bus with much improved pulling and a controllable throttle. Various people have driven the bus since these repairs have been done and comment on what a pleasure the bus is to drive now, even a staunch AEC man who would not have considered driving a Leyland product keeps commenting that "He loves her dearly", surely praise enough.

She has performed on many of the running days this summer and the RT60 run from The Aldwych without any problems but on the Sunday of the RTW event unfortunately we had our inaugural failure due to fuel problems. The first time it failed was on the narrow section of the Byfleet Road but the driver managed to get it going only to fail again as he approached Redhill Road. He managed to coast the bus around the corner to outside the museum. We managed to get her going again and brought her into the museum to have a look. RP90 was quickly brought out as a sub. so the service never had any interruptions, (Its so handy having another class 6 vehicle available). The cause of the problem was that the filters had become blocked with rust from the pipework and the inside of the tank. Don't forget the bus had been sitting for thirty years, but no matter how much you clean out the system eventually some rust will dislodge and find its way into the system. The filters did exactly as they are meant to do and that is to trap any foreign material in the system.

Once cleaned out she ran like a dream again and we managed to get her out in time for the last run of the day much to the pleasure of many of the visitors, with many expressing their concerns over her failure and wondering "Will she be running again today, it'll be a shame if it doesn't", Still, the day ended on a happy note.

Because the bus is a class 6 and we hope to make the vehicle available for private hire in the future we have had to install a tachograph and this has been neatly installed in the existing speedo housing so that it does not look out of place.

Well that brings you all up to date with the trials and tribulations of our recent acquisition. Obviously there is an ongoing program to improve as the need arises but most of this is to ensure reliability,

Work has been carried out by Bill Cottrell, Paul Morris, Andy Baxter and anyone else who helped at the time of the repairs.

G351

Work has continued on stripping the Guy as and when we have nothing else to do. The gearbox was removed and will be overhauled in due course. The hubs have been removed from the back axle and cleaning is in progress. The 'u' bolts on the nearside rear have so far refused to yield and a heavier duty socket is being sourced to continue with this task.

Project leader Bill Cottrell, with John Messer and many others.

RT2775

Progress on the RT is discussed in the chairman's report.

P3

Bill Ackroyd

P3 commenced driver-training duties in June. Various running repairs have been carried out whilst training, including a new relay for the indicators, new silencer box, a fire extinguisher and first aid kit have been installed as well. Internal and external legal lettering has been applied for DOT test purposes. The tachograph was calibrated and 6-year certification carried out on 22nd June, prior to presentation for the first practical test at Guildford on Friday 25th June. I am very pleased to report that Paul Barrett passed at his first attempt. Prior to the test, all the spare bits and pieces have been sorted and fitted in the luggage compartment and side locker, the interior is now clear and clean. Thanks must go to those

committee members who have loaned money for P3 to be used, and also to those who have worked on the coach refitting the trim, and helping with its restoration. I am encouraging the trainees to "adopt" the coach, and I'm confident that a team of successful candidates will keep the vehicle in good order, and continue with the restoration.

To those members who wish to undertake PCV training, or to help with ongoing restoration, please contact me, Bill Ackroyd, on **01483 225060**. There is plenty of scope for members to assist with all manner of different tasks not only on the vehicles, but also on the day to day running of the Museum. Volunteers will be made very welcome, and please remember that you don't need any special skills, as in many instances, suitable training or instruction will be given. When you consider that in the case of Driver Training, virtually all the members I train have never driven anything larger than a car! Your Museum Needs You!

GS34

A first mention for the GS under this heading. This bus has recently passed its MOT and is on the available for service list. We hope it will make its debut in Cobham colours at the GS running day.

LETTERS

From Roy Warren

Christmas Lights Tour 1998

This years' tour on the 19th. Dec. was the second time I have been on the Christmas lights tour. However, the last time was as a passenger on RT 3496, courtesy of Dave & Pam, (or is that Pam & Dave) Johnson. This year however was even more special, as it was the first official outing for RF457 in preservation, and the first time I have driven on the Lights tour.

RF 457 is jointly owned by myself and Phil Chapman, both of us having been involved with other buses over the last few years, but this is our first London Transport vehicle, L T being our main interest in buses. In spite of having had several test runs with 457 before the 19th, it had to put us to the test, and only a repair to a leak and the fitting of a new front near side tyre at 11.00 on the

Saturday morning ensured that we could make the event. We duly left at 14.15 as arranged and began our tour of the area picking up some passengers. before driving in convoy with RT 3496, via South Mymms services to St. Pancras Station. Some interest was aroused when several people realised that this was a bus not seen around before. We duly set off on the tour, and partly by following our friends in an RM, and navigation by my friend on the bus, found our way round the route and stopped at the appropriate places. 457 performed wonderfully, and I was very pleased with her first outing since restoration.

I am trying to build up a history of the vehicle with as many photos as possible of it in service. However, so far I have only found one, not very good photo of it. If any members have any photos, I would very much appreciate a copy. I am prepared to pay for any copies, or give a donation to Cobham. When I have gathered some more information, I am hoping to write an article for the magazine in the future.

We are obviously hoping RF 457 will attend many events in 1999, so if any Cobham members see us around, come and introduce yourselves and say 'Hello'!

Biscot Road, Luton, Beds LU3 1AX

From Bill Aldridge

I am in the process of writing a book about the unsung heroes of London Transport, the men and vehicles employed by the Central Distribution Service who kept the bus and operators supplied with spare parts, food, uniforms, breakdown services and the like. The book is one of a number in the Nostalgia Road series that deal with various aspects of commercial vehicle operation in the period 1930 to 1980.

Although the vehicles involved in the service vehicle fleet are well documented there is much less information on the type of work carried out by these vehicles. The book is designed to look behind the scenes to describe how the CDS system worked. All aspects of the operation will be covered to display just how much back up was available to the largest transport operator in the world. The purpose of this letter is to ask if any member of the London Bus Preservation

Trust have any knowledge of the "inner workings" of the Central Distribution Service during the period 1930-1980.

As the saying goes, any contributions however small regarding vehicles, personnel and photographs will be gratefully received and indeed all contributors will receive a mention in the book.

I can be contacted by telephone on **0161 1349** in the evenings or written to at the address below.

Any expenses will be covered.

Nevill Road, Bramhall, Stockport. SK7 3ET.

From John Wilkes, Roadcraft Models

First, thank you for the help you promised in tracking down any possible works drawings of utility DD bodywork suitable for a Guy Arab. I should, I think, explain that I am particularly keen on the 'works' bit as this is usually the most time-efficient way of establishing the correct size and configuration of a vehicle. Measuring from life can be just as good in ideal circumstances but takes a lot of drawing-up afterwards. There is, however, always the risk of missing something. Not long ago I failed to notice that a floor ran markedly upwards to the rear of a Dodge with a Mulliner body. Ranges of commercially drawn plans are sometimes okay but I do not like relying upon such.

The Guy Arab which I envisage will be in a different league to anything so far available in model form. Its scale will be unusual at 1:35th. I use this scale as in the long term I think it has potential for commercial transport subjects as it allows for interchange with military vehicle kits which are commonly done in 35th. It also allows a lot of detail and costs much less than an equivalent model in 1:24th. The following thoughts are provisional. Until I have gone further down the planning road I will not be able to confirm the kits exact specification; features that I would like to incorporate can prove impractical or just too expensive. A fairly well detailed chassis would be provided - and might be available separately from the bodywork. That would be capable of being built as a model in its own right although some of the finest details such as brake pipes may well have to be added by the purchaser. The engine would also be more or less complete and a 5LW would be standard with a 6 as an optional extra. I am going to try and incorporate some choice into the front end as well. I may do the shorter early chassis

and provide a short extension for the later vehicles and an option to have early or late front mudguards. There would be a full driver's position and the radiator may well employ etched brass. So far all that I have described is practical within the realm of my experience.

Bus bodywork is new to me and so I may be talking out of the back of my head from here onwards. Looking at existing bus kits I feel that they can be let down by difficult assembly and this often manifests itself around the windows. I won't bore you with possible options but the provision of something which makes it easy for the customer in this regard is central to my thinking. Currently I favour the idea of doing the outer skin and the windows in vac-formed clear plastic. These would be fixed to cast uprights which, along with the upper and lower floors, would make up a frame for the body. The whole edifice would depend on cast front and rear bulkheads, corners and, possibly, the stairs to keep it rigid during construction. That's the theory anyway.

Assuming that all that works it offers a solution to another problem with model buses, that of detailing and painting the interior. Most parts would be pre-painted by the customer and put in place before final assembly, but the touching-up and addition of small details will be quite easy if done before the side panels go on.

There is also another advantage in that it will be quite easy to cater for different styles of destination box.

It will all hinge upon how easy or otherwise it is to make a square body frame from cast items as described. In theory there is no reason why not but this can differ from practice so I have to experiment and might as well do so on the real product; hence my need for a reliable drawing of the bodywork.

As you know I prefer the Massey style, Park Royal would be my second choice but beggars cannot be too choosy.

Two Bedford variants are on the stocks, the Bedford-Scammell artic and the long wheelbase 5 tonner the OL. Three other makes are also going to be represented in the range, Land Rover, a series 1 80"Wb version. This is not too far from completion and will have lovely detail including some etched brass. Then there is the Foden DG6/15 and finally a Dennis trailer fire pump of the 1941-45 period.

Anyway I think that gives a potted version of what I am up to.
I am quite prepared to pay reproduction costs for any drawing you may be able to supply. If, and it is a fairly big if at present, a model is eventually produced using the info you hope to provide I will give a kit to the individual who comes up with the drawing. This assumes that the gen. comes from a private collection. If the drawing is from the museum proper I will donate two kits for sale for museum funds.

I trust that all this puts you in the picture. If you have any further queries please let me know.

Sandy Lane, PRESTWICH, Manchester, M25 9PS

Editors note: The brochures sent show the models are to a very high standard indeed. I hope there is a member who can help in finding a suitable drawing on which to base the Guy utility model

OPEN DAY 1999 AND 2000

Simon Douglas Lane

This is a review of how the Open Day in 1999 went and what lies in store for 2000.

First 1999: the Sub Committee met in May to discuss the results of the Event this year and financially this was excellent. We received four letters of complaint (they have all had replies), three of them concerning the admission fee of £6. This was the first increase in the four years since I became Chairman, and the event is bigger, our costs have increased, and with our insistence on quality catering and public conveniences, I think that the figure of £6 is good value. Those who wrote to me had their concerns discussed at our meeting in May and we do take note of what you say - four complaints are four too many.

The Bus Information at Brooklands was not good: proper signing had been promised for the Bus Stops and we had to revert to Felt Tip Pen and Tatty Paper - apologies! The Bus Service went better than for some years and thanks to Steve Fennel and his men and also to Stagecoach East London for registering the routes. The Shop is aware that the Models were too expensive, and we have discussed the whole marketing area for next year, not least making sure that the Shop/Marketing Marquee is up the right end of the



Photo CBM
Craven RT1499 has been a regular visitor to
Cobham in recent weeks.



Photo Graham Smith
The first two GSs at Open Day. GS1 in traditional LT Country Area livery while GS2 retains its Southern Motorways colours



Photo Nick Abbott
Simon Kriesler receives a commemorative model from Gordon Edridge for completing the restoration of LS98 to class 6 standard (with just a little help from his dad)



Photo Graham Smith
RTWs 29 and 185 pose together on Open Day. They were to be joined by three others of the class at the splendid RTW50 event on the 4th July



Photo Graham Smith
RTs 1206 and 1594 enter Hyde Park Corner on the RT60 road run



Photo John Bedford
RT4314 winds its way along the narrow section of road through Petersham where RTs were retained due to the preference for 7'6 wide vehicles.



Photo John Bedford
RT1349 leaves Petersham and is heading towards Richmond in July 1974. RMs replaced RTs on the 65 in 1975 although the 71 did not yield until 1978.



Photo D.C. Wilkinson
LS7 at Chiswick Works 23 years ago, is expected to be in action on the 'Rear-engine' day on August 30th



Photo Graham Smith
The first and last Routemasters are seen at the Open Day where they were both on service

runway and not miles away, especially when it comes to collecting plaques.

We have also been criticised for not having differential pricing for Senior Citizens, the Disabled and the Unemployed and young teenagers. Can you imagine the queues as the poor volunteers on the gate attempted to sort out the different categories and then charge accordingly? We also keep an eye on other events to see what policies are adopted for how many free entries per bus for example: we cannot hope to get it right for everybody, but we do try and may I thank my Committee and everybody who helped to make the day so successful: special thanks to Brian Hine who is standing down after ten years as the Stallholder Supremo (the new pricing policy for Stalls was a great success) and John Rawlins who as borne the heat of battle on the Volunteer side. Thanks too to Phil Cruise standing down from the Membership brief. I shall return to these vacancies later!

And now to 2000: major problems loom, because of two factors. First, the development of the Southern Runway, and second the fact that Trafalgar House are in the process of disposing of their interest to another party. It is likely that we will have to deal with Brooklands Museum direct (negotiations already started) or consider sharing Sandown Park with somebody else, or if all else fails consider a return to Apps Farm. Our options are limited because of the size of the event we now have, and the prospect of our major source of income being under threat is a cause for great concern. Let us hope that all is well, and perhaps I may be able to give you better news at the AGM whenever it is held.

So the Committee for 2000 is:

Simon Douglas Lane *Chairman, External Liaison, Catering, Loos, Brooklands Agents.*

Debbie Morris: *Revenue Control Administration and Membership*

Chris Pledsted: *Museum Shop*

Steve Fennel: *Bus Services.*

Alan Charman: *Link to Main Committee (to 31/12/99).*

Graham Smith: *All Publicity.*

Roger Stagg: *Brooklands Site Control*

Andy Baxter: *Cobham Site Control*

Simon Kaye: *Trust Vehicles, Use and Deployment.*

VACANCIES

Stalls (*Brian Hine will instruct the new person*)

Volunteers (*John Rawlins will instruct the new person*)

Link with Main Committee (*ideally the new Treasurer from the Main Committee*).

These vacancies need to be filled before our Autumn meeting in October, so please ring me on **0181 4035** if you can help us.

Thank you for your attention and let us hope that the problems vanish so that we can have a really great start to the new Millennium.

LONDON TO BRIGHTON ON T31 (EVENTUALLY)

Bill Cottrell

Sixteen members and guests accompanied T31 on the HCVS London to Brighton Run on Sunday 2nd May. We were given a 7.10a.m. start time from Battersea Park, so we left Cobham at 6.00a.m. to enable us to have a stately trundle up the A3, have time to fill up with petrol and enjoy the ambience at Battersea Park. The bus was bowling along in fine form until at Robin Hood Gate by Richmond Park it died and we rolled to a halt. Initial thoughts were that the unscheduled stop was caused by petrol evaporation but this was soon discounted. Suspicion then fell on the magneto. Andy Baxter quickly removed it and found that the contact breaker spring had broken causing lack of spark.

This problem had occurred before and the spring in use was donated from the magneto of the garage sweeper, RL92. We were pondering the alternatives open to us, mainly whether to dispatch someone to Cobham for the magneto from ST922, when Martin Gibbons pulled up to offer assistance. A rummage in his toolbox produced a set of points for a Mercedes car. These were stripped apart and with the aid of a hammer and chisel Seb Marshall and Andy adapted the spring to fit. A minor adjustment to the length was all that was then needed and the magneto was reassembled and fitted. The bus readily started and off we set to Battersea approximately an hour late. We booked in and Seb took control of the wheel towards the A23. All went well initially but the T started to

play up around Streatham. It would drive normally for a while then miss-fire; pulling away from stationary was particularly traumatic. We limped along to Coulsden when we were forced to a halt again. After letting the bus cool down for a while, it was decided to try and make it to the halfway halt at Pease Pottage. In my mind there was always the option of calling it a day when we got to Redhill and going back to Cobham if we had to. By now, the other traffic that had been balking us had got away and the bus could go along at its own pace. The higher speed achieved on the open road made driving a bit more manageable so we were able to limp along to Pease Pottage.

There to greet us was Norman Anscomb, the previous owner and the man who made the restoration of T31 possible. Norman said, 'She sounds rough, she never did like the Brighton Run!'

Whilst the rest of us adjourned for refreshment, Andy and Seb performed open-heart surgery on the magneto again and found the points had gone slightly out of adjustment, fouling the casing and causing an intermittent short circuit. The gap was re-set and from there into Brighton, via the lanes and steep hills the bus ran like its old self. By now we were very late and got trapped in the heavy traffic on the outskirts of Brighton. We had a long hot crawl to the finishing line on the front, but the bus ran perfectly even in these adverse conditions. We arrived towards 1.30pm, too late apparently to be judged, but I don't think it would have made any difference to the order of merit anyway.

Everyone de-camped for the short afternoon to enjoy the vehicles, a pint, the pier or to look at the nudist beach. I opted to inspect the entries. There was a larger selection of London vehicles than usual with ST821, 971J (ex-STL tree-lopper), STL2692, RT227, RT2043, RTL1163, GS1, RF626 and RM642 on the run. GS2 was also present as transport for the programme sellers and marshals. I was very pleased to see the tree-lopper out and about after all these years as I remember driving it through the gates at Cobham in 1976 (and pushing it out again in 1997, but that's another story!) The prize giving over, it was time to think about leaving. Rod Lucas drove the bus along the coast road to Worthing and thence up the A24 to Leatherhead where we made a small detour to pay our last respects to the garage that had closed the previous Friday. A short thrash from there and we were home by 7.30pm, an uneventful journey home compared with the drama of the journey down.

Apologies to all on board for the trauma of the breakdown but I don't think that it detracted too much from the enjoyment of the day. Special thanks to Andy and Seb for sorting out the mechanical

problem, Seb for coping with the gearbox when the bus was misbehaving, and also a special mention to Martin Gibbons for coming to the rescue with his spare set of points.

RT60 RALLY REPORT

Roger Stagg

The RT60 event took place on 6 June 1999 as planned leaving from the Waldorf Hotel in Aldwych as RT1 had done 60 years earlier. The twenty or more vehicles that attended moved in familiar territory with a crawl around Trafalgar Square, Regent Street, Oxford Street, Marble Arch and Hyde Park Corner before passing through Kensington, Sloane Square, Fulham, Putney and Kingston and as far as I can gather all the owners enjoyed themselves and several have written to say how they find that their vehicle operates so much better in the heavy London traffic than it does out in the open road. Special thanks from at least one was from Bill Cottrell in the Tow Bus.

The event replaced the annual RT operating day to Woking on August bank holiday Monday which this year will be carried out by the Classic Rear Engine Owners but we do still wish to run a small number of RTs and RFs to add to the all round interest and create a totally 1960s/70s atmosphere. No timetable for this part - basically turn up and run as and when you wish, carry passengers or not as you wish. Entries most welcome for all classic front or mid-engine vehicles, being operated purely for the enjoyment of owners on a class five basis. Please see Mike Nash's more comprehensive report on the main part of the day elsewhere in the magazine. Any body wishing to take part in the above section of the works for six minutes or six hours please contact me as soon as possible.

Finally RT60, the fully colour illustrated potted history of the RT and the vehicles that took part in the event is available from the museum shop £5.00 including postage and packing.

WHEN D142 WENT TO JAPAN

The following account of the Dennis in Japan is from the archives of Seb Marshall. Sebs' father, the late Prince Marshall, was responsible for rescuing and getting the Dennis restored. The author of these notes does not give his name

Ex London General Dennis D142 landed in Otaru Bay, the main port of Japans' northern island of Hokkaido on a cold grey morning in mid-September 1972. The bus was obviously weary of its ten thousand-mile journey. It showed signs of careless loading and stowage and the crew, although appreciative of its character and value, were pleased to see its open staircase disappearing through the customs enclosure to await final clearance.

The various concerned agents of transport, roads department and publicity had by now been at loggerheads for nearly four weeks over the importation requirements for such a rare occurrence as this. To begin with, nobody was too sure how high vehicles were supposed to be, even their local Ministry of Transport were a little dubious as to whether or not it was too high at 3.93 metres, the minimum height for Japanese bridges being 4.00 metres.

After seven days the authorities finally relented and decided to show no reason whatever why the vehicle could not be imported, and indeed the very next day, in it came.

The old open topper had narrowly escaped the impositions of a UK dock strike, five typhoons in the Sea of Japan, a tornado or two in the Caribbean there was therefore no reason whatever why it should not fail half of the existing import laws of such a distant land.

I do not intend to set out before you a day by day account of our adventure. It is, I hope, understandable that the first day of such an escapade should be of some interest. As a matter of fact it was the first day for the bus in Japan but not ours. We had already been in the country ten days awaiting its arrival. On its debut at the port of Otaru it was inevitable that some occurrence should set us off to a good start. We had flown the previous week from Tokyo to Sapporo and had been ready early that day to drive her from the docks. Well, like all good shippers, they unloaded her at just the right time for the customs officers to be leaving for lunch. It was soon decided that a good restaurant would be sought and that things would have to take their natural course. Our first traditional meal over and no

trouble with the customs, except they all want to be photographed with the bus. We were reluctant to object but it was getting dark and the bus has very poor lights. Anyway, these Japanese officers were very obliging. They did the paperwork in record time and we set off on the road to Sapporo, which brings us to the next incident.

It stands to reason of course that not every policeman in the prefecture of Hokkaido would have been told about these odd fellows who want to drive this very unusual machine across the island. It was a little less foreseeable that this ill informed squad car should be patrolling the only road from Otaru to Sapporo. They delighted in screaming the sirens at full blast through the long tunnels and were flashing every available light lest we should ignore them. It appeared after much juggling with the two languages that we were travelling at a speed which they considered far too slow for these quick modern expressways. Our speed had been about 30 kph and the maximum speed throughout Japan is 60kph. So with little further ado they lead us off along the expressway at their own venerable pace. The driver of the private car that was escorting us thought it diplomatic to wait until they had left us before he told me that we going 10kph slower with the new entourage.

The private escort idea was that of the department stores for whom we were working. It fitted in very well with the demands of the government authorities who insisted that a car should lead us at all times. Had all these various lead cars been as diplomatic, sensible and efficient as the Hokkaido man, there might have been a lot less suspense and raised temperatures

Alas after a brief run across the island we took the Enkai ferry for a gruelling thirty hours to Tokyo. The Tokyo air hits you like a hammer. It's warm, heavy and thick. It's difficult to breathe if you try to do too much. Then there's the traffic. After a brief drive across the reclaimed territory of Kawasaki, you drop into a cauldron of vehicles, belting about like scared rabbits in each other's headlights.

No one could blame us for frightening them, we had no headlights and Tokyo commuter sees very little in their hurry to get home to the cooler outskirts or air-conditioned apartments between the hours of 4.30 and 8.00PM. So after our first traditional rush hour we parked our 'London Bus' beside the Isetan store for whom we would work the next day.

The Tokyo store was a little displeased at not being to have us for

the six previous days as planned but the Japanese are very understanding of natural phenomena, and of how they can upset things like schedules, ships and buildings.

To go much further without mentioning something of the best half of the Dennis crew would be by any means unforgivable. The very eminent Mr. Des Watts very kindly lent himself to the task of ensuring the reliability of our bus, come natural disaster or human folly. We were both equally impressed with the care which our native associates treated the bus and ourselves. There was never a need of anything throughout the whole escapade, except perhaps for a few thousand dollars to cope with the exorbitant cost of living! The route covered by the end of three months was to take us the length and breadth of the three main islands of Japan. We covered most main towns and some of the more obscure ones.

The mountains, which took up sixty percent of the land, provided the most interesting views of these more representative hamlets and also some of the more interesting occurrences. Once, on achieving the crest of the central range which runs through the Yamagata prefecture to the north of Tokyo, the lead car shared our sigh of relief by starting his PA system. There it was, the most splendid site the paddy fields saw, an estranged 1925 General bus is glaring red with thundering exhaust and droning motor accompanied by a little Datsun estate filling the adjacent hills with a great voluminous bastardised version of 'Colonel Bogey', all enticing the local peasantry to Yamagata town's Onuma department store, our next rendezvous.

Descending the next day from these lofty heights, we put into Sendai, a port on the East Coast for two days work with their local store. They were quite pleased to lose only nine hours when Des Watts said, 'It must have a new clutch coupling' and proceeded to make one up from an old conveyor belt, while the starter from an old lorry provided us with a replacement set of dynamo brushes.

Sendai is situated at the mouth of a long, shallow valley besides Yamagata's mountains. To reach our next destination we kept the motor at a constant singing pitch, humming sweetly to us all the way to Morioka at the head of the valley. With the old coupling on the clutch this would have been a difficult climb. Each time you changed down to third it might take half an hour or more to find a downhill spot to be able to re-engage fourth. We thought all that was behind us when in Morioka a valve guide popped out of its ordained niche in the block and created an unprecedented racket.

After a days driving and a night seeing to our delinquent component they asked us to drive on to the next town in the torrential rainstorm that had developed while we had worked. We refused and went to bed!

'Very inconvenient', said our guide when he learned of this mechanical failure. Having learned the lesson that vintage buses not being synonymous with convenience, we taught them another the next day. Just to put things right, we had them up at 4am and took them 360km in 16 hours and nearly that again over the next two days, thereby not missing the scheduled ferry in Tokyo, 650km south of Morioka.

The southern island of Kyushu, Pacific playground of Japan, with balmy beaches, rolling mountains, steep-sided valleys, prolific in active volcanoes and suffers many violent earthquakes. It is a trip on two ferries taking two days from Tokyo.

The change was unbelievable. Although the areas are very similar, the roads the same narrow strips, and the scenery just as varied, the southerly position and plentiful sunshine changes the people and the atmosphere. Not having mentioned the object of our visit for some time, it seems necessary to say that the omnibus shone with her engine continuously droning a perfection of sounds, without doubt, appreciating this amiable change of climate and air. If one did not know, it is possible to think that she smiled back at the happy, sun-blessed Kyushuins and made the whole effort a success by herself. Without complaint from any component or assembly, we rumbled through the mountains, once climbing for three-quarters of an hour in second and third gears. At little more than walking pace we achieved the altitude of 1500 feet from a level start, nine percent inclines taking us most of the way.

So, throughout the whole voyage in this country our problems were few, but one of the most recurring was that of the height of our machine. It is, as I have said, a few centimetres short of the maximum permitted 4 metres. This led to interference with unpruned trees and sagging wires. The local manufacturers of vehicles in their extreme wisdom do not seem to create vehicle more than about 3.80 metres high. The economic ideas of the local electricity boards meant that many wires necessary for normal civic functions hung perilously close to our steel handrail! However, due to careful route planning we managed to avoid an acceptable percentage of obstacles. It was, though, a little worrying when we touched a harmless hanging sign, which told us our vehicle was too high by 5mm to fit onto a certain ferry!

In the end, it went in with 5cm to spare.

It seemed that although Des Watts kept the mechanics of the Dennis in good form, it did not stop him having a bit of exhaust trouble himself! However, a good dose of liquorice and creosote soon had him back in service. Most unfortunately, it was during this unlikely repair that we were to be treated to a very well guided tour of the traditional cultural centre of Kyoto. I am sure Des would have loved the 'Jidai Matsuri' festival, with 2000 participants all in perfect traditional outfits forming a procession 3km long, two marvellous hours of Kabuki theatre in a dark little auditorium, then a race round dozens of exotic shrines and ancient cemeteries followed by a shortened version of the traditional tea ceremony which would in all probability have cured him at first glance at the pea-green frothy tea. Full of Japanese culture, good health returned and so back to Tokyo by ferry to start the penultimate leg of our adventure. This was to work in conjunction with a further two departmental stores in the Tokyo suburbs.

Throughout most of Japan, driving can be considered a pleasant activity. With reasonable roads and memorable scenery it is certainly enjoyable. In the first city it is totally different. The traffic is incessant. It belches smoke in insufferable quantities and although controlled by a legal system, it is choking, blinding and filthy. It was indeed the only time, save after a sixteen-hour stint, when we were pleased to finish driving for the day.

It goes without saying that the last part of Japan we saw during the last seven days would easily be more agreeable. The island of the 1972 winter Olympic games, Hokkaido, was covered in snow within a day of our arrival. The escort car had a boot full of chains, shovels, greatcoats, antifreeze and all sorts of Polar equipment. Two gallons of antifreeze soon saw to the needs of our precious engine and half a dozen canvasses to close off the open top deck and exposed paintwork. It still took an hour each morning to warm the engine oil in order that she would turn over fast enough to produce a spark. It was very cold in Sapporo in the northerly wind, but the last few days saw us parading the bus in front of thousands of shoppers and commuters. Just as in every other town in all the islands, nobody could resist a five-minute break to pop out and see what was coming down the road!

NEWS FROM THE COBHAM SHOP

Gordon Edridge

As this is Issue 25 of the Cobham Bus Magazine you will now need a new binder to keep these valuable issues safe and tidy! Binders to hold 12 issues of the Magazine are still £4.00 each plus 50p for postage and packing. Back issues of the magazine are available at £2 each right back to No. 6. However, during the year we have had donated for resale even earlier issues. Keep looking in the shop if you wish to fill up gaps in your set. Special deals are available for newer members who would like to get as many as possible of the old issues.

We still have a few of the Cobham 99 EFE Special RML Model produced for Open Day. Price £18.00 plus £1 P. & P.

Other EFE models currently in stock are:

- 25602 London Country RCL on Route 449,
- 25701 LT Red DMS on Route 221,
- 25504 Metroliner Red RML on Route 6,
- 25801 West Midlands DMS,
- 25505 LT Red RML on Route 15,
- 23203 London Country RF on Route 469
- 25507 LT Green RML route 480 (a few only)

These are priced at £13.00 (£11.70 to members) plus £1 p&p

It is our aim to keep copies of all the John Hambley Books on the shelves in the shop and all bus books currently available from Capital Transport Publishing.

We also have many of the stock books from British Bus Publishing. Let me know your requirements and I will try and help. Don't forget members get a 10% discount on books as well as EFE models. Also on the shelves are all the Mike Harris Bus Maps except Issue No. 1, which is out of print. Especially interesting is his latest in the Historical Series for 6th July 1952 which shows all services with a complete list of bus, trolleybus and coach routes following the replacement of London's last trams. Price £3.00

As a special deal we are offering the 4 drinks coasters as a set at £6.00 (normally £1.75 each).

Our new Bookmarks (90p), Leather Key Rings (50p) and new style Red or Green Baseball Caps (£3.50) are proving popular as well as old favourites such as the 5" Cobham Teddy Bears (£1.50) and the Cobham Pencil, Sharpener, Eraser and Ruler set (£1.50)

In addition to accepting Visa and MasterCard Credit Cards in the Shop we will accept them from members for postal and mail order sales.

Mail Order and Telephone Sales to: -

Gordon Edridge,

Fairholme Crescent, Ashted, Surrey. KT21 2HN
or telephone on **01372 397**

BOOK REVIEW

PRESERVED BUSES 1999. The PSV Circle. £12.50

Reviewed by Mike Nash

When I reviewed the groundbreaking 1997 edition of this book I commented that its very release would be sure to bring forth a whole host of new information such that a further edition would not be far behind. This has proved to be the case for this title is now some 50% larger with 150 pages.

It is essentially nothing more and nothing less than a complete listing of all preserved buses in the UK, with the information presented in registration number order complete with vehicle type, chassis number, body details, seating capacity, date into service, original operator and current owner. Presented this time in landscape format and with a much clearer type-face, there are also a selection of black and white photo's and the whole thing really is essential reading if you like to do a bit of number crunching at rallies.

The PSV Circle does a fantastic job of recording and collating UK vehicle movements, a mind-boggling task, and at £12.50 this title represents an awful lot of knowledge per pound. It claims to be accurate to 1/4/99 but interestingly I found a number of entries where I had myself updated the Circle with information which had subsequently appeared in their monthly newsletters but which does not appear in this book.

Nevertheless this is an essential purchase for anyone who enjoys the preserved bus scene and it answers all those 'Where are they now?' sort of questions that we all come up with from time to time. Be sure to put it on your shopping list. You can contact the PSV Circle at 10 May Close, Chessington, Surrey KT9 2AP.

BUSES AND TRAMS ON THE SCREEN by Colin Read,
Tidenham Gardens, Park Hill, Croydon, CR0 5UT

Reviewed by Desiree Parker-Knoll

This is an almost, but not quite, definitive listing of the films that have sequences mainly featuring London buses and trams, but also including a few other examples of the genre. Among the omissions are two films I have yet to see on British television. Firstly '*Number Seventeen*' an early Hitchcock thriller dating from 1932 featuring a private hire T complete with canvas roof, and secondly '*They Met in the Dark*' a 1943 film supposedly set in Blackpool but with a cameo from red C44 complete with AV garage codes.

Just before this magazine went to press, '*Foreign Correspondent*', another spy-thriller in the Hitchcock centenary season, appeared on the small screen. I nearly missed it because it was made in the US. There is a brief 'out of the back window of a taxi' view of STD28 in wartime guise with masked headlights and white painted wings. It is on route 13 with London Bridge station shown as the final destination. Definitely one to be enjoyed on freeze-frame.

A couple of other small observations : - '*Stop Press Girl*' has no details given in the publication but does in fact have a glimpse of a 10T10 T508 and a fairly long sequence with ST228, while the bus in the opening credits of '*The Belles of St. Trinians*' is stated to be either a 9T9 or a 10T10 when this can be positively identified as a 10T10.

At a mere £1.50 this eighteen-page publication is worth keeping alongside the current issue of the Radio Times on the coffee table for quick reference.

MEMBER'S TRIP TO DUXFORD ON RTL139

Graham Ruddock

RTL139 will be travelling to Duxford for the Showbus rally on Sunday September 26th. The route from Cobham will be via London, giving members a chance to enjoy an extended trip on RTL139 which includes sections of well known London routes.

Duxford airfield is part of the Imperial War Museum and, as well as a large display of vintage aircraft, there are exhibitions including vehicles from both World wars, a preserved World War 2 Battle of Britain control room and even a preserved prefab! Plenty to do and see apart from the large selection of buses present.

RTL139 will leave Cobham at 8-00am and will pick up at Waterloo, for those living South of London, and at Aldgate for those in the North. Set down points in the evening will be the same.

The price for the trip is £14 per head. This includes the reduced £4 admission fee to Duxford (normal price £7).

To join the trip please send a cheque payable to LBPT; an SAE for us to send you your ticket(s) and details of exact time of pick ups a note indicating where you intend to board RTL139.

Please note that the trip will be made subject to viability, so please book early to enable us to judge the level of interest. If there is demand, we shall run similar trips to major rallies next year.

The address to send your cheque, SAE and note to is:

Dr Graham Ruddock
Gordondale Road,
Wimbledon Park,
London SW19 8EN

SURREY HILLS LEISURE BUSES

The Surrey Hills Leisure buses are running on Sundays using a variety of heritage buses. All the information you need to plan your day out is contained in a leaflet available from Cobham as well as most bus stations in the area. The routes are run by Memory Lane and Nostalgiabus are as follows: -

- 32 Guildford to Redhill via Dorking,
- 93 Dorking to Horsham,
- 433 Guildford to Dorking via Abinger Hammer,
- 710 Polesden Lacey to Kingscote (Bluebell Railway) via Dorking,
- 712 Morden to Dorking via Epsom,

COMING EVENTS

GS Running Day Sunday 29th August (Cobham 99 event)

Organised by Alan Charman

Free bus service to Effingham Junction organised by GS Owners.
Taxi display by members of the London Vintage Taxi Association.
462 bus service running.

Cobham – Woking Classic Car Show Link, Combining Rear Engine Running Day. Monday 30th August (Cobham 99 event)

Organised by Mike Nash

Bank Holiday Monday August 30th will see one of the busiest days of the year at Cobham when our 'Rear- Engine Running Day' links up with Woking Classic Car Show.

The Woking Show has developed into a very large event and more than 250 classic cars and other vehicles are expected to attend plus numerous further attractions to entertain the whole family. Woking's large pedestrianised shopping centre will play host to the event and in addition the shops will all be open for business with free car parking facilities. Other features will include exhibits from Brooklands Museum, the McLaren Formula One Racing Team, vintage motorcycles, fire engine and police car rides and a multitude of other entertainment. Some celebrity rolling stock is also promised at busy Woking railway station, with which our own free bus services connect.

The 'Rear-Engine' rally site will be held in Depot 46, a yard further up Redhill Road from the museum, and services will be departing from there and connecting the museum with Woking at regular

intervals, via two extended routes, one of which will permit some lively running! A wide variety of vehicles and a few surprises have already been promised, both for display and service and if you wish to bring along a vehicle just turn up on the day. Those vehicle owners who would like to run in service are requested to contact me in advance though. (01932 450 - sensible hours please). It is hoped to have a varied selection of machinery in service with a 15 minute headway or less if demand dictates and I am especially keen to see that the vehicle owners themselves have a good day. After all, they will be supplying their vehicles in support of Cobham Bus Museum and at their own expense so please do be sure to show your appreciation when you travel.

In addition, a further 'traditional' route featuring RFs and RTs will be linking the museum with Woking, and GSs will be gathering at the museum and running in service to Stoke D'Abernon and Effingham Junction in support of what is hoped to be the biggest gathering of the type ever seen in preservation.

So as you can see this is set to be an action-packed day with a multitude of vehicle movements in and around our museum and truly something for everyone. Last year, many visitors to Woking's event also chose to use the bus service to visit our museum and we gained a number of new members and took much revenue, both at the gate and in the shop. Hopefully this year we will be even busier so do please make every effort to attend.

London Motor Bus Centenary 16th October

This event is open to all petrol engine London buses and diesel buses that were conceived prior to the advent of London Transport. Participating vehicles will gather at Stockwell garage, thanks to the co-operation of London General, between 1000 and 1100am on Saturday 9th October, exactly 100 years after the first service began.

At approximately noon the vehicles will move off in convoy via The Oval, Westminster, Victoria for a photo call, continuing to Hyde Park Corner, Marble Arch, Oxford Street, Oxford Circus, Regent Street, Trafalgar Square, Whitehall, Westminster, The Oval and returning to Stockwell.

LT Museum are unable to bring out any of the vehicles currently displayed at Covent Garden, but it is hoped the S, ST, 4Q4 and T219 will attend. The Trust hope to have D142, ST922, T31 and STL441 on display

The RF Running Day 24th October (Cobham 99 event)

Sunday 24th October is the date to note in your diary when we will hold this ever-popular event. At the time of writing, plans were in their infancy but expect there to be a generous gathering of the type running a regular service to one of their old haunts. We did Kingston in March so it won't be there but Hampton Court is a possibility. Full details will be announced in the press nearer the time or give the museum a ring in October.

And a special model too

'EFE' RF534.

To tie in with the RF Running Day, a special limited edition model of Cobham resident RF534 is to be released. Comprising a run of only 534 models, this is expected to be in big demand as RF534 is the only 'white roundel' central area RF on the rally circuit. The model will not be available before the event though members will be able to reserve theirs in advance, and at a discounted rate, by contacting the shop staff. In addition, all RF owners who bring their vehicle along on the day will receive a complementary model. Thereafter the model will only be available through our shop and specially selected outlets.

I have had no additional information concerning the previously mentioned display days on Sunday 5th September, October 3rd and 5th December. Ring the museum for confirmation of these events taking place.

Museum opening times are 10.30 to 16.30hrs.

Member Mr. P. Monk the owner of RF202 based in Cornwall is having some genuine reproduction setright ticket rolls made with 'LONDON TRANSPORT COACHES' printed on both sides as used on Greenline services in around 1955. To help defray the cost he is offering them to anyone interested at the cost price which is 78.7p per roll. There will be a small extra charge for carriage.

Please contact him direct at :-

Duchybus, Fowey Bus Services,

North Street,

Lostwithiel,

Cornwall. Telephone. **Bodmin 123**

Back page. RTL139 outside the Waldorf Hotel, Aldwych, framed between RTs 1594 and 4712 on the occasion of the RT60 rally.

Photo Graham Smith

LONDON BUS PRESERVATION TRUST

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Treasurer Alan Charman, Hampton Way, East Grinstead RH19 4SG
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Non-committee posts

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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.

REGISTERED AS A CHARITY NO 293319

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COPY DATE FOR NEXT ISSUE – October 1st

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'Remember, the light at the end of the tunnel is probably a track gang with a torch looking for a broken rail'

