

COBHAM BUS MUSEUM

MAGAZINE



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Cover photo. RM(L) 3 in original guise at Willesden in 1957.

Editorial

Bill Cottrell

Teamwork! Teamwork! Teamwork! Teamwork!

I am going to give you four examples of teamwork at various levels and what it can achieve.

Firstly, the complete restoration of STL2377 should be what the museum is all about. My little chest did puff up with pride and a tear did mist up my viewfinder at the ceremony on the afternoon of open day when the bus was formerly handed over to the museum. I am proud that I took the opportunity to be part of the team involved with this project. It was a long time ago, back in 1994 that the mechanical work started on our part of the project, with many people involved in the mundane tasks of cleaning and de-greasing. This project reflects glory on all the members; even those not directly involved. While it was being tackled, the museum still had to function, money had to be raised, open days had to be organised. The STL could not have been completed in isolation, without all the other activities going on. Time for a collective pat on the back. Whilst we can feel collectively proud, without Roger Stagg to bring the combined talents and skills together, the STL would not have been started, yet alone finished. Well done Roger.

Open day itself was another example of teamwork with the many on duty on the day (and the day before) working to the plans of the comparatively few on the open day committee. Yet again leadership achieved the teamwork, this time Simon Douglas-Lane, open day chairman, deserves the honourable mention.

The next example I will give of teamwork was the necessary task of sorting out the outside stores. This was more of the 'make it up as you go along' type of project, but the target laid out was achieved. This was to create enough room in the outside store to 'lose' a pile of brake drums and flywheels that were cluttering up the paint bay.

Finally, the last example is the near completion of the mechanical restoration of G351. This was meant to be a fall-back project,

something to fill in the time when there as nothing else to do. It took on a momentum of its own and when it looked as if driving under its own power for open day was achievable, it was a case of 'Lets go for it' and go for it we did. Who knows,realistically we can look to open day 2004 when the Guy will be completed and the centre of attention, and we can puff out our chests once more?

Chairman's Report

Peter Plummer

The main event this quarter, open day, was blessed with good weather with only a shower very early morning to settle the dust. Rain, sleet and snow had swept across the whole country during the week prior to the event, and the week after. Attendance were good and our star of the show, STL 2377 was delivered on time and stood in the centre of the display area at the museum for all to admire the first class rebuild and resplendent pre-war livery. How many of us can remember the magnificence of a brand new STL? Certainly, it was one of the proudest days for the Trust and for me for it is the culmination of the very reason for the Trust's existence.

During the afternoon, project manager Roger Stagg addressed an audience at the official handing over ceremony and I, on behalf of the Trust, accepted the vehicle to the active list. Invited guests included the Mayor and Mayoress of Elmbridge, Ms Morag Barton, our curatorial adviser from Brooklands, magazine editors and publishers, the members who made loans available in support of the project and those who had worked on the vehicle. This was followed by a journey aboard STL2377 to Brooklands for the benefit of the photographers. The restoration of STL2377 is the most significant pre-war double-deck London Transport bus to be made available for the public to see since the rebuild of ST922 in the early 1970's. Already, the committee's attention is turning to the body rebuild of G351, the only surviving London Transport utility-bodied double-deck Guy Arab.

My gratitude goes to all the Open Day-volunteers whose effort made it a very successful day, one which will substantially fund our major vehicle-rebuilding programme. John Broadhurst and his small team made the grounds commendably presentable and was noted by many visitors on the day.

On a much smaller scale but no less important, I have arranged that the illuminated London Country 'winged polo' sign from the demolished Reigate garage be donated to the Trust and our thanks are given to Mr Jonathan Vincent for his kind contribution.

The sign is now at the museum and if I can assemble enough volunteers to overhaul it, it is intended to display the exhibit in working condition inside the museum building.

I have been lobbied by many members on the subject of Mr Andy Baxter's letter included in the Winter 1999 magazine. I do not intend to expand on this issue other than to state that despite the impression given, no laws or Trust rules were broken. It is my view that it is unfair for one member to undermine, criticise and discredit good intentions of other volunteers. Our organisation, like so many others, survives on one thing - goodwill of the volunteers. Without volunteers, we cannot function.

Every volunteer, no matter how large or small the contribution, is valued and I hope the friendly environment I have striven to create since 1993 prevails without fear of retribution of any kind.

With the launch of our flagship STL 2377 at the start of a new century, all members should work together and demonstrate the London Bus Preservation Trust has its act together and can produce results.

AGM

The Annual General Meeting will be held at St. James Parish Centre, Weybridge, 1.30pm 24th June.

This is located adjacent to the library, the site of previous meetings, next to the central car park. Details will be sent out in the post in the near future.

Membership and Treasurer's Report

Mike Nash

Fifteen more members have been gained since my last report and with the new '2000' Membership Leaflet now having been printed (special thanks to Paul Brophy) I hope such progress can be continued. If you want a few of these to distribute please drop me a line enclosing a reasonably sized stamped addressed envelope.

The first quarter of each season is always the busiest one for renewals, though response this year has been good, and at the time of writing only around 25 members had still to reply. I expect most of these will stay with us for another season so membership can be predicted to stay at around 580.

IMPORTANT

The reconciliation process continues as regards those paying by Standing Order but can I ask **everyone** who pays by this method to check back through your bank statements to ensure that your annual subscription is being paid. Some of you will find that, despite my reminders, you are still paying at the old rate of £12, whilst others will find that no deduction at all has been taking place. Remember that from January 1999 the subs increased to £15 (£25 for family membership). If you have underpaid or not paid at all please drop me a line enclosing a cheque to make up for the missing amount(s) – some of you may find that this has happened over several years. In turn I will send you a revised Standing Order form to complete which is to be returned to me for a file copy to be made whereby I will send the original on to your bank for processing. **Please** do be sure to check – those underpaying are depriving the Trust of valuable funds which is not fair to the rest of the membership.

A reminder for those members who renew by cheque.

You will receive your membership card with the following magazine to your renewal. However, if you enclose an s.a.e. with your payment I will send your card back by return of post.

As I write the dust is settling on another very successful Open Day and from a financial point of view the early signs are that it was yet another record breaking event. I will be reporting in more detail at the forthcoming AGM but suffice to say that it was crucial we did well as we still have to pay back a number of outstanding debts from last season in the form of loans made available by several members which helped Cobham achieve such remarkable progress during 1999. Of course, the real jewel in the crown as regards Cobham's recent achievements is the re-emergence of STL2377, a timely reminder to the whole movement that Cobham remains at the very forefront of preservation. The end result is simply stunning, but more than that, the STL is already benefiting the Trust in a whole variety of ways, not least because of the terrific amount of publicity it continues to generate but also because it has proved a great bonding exercise and tonic for our active membership.

As I have mentioned previously, 2000 was always going to be a year of consolidation for the Trust but I feel certain that we will go into 2001 in great shape whereby the G351 project can proceed without the worries of financial constraint. There is a real buzz again these days down at Redhill Road – and this time I reckon it's here for good.

We warmly welcome the following new members to Cobham and hope to see you soon :-

829	Paul Neave	Woodley	RZ
830	Mrs. M. Swann	Staines	KR
831	G. Symes	St. Albans	
832	Laurence Mallett	Wheathampstead	
833	M. Cross	West Clandon	
834	John McCloy	Hanworth	KM
835	I. Ewence	Pyrford	
836	Leslie Bishop	Canterbury	IR
837	Michael West	Brentwood	

838	Stephen Cresswell	Mitcham	
839	Douglas Ellis	Guildford	
840	Peter Goodfellow	Frimley	
841	G. Jones	Maldon	
842	Cliff Porter	Ickenham	KR
843	Chris Price	Kingston Upon Thames	MN
844	Keith Porter	East Sheen	

Recruited by :- IR – Ian Robertson KM – Kevin McGowan
KR – Keith Rose MN – Mike Nash RZ – Richard Zarywacz

Loss of Millennium Domes

In reproducing Tony Beard's letter in the last edition of the Magazine, it was not mentioned that the owner of RT 77, Mr Clayton Banks, had entrusted the entire disposal of the vehicle to the Chairman of the 2RT2 Bus Preservation Group, Mr Peter Liversage.

Some of the body parts had already been earmarked for Ray Wood (owner of RTs 44 and 54), and had been removed pending transport being arranged. Mr Wood had expressed an interest in acquiring the front and rear domes for use in his restoration projects but when the 2RT2 Group visited the site on 26th April these were found to have been stolen. Mr Banks was of the opinion that the police should become involved as the items had been removed without his or Peter Liversage's authorisation. The thieves also removed most of the aforementioned stored items.

Both Mr Wood and the 2RT2 Group would be pleased to receive information regarding the unauthorised acquisitions on a no questions asked basis. If the perpetrators do read this, they should bear in mind that they have seriously interfered with a bus preservation programme.

Tony Beard can be contacted on 01277 282
or e-mail tonybeard@...com

Absent Friends - Heston to Hounslow

Richard Zarywacz

Imagine that it is autumn 1969, about 8am on a cold, damp and very foggy morning. A change of school now requires travelling by bus, better than the three-mile walk from Heston to Isleworth. So here you are at the side of the Bath Road clutching a free bus pass in one hand. At least there is no wind gusting across the open field and blowing under the side of the dripping shelter to chill your feet. On the opposite side of the road stands 'The Traveller's Friend', if it could be seen through the fog. Above the noise of passing cars comes the sound of a bus engine slowing for the stop. Head and foglights emerge from the gloom followed by the outline of the bus as it swings into the lay by. At the very top the number 98 is dimly displayed, below NXP902 appears in white. The queue shuffles forward, past the black-edged gold legend London Transport covered in droplets on the side of the bus. Gratefully you clamber on, three rings and away we go, pull out gingerly into the traffic, across into the fast lane and round Henlys roundabout, past the short queue at the Springwell Road stop and on to Hounslow West Station. A stream of travellers steps off for the Piccadilly Line, and is replaced by an equal number wanting to reach Hounslow proper. At least we now have a seat as the bus fills. Then its three rings again and off towards Hounslow. From 'The Bell' onwards the bus empties, little consolation to the queue passed at Sutton Lane, and at the bus station the ride ends. Jump off and dash to the queue in the London Road, for a 117 to Isleworth.

Our return journey in the afternoon is a more leisurely affair, and warmer. The sun has long since driven away the fog and the evening rush has yet to begin. A Routemaster from Isleworth deposits its load outside Hounslow Bus Station where a choice awaits inside. Building work for the new roof has upset the layout, and it is difficult to see easily which bus is likeliest to be first out. Could it be an 81, 81B, 98, 223 or, at a push, 203? Consulting a timetable is unheard of, even on a Sunday there is always a bus every few minutes. The decision is influenced by the registration number at the back of a waiting 98, NXP902.



RT1371, mentioned in the text, seen here at Southall on 31st May 1966

On the bonnet is the number RT4649, and around the front is a roof box at the very top. This is the first time notice is taken of the identity of an individual bus.

At home there is an Ian Allan book listing Underground Trains - is there one about buses? A visit to a bookshop produces the 1969 edition, and on page 41 is RT4649, showing off its Saunders body. The caption underneath warns that Saunders bodied RTs are being withdrawn. Keep a watch out and take every opportunity for a ride, even if it means missing an earlier bus. Uxbridge Garage sends it to Hounslow on routes 98 or 223, and by now the only other roofbox to be seen in the area is Hounslow's own RT1371.

The new decade brings warning signs, but surprisingly it is the RMs on routes 81 and 81B that fall to the new conductor-less single deck buses. Sellotape a Gibson ticket - 6d child fare bought especially despite the free pass - under the photo; note the conductress's number KK59109 and the date, 16th April 1970, route 98. Soon there will be no more waiting for RT4649, and in the holidays a Red Rover trip to Uxbridge Garage will bring the inevitable news. It has gone, probably to the breakers says the LT man with little sympathy.

Another photo appears in the 1970 Ian Allan ABC of London Buses, as small consolation. Now that the bug has bitten, other RTs attract attention; from Uxbridge 192, also featured in the 1970 ABC, 4404 and 4699, Southall's 377 and 486 appear at Hounslow on the 120 and 232s.

Hounslow has other offerings for a fledgling bus enthusiast. RMs working routes 33, the 81 group and 281, and RMLs on the 37. Along The Great West Road pass Thames Valley Bristol Lodekka coaches, Green Line white Reliances and Routemasters. But not for much longer now that the M4 Motorway is established.

There are RFs, aloof creatures and not part of the daily journey. Hounslow is too well served by the Underground to bother with the Green Line versions into London, and the red ones only appear on the 237 to Chertsey, so we call them "Chertsey Buses". Aloof too, due to the minimum fare in Hounslow High Street guaranteeing seats to long-distance passengers. A rare trip to Chertsey dispels the mystery and the RF becomes a firm favourite. RF360 and 363 stand out by virtue of their registrations, MXX2 & MXX5. Soon the conductors and minimum fare disappear, and the RFs now find their services are also required on route 202.

The (in)famous MBS batch with split-entrances on routes 110 and 111 have been supplemented by single door MBs on the 110. They do not usually come into the bus station on weekdays, but pause at the stops in Kingsley Road, and what long pauses they are. One afternoon a stranger, MB9, is parked against the wall at the bus station. It has a Strachans body and was a Red Arrow XMS, and it looks superb.

Hounslow has another batch of Merlins, dedicated to the A1 airport express service. Their trilingual signs and blue-and-white destination blinds mark them out from lesser buses. When they sweep past in the morning, too important to stop for freezing mortals at 'The Traveller's Friend', they at least have the decency to look full with a cargo of International travellers. Little do they know that, after having to stand in a crowded MBS, at Hounslow West Station the rush hour and a train of 1959 stock awaits them. Then they will be bucked and bounced along the Piccadilly Line between Acton Town and Hammersmith. If they are lucky, a '38 might be on duty.

The more astute BEA travellers will take a Routemaster Coach to the West London Air Terminal, the BOAC passengers an Atlantean.

On a sightseeing trip to Heathrow in MBS564, the most impressive part of the journey is sweeping past 'The Traveller's Friend' without stopping. A surprise is the RT seat moquette in such a modern bus. The return journey is by RM which at least stops to let us off. The A1 Merlins outlive their colleagues at Hounslow by some time, but eventually Swifts then Nationals will take over until the Piccadilly Line finally reaches Heathrow and MBS564 finally reaches Wombwell Diesels.

The SM type is now in charge of the 81 and 81Bs, and like the Merlins before them, some thought has gone into their design. Inside they are bright, warm and comfortable if you can get a seat, which has a new green and blue moquette. One day on the way to the library an unfamiliar face passes on the 110 - SMS97. It heralds the arrival of many more of its type, which will sweep away everything except Routemasters at Hounslow garage. Even the single door SMs are ousted. The first batches are in the 200 and 300 ranges, although SMS158 is a notable exception. Later ones are in the 700 and 800 ranges and have wider spaced headlights, and SMS838 is the last AEC delivered to London Transport. Then the Uxbridge RTs are replaced, and the DMS type makes an appearance. They are very drab, in all over red, and dark downstairs compared with the light airy interior of an RT, even when full.

The new roof at the bus station provides welcome shelter in the winters, now that sitting on an RT out of the rain is no longer an option. Our afternoon choice has changed from RT or RM to SMS or DMS. No longer, too, can we be thrown off the bench seat by an enthusiastic RT driver pretending that the right-then-left turns from the High Street into the Bath Road form a slalom. The Swifts are too long and wide for that, but as compensation we often have to stand crushed up in a single-deck bus with unreliable doors, where before there were seats, a conductor and an open platform.

Buses with a seat cushion propped against the rear end become a more commonplace sight, and this may be responsible for a change in attitude by the drivers. In the past there was an air of pride in the service, but now that has gone.

Seeing an immobile RF, roughly shunted backwards and forwards around the bus station by another RF, with all the attendant panel damage to both vehicles in full view of the public, brings this home.

Roadworks and diversions, while the Heathrow extension of the Piccadilly Line is built, provide the only changes of note during the next couple of years. The next event is the appearance of brand new DMS1968 on the 222. With upstairs windows picked out in white and large two piece folding doors, the front ones in yellow, we now have a good-looking DMS at last.

It is now 1976 and the end of these journeys, the SMS and DMS types have settled into the local scene but we can still catch a glimpse of an RT at 'The Bell', where the 120 crosses our path. RFs and Routemasters carry on as if the revolution in bus travel around them never happened. Soon there will be change again at Hounslow but that is for another time.

In part two - Hounslow to Isleworth - we shall be school hooligans requiring a special journey with inspectors as well as a conductor, look at the joys of RMLs in Linkfield and Loring Roads, chase a briefcase and find out what the Gumley House girls did.

Postscript.

It is December 1999 and the Sellotape holding the remains of the ticket has just given way after 29 years.

If anyone reading this would care to enlighten me on the CU and Body numbers that constituted RT4649 at the time of withdrawal they would make my day. Steve Fennell's Bus Portfolio on the RT Family also has a photo of the bus in it's last days.

LONDON TRANSPORT (BUSES)	
NAME <u>ZARTWACZ Richard Henry</u>	
UNTIL 19th Dec. 1974	
FROM <u>Travellers' Friend</u>	
TO <u>Syon School Isleworth</u>	
CHANGE AT <u>The Garage Hounslow</u>	
<small>AVAILABLE FOR ONE DIRECT/TRANSFER JOURNEY TO SCHOOL EACH DAY MONDAY - FRIDAY 11.15 HRS. AND FOR THE HOPEWELL JOURNEY BETWEEN 11.45 AND 12.15 HRS. MONDAY TO FRIDAY</small>	
NOT TRANSFERABLE	FOR CONDITIONS SEE BACK
SCHOLARS' TERM TICKET <small>This ticket is issued subject to the following: It may be used only for one return journey each day when travelling between home and school. It is not available on Sundays, Bank or Public Holidays or School Holidays, nor on Saturdays unless specially exempted. It must be used only by the scholar whose name it bears and any transfer to another person renders the person concerned liable to prosecution. It is the property of the London Transport Executive and must be surrendered immediately on expiry or on demand. It must be produced for inspection on each journey otherwise the ordinary fare is payable.</small>	
School or Divisional Office	SYON BOYS' LONDON RD. ISLEWORTH

MEMORIES

David Roland-Shrub

Arguably the most significant event for a ten year old schoolboy living in the London Transport area in 1948 was the publication of the Ian Allen ABC - the bus spotters bible. It transformed the random jotting of essentially uncoordinated digits in old exercise books into a HOBBY. Armed with this comprehensive list of fleet numbers, together with photographic evidence of each type's characteristics, as well as the all important list of garages to enable one to interpret the code preceding the running number, bus spotting entered a golden age. There was, at last, a point to it all - to "get" every number in the book. I doubt whether anyone succeeded (stand by for sacks-full of claimants editor) but it gave us lads a target to aim for, something we could achieve without the involvement of grown-ups.

A day's spotting was as meticulously planned as any military operation. The OBJECTIVE, usually a distant garage or major terminus, was determined. Free LT maps, obtainable at bus garages and Underground stations, were used to plan a route to the objective which would incorporate the maximum number of spotting opportunities. Jam sandwiches and a bottle of Tizer took care of the rations; and a small notebook to record the numbers of each bus spotted (or for the really well-equipped spotter, a clipboard) completed the equipment. Saturdays were good spotting days with every bus pressed into service. Sunday mornings were good for garage visits because most of the buses were "at home". This also involved that cardinal sin of bus spotting, known as TRESPASSING ON LONDON TRANSPORT PROPERTY. There were various ploys used to gain access to the garages. One of the most effective was "the old flannel" routine which consisted of picking-out a very junior employee who, if approached respectfully and addressed as "Sir", would be so flattered that he would give the OK to enter the garage and note the numbers of the buses. It was, however, more fun to do it clandestinely. One became Dick Barton, Special Agent, outwitting the Secret Police in order to gather vital information from behind the enemy lines.

Once home the numbers collected that day would be underlined in the ABC accompanied by numerous exclamations of "Drat, already got it". (it was a more innocent age, dear reader, and schoolboys' imprecations owed more to the Wizard and the Hotspur than to Eastenders or Ben Elton).

Each year, when the grapevine announced that the new ABC was "OUT" one would rush to secure a copy from Len's of Sutton. (located in those days in a tiny terrace of minute wooden shops on the Carshalton Road overlooking at the rear a sheer drop into the Sutton Water Works some fifty feet below). Ian Allen never seemed to print enough copies to meet demand, and getting a copy from W.H. Smith or the larger bookshops was hardly ever an option. Then would come the laborious task of transferring all one's "spotted" buses into the new book. I wish I could boast that I still have all mine, but sadly such is the enthusiasm of youth for all things new that for the first two or three years the old books were thrown away when the next edition was published! (Stupid Boy).

In those post war years LT operated 21 different types of buses - a bus spotters paradise. In those days I lived in Cheam, served by nine bus routes and two Greenlines. These were operated by Sutton's Daimlers on the 93, 151, 156 and the short-lived 262; LTLs (the curiously nicknamed "scooters") on the 213, Merton's lowbridge Daimlers on the 127, Putney Bridge's 2RT2s and STLs on the 93, Camberwell's STs (sometimes a Tilling type!) on the 5A, and STLs from Chelsham, Dorking, Leatherhead and Guildford on the 408 and 470. TFs from Dorking and St Albans served the 712 and 713. In addition to these "regulars", Kingston would often replace its LTLs on the 213 with 1T1s, 3T3s, 11T11s, 1TD2s, and even CRs. At one stage I recall doing a 'double-take' as a 7T7 in green livery did duty on this then single decked route. All this without even leaving home!

Well within the limitations of a schoolboy's pocket money lay the Daimler homes of Sutton and Merton (and a day at Aldgate to get the Greenlines), as well as the excellent spotting potential offered by Kingston, Morden (especially on Derby Day) and Croydon. These could add LTs, STs, STL1s, 9T9s, 10T10s, 5Q5s and 6Q6s to one's collection. It was even possible to come across RT97 masquerading as RTC 1.

I cannot recall quite when it dawned on me that this rich variety of types was diminishing. Perhaps around 1950 with the advent of green RTs on my local routes. The photographs in the ABCs gave me the idea of compiling my own collection as a permanent record of the buses which were now fast disappearing. Of course I had left it far too late, and with the limited financial and photographic resources available to a 13 year old schoolboy. I quickly recognised the hopeless task I had set myself. But salvation was at hand, for I discovered that there were "grown-ups" who shared my enthusiasm for this new found hobby and that the fruits of their labours could be purchased, at sixpence a time, again from Len's of Sutton. (He even provided me, for a modest (!) half-crown, with a wooden card index box to store them in). And so it was that thanks to the labours of such as J.H. Aston, C.Carter, Alan Cross, A.M. Wright and of course John Smith himself (aka Leds of Sutton) I succeeded in creating a record of all those buses I had sought so avidly as a "spotter".

By 1952, with virtually nothing left to spot except RTs and RFs, I hung-up my clipboard for good. I continued to enlarge my photographic collection when funds permitted, but other adolescent activities were competing for my limited pocket money.

In 1955, courtesy of HM Armed Forces, I left the London Transport area, never to live there again. Thus I never even saw the Routemaster enter service except for the prototype on route 2. But I also missed all the horrendous things that befell London's magnificent bus system after that time and even today I do not recognise any vehicle as a London Bus unless it has LONDON TRANSPORT along its flanks in gold lettering!

Three years ago, during an outing for my Mother, then still living in Cheam, we discovered - more by accident than design - the museum at Cobham. A member kindly allowed us to wander round and I showed my children some of the buses I had known when I was their age. On our return to Cheam, Mother rooted through a cupboard and produced a dusty old wooden card index box, full of photographs, LT maps and timetables and 1950s Ian Allen ABCs. I have spent many happy hours since renewing my acquaintance with these old friends.

I wonder what became of my clipboard? Who was it wrote "Nostalgia isn't what it was". They were wrong!

Book Reviews

CHISWICK WORKS: Colin Curtis and Alan Townsin

Published by Capital Transport £14.95. Reviewed by Phill Cruise.

A history of Chiswick Works is long overdue and this generously illustrated volume from Capital Transport will be greedily snapped up by the many enthusiasts and transport historians who have a particular affinity with London Transport. The credentials of the joint authors must be second to none in the preparation of a history of Chiswick Works.

The format of the hardback book is a virtual square 9"x10", with some eighty-eight pages and generous illustrations. The story starts in the days before Chiswick with the various establishments used by the L.G.O.C. in the construction and maintenance of its bus fleet, including the original AEC works at Walthamstow. The evolution of the works at Chiswick, from its opening in 1921 to the final closure in 1990 is covered in some detail but in a fairly 'light' style to appeal to a wide range of readers.

This is an attractively presented book, which is an enjoyable read, but students of LT will not really learn much in the way of startlingly new information. I have Colin Curtis' book recalling his time with LT, which I found went into great detail and I was hoping that this history of Chiswick would be in a similar vein. There is a chapter on the buses built at Chiswick for example that could have proved even better if more information was supplied of a more technical nature about how this was undertaken.

Chiswick in wartime which only covers three pages could surely have been expanded, but thankfully the chapter on the experimental department is much more representative of the activities that went on there.

Service vehicles and CDS are briefly covered and again I was left wanting more. Some of the areas that I wanted to find out more about were the machine shop, coppersmiths shop, electrical shop, fuel pump and pressure brake shop and the one area that all us 'spotters' of the fifties and sixties stood on the trolleybus feeder circuit breaker box to see, the training school

Moans apart and it's always too easy to criticise, this is a book that we all must have on our shelves as a memorial to the finest engineering department in the world of public transport, destroyed by a Government that dismantled our industrial heritage for ever. The vast network of engineering, designing, training and associated skills will never see the light of day again and this book is testament to what a truly amazing organisation was Chiswick Works.

BUSES RESTORED 2000,

From the National Association of Road Transport Museums.
Published by Ian Allan at £12.99. Reviewed by Phill Cruise

The publication of this volume gives us a resource that the preserved railway buffs have taken for granted for some time. Produced in association with Preserved Bus the directory provides details of Museums that are normally open to the public and other collections of preserved buses and coaches that may be viewed at certain times only.

In the former category are such museums as Cobham, the LT Museum, Oxford Bus Museum etc. The latter includes various preservation groups that may have vehicles stored in various locations that come together for rallies and running days, or are open for viewing on certain advertised days of the year only.

There are 128 pages in this softbound book with numerous illustrations. Lists of the vehicles owned include all the usual details of date, registrations, chassis and body specifications, and previous ownership. There is an index of registration numbers and Museums and collections.

Each entry for the museums has details of the contact address, a brief description, opening times, directions by car and public transport, charges and facilities. The other organisations give the minimum details of a contact address and a brief description with further information depending on their size. The directory seems to be good value for money and it is just the job for taking on holiday so that you can check out the local area for places of transport interest that might otherwise be missed. Used in conjunction with the recent book of preserved UK buses this will be a useful aid in the pursuit of our hobby. It is available from the Cobham shop.

LONDON TRANSPORT Since 1933: Michael H.C. Baker.
Ian Allan Publishing £19.99 Reviewed by Mike Nash.

Originally available as two volumes, 1933-1962 and 1963-1995, this is essentially a year by year account of all things London Transport, be it vehicles or infrastructure. Michael, who is a Cobham member, writes in a very easy style and as such this is a delightful book, lovingly compiled, always informative and entertaining, and crammed full of well chosen black and white photo's. Despite having to cover such a lot of ground things never get heavy going and the writer has done well to successfully condense such an involved history into a thoroughly accessible volume.

I remember thinking that the original books, which combined would have set you back some £32, were, as is often the case with Ian Allan titles, perhaps a tad dear. However at £19.99 this is now a satisfyingly chunky volume, and with its 270 pages, updated to cover events up to 1999, it looks very good value indeed. Recommended reading.

GLORY DAYS – THE SCOTTISH BUS GROUP: Gavin Booth.
Ian Allan Publishing. £15.99 Reviewed by Mike Nash.

Our friend of 'Classic Bus' magazine fame has compiled this latest volume in the 'Glory Days' series and not surprisingly, as it covers his home turf, it's pretty good stuff.

Now I know that many of our members interest does not stretch beyond LT's boundaries, in which case there won't be much to interest you save for the shot of RT2828, appropriately in Regent Street (why isn't there a Regal Street?!) outside the old SMT offices, the colour photo of RTL13 when with Central SMT in East Kilbride, or the three Routemasters depicted in post-deregulation Glasgow.

But if, like me, your tastes stretch a little wider, then there is much to enjoy here. And where better to start than the cover which depicts the classic Leyland Leopard / Alexander 'Y' Type combination, and better still a dual-purpose example with the bigger windows and in equally classic Western SMT black over white. I can almost hear it ticking-over with that wonderful 'blob-blob' Leopard exhaust note erupting into a vulgar roar as it pulls away! Nurse, my pills please.

Gavin charts the rise of the SMT Group in 1905 right up to 1991 when the last fragments were sold off and the text is accompanied by many black and white photo's followed by a colour gallery which contains some real gems and many body / chassis combinations which we don't see in the south too often, and some of which have sadly since disappeared without trace.

I find in most books these days that an old friend or two crop up within the pages, and this one is no exception, for I was delighted to find a picture of Alexander (Fife's) RSG 814V when new, a 1980 Mk2 National which I 're-homed' last year with well known independent Caroline Seagull of Great Yarmouth. It's hard to believe that some Mk2's are now twenty years old, but the many ex-Scottish ones are now spread far and wide and some no doubt have many more years of life left in them.

All photo's are accompanied with informative captions and Mr. Booth does know how to put together a good book, so if you've enjoyed previous 'Glory Days' titles you'll know doubt want to add this to your shelf. And remember all you LT diehards, there was life beyond Luton!

Video Review

"RTW, 50 Years of 8 footers"

Produced by Ken Tarbox for the RTW Bus Group.

Available from the Cobham shop. Reviewed by Phill Cruise

For anyone who has been abroad or in prison it is worth a reminder that last year was the fiftieth anniversary of the entry in to service of the 500 strong RTW class of all-Leyland double deckers. These formed the only members of the RT family that were 8' wide.

This video, lasting 47 minutes takes us through the story from the initial testing of an RT chassis with an 8' wide body mock up, and wheels reversed on their hubs to simulate an 8' wide bus, to the present day with some of the survivors in preservation.

Archive footage in black and white features the trials of the vehicles on certain central London routes and the outer London routes such as those from Harrow Weald Garage where they initially entered service.

Other footage in colour from the late fifties and into the sixties shows RTWs on the routes that we remember them so well, such as the 6, 8, and the infamous 11. Three preserved RTWs along with LT Museums RT4712 recreate some scenes from the past around central London and the West End.

One preserved member of the class is preserved in the livery of its second owner Stevensons and operates over its old territory around Uttoxeter. Other interesting but sad footage shows what happened to the many RT, RTL and RTW vehicles sent out to what was then the Ceylon Transport Board. This organisation, with buses in LT livery, was a kind of Hades for these once fine vehicles and a sad parody of LT service with vehicles so battered you wonder how they kept going.

In all, this is a fascinating video with contributions from the vehicle owners and Colin Curtis. It is a must for all fans of the all Leyland RT and LT vehicles from better times.



RTW375 on 'infamous route 11' in Whitehall, July 1975

From the magazine, 25 years ago..(Jan. 1975)

'Join the LBPG and see the world'

Or so says Bill Cottrell who recently took an RT over to Germany. Here is his story.

Just before Christmas I was offered the chance of taking RT2031 to Frankfurt on behalf of Jagger Jeans, its new owners. The bus was in A1 condition, with new engine, units and a recent repaint. Consequently a high price had been paid for it.

I was to accompany two representatives of Jagger Jeans as far as Dover, where one would leave us, then continue across the Channel to Germany. Fortunately the person with me, Peter, was, German.

I met Peter at his London flat and we went to meet his colleague who lives in a private road at Dulwich. The RT was parked just by a large sign which proclaimed ' NO HAWKERS, NO TRADERS, NO FUNERALS. We left the street where nobody dies at about 07.30 and Peter expressed his fears about low bridges on the continent. I glanced up (I wasn't driving at the time) and saw the bus was turning on to the South Circular Road towards a 13ft.6in bridge. After this minor panic, which did nothing to ease Peter's fears, we had no other incidents until we reached Dover.

During the journey down the A2 I learned that no booking had been made for the ferry. We arrived at the docks, went through all the usual controls, and took our place in the queue for the 11.00 ferry for Ostend. We went to see the man in charge of the loading to find out our chances of getting on and explained the situation to the loader. Our chances were nil but he may be able to get us aboard the 15.00 to Zebrugge, he said, (with something in his eye). We spent the next four hours speculating about low bridges and how long we would have to wait if we missed the 15.00 ferry. From about 14.00 the loading began and there were quite a few trucks in the "booked" lane. We were parked near the end of the "unbooked" lane. Peter and his friend then had a word with the loader and shortly we were called out of the queue. I drove down the ramp slowly. Unfortunately, there was a hump between the ramp and the ship and as the bus went over this it struck a light fitting and very slightly damaged the dome.

The bus was safely secured in place and Peter and I retired to our cabin to get some sleep. After a couple of hours I decided to explore the rest of the ship. I purchased a map of the major roads of Europe, feeling that my Lett's Diary map of the world did not really go into enough detail for the forthcoming journey. Peter's fears of European bridges had been transferred to me, and I decided to ask some of the truck drivers about this. Apparently there was one low bridge of only 3 metres 70 on the road to somewhere. but apart from this, they assured me, bridges on the Autobahns were not generally below 4 metres. I thanked them for the information, sat down with a cup of coffee and opened my map.

In the margin there was a conversion table: litres to gallons. Pounds to Marks, feet to metres. I glanced at this: 1 foot = .305 metres.. 10 feet = 3.048 metres, 14 feet = 4.267 metres! A great sinking feeling came over me and it was not the ship.

When Peter came down to the saloon I passed on the information I had gleaned. 'Oh well" I said, trying to sound cheerful, 'I expect it'll be alright'.

We disembarked at Zebrugge. The customs procedure was the merest of formalities. I went to hut No.1 to collect a pink card, hut No.2 to show my passport, and hut No.3 to give up the pink card. We were now in Belgium.

Peter decided to go to the AA office for advice on bridges and I tackled some more truck drivers in the docks. They confirmed that there weren't many bridges below 4 metres but none of them knew the definition of a Belgian or German low bridge. That is, below what height there would be a warning sign. Peter had no luck with the AA as it was 21.30 and the office was closed. We were about to set off when we were espied a policeman. Peter asked him about low bridges between Zebrugge and the German border, which, upon reflection was a bit silly, like asking the local bobby at Dover about bridges between there and Cardiff.

I unfolded the map and the policeman traced a line with his finger, which seemed to take us into Holland. We thanked him and I asked Peter what he said. He replied "I don't know, he spoke Flemish'.

We finally set off, making for the motorway. I nervously made my way around a roundabout and after a few miles, I began to feel fairly confident.

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There was shouting and arguing about the height of the bus. I was directed to an arch over the road which had a big 4 metres sign over it. "They want you to drive it under that" said Peter. I approached it in the manner of a confident limbo dancer trying to get into a public convenience for free, but of course it wouldn't go through. There was more shouting and arguing and the customs officer went away. "I told him the arch had been measured wrongly" said Peter, and I had previously thought the German's had no sense of humour!

The customs man re-appeared with a long pole, "exactly 4 metres" he told us. He first measured the arch and then held the pole up against the side of the bus. It finished just about level with the top of the upstairs windows. I moved the bus back into the car park and Peter returned after ten minutes. He decided to wait until morning, get a cab to Aachen and apply for a permit. I was grateful for the rest and curled up inside, my ex-drivers overcoat and went to sleep. When I awoke at about nine Peter had already gone. He re-appeared at about ten with the permit which had cost the equivalent of £30-00. With the permit we had also been given a route to take us to Guisen, near Frankfurt.

We had to travel via Dusseldorf to avoid a low bridge. We were soon on our way, this time in daylight and with much more traffic about, most of which seemed to be heading for Switzerland judging by the skis strapped on the roofs of the cars. The occupants of every car that overtook turned and smiled or waved at us, even the English cars.

We sped on our circuitous route to Frankfurt passing under bridges without slowing down, after all we had a route without low bridges. The road climbed through hills with snow around. The bus was going very well at a steady 45 mph. The road ahead was absolutely clear. I glanced over my shoulder and there was a long line of trucks immediately behind me. I pointed this out to Peter who told me that heavy vehicles were not allowed in the outside lane of any autobahn and we had been travelling for a long time on a two-lane road. I indicated right and drove along the hard shoulder to let them all pass. (Bill Cottrell, Knight of the road!) Further on there was a profusion of amber beacons and we got involved in some very complicated road works. At this point there was also a bridge across the road and I eased off the throttle to

Powered Vehicles in My Life (Part 2)

Part 1 appeared in magazine 26

Tony Lewis

When the American owners of Borg Warner fired the Development Department I joined the Lubricants Department in Shell and became involved with the performance aspects of engine and transmission lubricants, including investigations of field failures which almost always were due to lack of, or incorrect, type of lubricant, contamination by fuel, water, sulphuric acid, grit, anti-freeze etc. In the Shell Motor Club we used to organise rallies, gymkhanas and driving test events. We also had an extensive Scalextric layout so we could go racing in miniature on cold winter evenings.

About this time I took up dinghy sailing and owned a succession of motor boats which were financed by building boat trailers and reconditioning lawn mowers acquired at the weekly auction at Guildford. After Shell, I was with Shell-Mex and BP which included a period in Scotland in winter – a Triumph Herald on cross ply tyres on snow covered cobble stones provides motor-ing thrills at any speed; it paid to keep the side windows clean to see where you were going!

Back in London there were high mileage test cars which had to do 50,000 miles per year. These included a Rolls Royce Silver Shadow, a Mark 10 Jaguar and more ordinary cars. I did have the odd whizz round the track at MIRA at Nuneaton to measure gearbox temperatures but although it sounds OK test driving can be boring. Then to Mercury House in Knightsbridge when mini skirts first came out – plenty of motoring distractions!

When our children were young I made go-carts for them, firstly pedal powered, then a powered one based on a 12 inch Suffolk mower (minus the blades) – my lad used it so much we never had to cut the grass; he just wore it away. When older, they treated me for a birthday present to a go-cart session at Clapham Bus Garage. Although not very fast, (about 30 miles per hour) it seems very quick as one's backside is only about 3 ins. from the ground. It certainly is a lot of fun.

sort out the signs in my mind. As I passed under the first bridge I saw for the first time, a second bridge about 30 yards away and on it was a sign – 4 metres!

I made an emergency stop, handbrake as well, stopping a few feet from the parapet. This caused a certain amount of confusion to following traffic, but as it happened there was loads of head-room. For a while afterwards overtaking traffic did not wave or smile.

We arrived at Guisen without further incident, arriving at about 15.00. Peter insisted that I stay the night we told the tale of the journey to his family while sampling the delights of the local ale. Peter was not sure whether to convert the whole inside of the bus by covering everything with denim, but he had grown quite fond of the old girl by the time we reached our destination and I think he wanted to keep it in original condition, apart from fitting a bar upstairs for the benefit of Jagger jeans at exhibitions.

Other news from Jan 1975

- John Lines acquired RFW6 from J.P. Wood of Craven Arms.
- STL2377 is being prepared to be taken to Bristol for its new owner Alan Hallpike.
- D142 returned from a 26,000 mile tour of 80 towns and cities in the UK as a mobile advertisement for 'Baxters the Butchers'. The most serious problem was sourcing a replacement piston.
- ST922 left Cobham one Sunday afternoon just before Christmas with Bill Cottrell and Terry Stubbington and a destination of Bethnal Green, where it played a small part in a documentary being produced for television entitled 'It's a Lovely Day Tomorrow'. This concerns an incident in the blitz of 1941. The vehicle was expertly prepared by John Flint to give it a wartime appearance, and our driver and conductor, no doubt seeing their chance for stardom, were dressed for the part in tin helmets and gas-masks.
- London Transport has announced that former London United 'diddler' trolleybus No. 1, part of their Syon Park Collection, is to go to Aldenham Works for a long overdue facelift

Shell Mex & B.P. Ltd. split in 1973 and I had the job of promoting BP lubricants to Agricultural customers. The largest was the Forestry Commission with some very interesting tackle including machines which could remove whole trees complete with roots if required. BM Volvos, off-road trucks, every type of road vehicle and portable equipment right down to chain saws. The larger farms had a wide range of equipment and I once spent a happy day driving a combine harvester which is trickier than it looks.

In the 80's I joined a water ski club in which BP had an interest. The boats included a Ford engined jet boat (no external propeller), two with outboard motors – 70 and 115 HP, and a larger boat with a 6 cylinder inboard engine. Driving for skiing is demanding as it is better to avoid winding the rope round the skier's neck when circling him for a deep water start, or chopping off his head with the propeller. Serious skiers use a mono ski and the really clever ones do it barefoot. With speeds of 35 to 40 mph and no brakes, and the gravel pit we used full of islands, navigation had to be precise. If the boat driver was not accurate, his skier could end up in a swan's nest on an island, and mother swans tend to get stroppy when this happens and chase the skier round the lake. We used to take a sailboard on caravan holidays – unless you are built like a weight lifter, the wind tends to take charge of the situation, but it's a very exciting, quick and wet way to get along.

I used to organise canal boat holidays for the local disabled folks club and we had a 68 by 10½ ft boat on the Kennet and Avon Canal; over five years we covered all the canal between Bath and Reading, including the flight of 29 locks at Devizes. The locks are hand operated and you can average 1 mph on a good day, although speed through the water is 4 mph. Hard work but good fun.

In 1978 I joined a company who developed and manufactured the chemical performance packages which are blended with base oils to make engine lubricants. This involved a lot of travel and the most dangerous countries on the roads were Italy where their behaviour is generally lethal, Greece where they drive all over the road to avoid the potholes, and Turkey where they cheerfully drive along one-way streets the wrong way; often when a section of dual carriageway is being repaired, they just shut one half and let the traffic sort itself out.

Double white lines become black with all the vehicles driving over them.

I once had a pleasant day at Brands Hatch – a "works outing" to which I was invited. It comprised driving around the track in Ford XR 3i's, first with an instructor, then several practice laps, ending with 10 timed laps in a Formula Ford. As it rained all day it was quite exciting.

For the last fifteen years I have driven tail-lift buses for a disabled folks' club. This is very rewarding as disabled people, in spite of their difficulties are usually happier and more cheerful than so-called "normal" people.

In 1987 I renewed my interest in large vehicles and occasionally collected semi-trailers from Dover for a haulier friend of mine. I then started driving for Epsom Coaches and Hardings of Betchworth. After retiring from the world of lubricants in 1992 I became involved with vintage buses with the Purley Bus Group (RT604 and RTL1427) and Nostalgibus where I spent many happy hours with RMC1462, RM121, RT3491, RF136, GS67 and an AEC Reliance coach.

I currently own a 1929 Austin 7 Saloon which provides thrills at any speed and a 1962 French-built Willys Jeep (WW 2 Type). Very useful for attending rallies as they go as entries so one is in the middle of the action instead of a remote public car park.

In 1996 I became actively involved at Cobham. I like the variety of activities at the museum itself, also the outside events. One of my favourites is driving an RT (preferably red) in Central London and I was fortunate to do two Christmas Lights tours in December in RT 1790. Perhaps RT 2775 in December 2000?

Coming Soon

The video of Cobham 1999 will be available soon, hopefully before the Rear -Engine Running Day on Monday May 29th.

It has footage of last year's Open Day, Rear-Engine Day, RT60 RTW50, the GS Running Day and RF Running Day.

Due to the large amount of content, it will have a running time of about two hours (You don't have to watch it all in one go!).

Digitally recorded and edited professionally, it will be available from the Cobham Shop at £14.99.

STL2377

David Boshier

The appearance of the restored STL2377 in all its glory takes me back to 1965 when a small group of visitors descended on the idyllic Suffolk village of Ixworth close to Bury St Edmunds. Ixworth was the home of Jack Mulley who as proprietor of the largest independent bus and coach operator in East Anglia traded under the name of Mulleys Motorways and Corona Coaches. The purpose of the visit was to take a close look at STL2377 which became affectionally named as 'EGO'. The bus was one of the last surviving roofbox STLs to remain in complete and original condition within the UK. The intention was to purchase a suitable bus for use on various trips and tours with the London Omnibus Traction Society (LOTS). Most of the original LOTS committee were present to inspect 'EGO' including myself Bill Cottrell, Colin Stannard and others.

Also present was John Warner, Mick Palmer and John Bell. The last mentioned owned another former London bus which was once part of the Mulleys fleet. I am of course referring to STL1871 (DLU240) which was one of the 40 STL13s built for operation on routes 82 and 108 through the Rotherhithe and Blackwall Tunnels. Only one other of the type was known to survive at the time which has to be found on the Canary Islands working in Las Palmas. The story of STL1871 was a sad one which resulted in this extremely important vehicle being broken up.

Had the bus survive a few more years it may well have been secured to eventually be restored in the same way as STL2377. Few can claim to have experienced a trip on the routes operated by Athol Street garage on a tunnel STL on the 82 through the Rotherhithe Tunnel and the 108 through the Blackwell Tunnel. Those that took part in that outing I am sure remember it with affection.

Outward bound towards East Anglia might well have included a stop at Wanstead Flats to take a look at the numerous interesting vehicles to be found at the long established fair. One of the most notable vehicles was STL1985 which had all the upper glazing and window pillars removed and the roof lowered.



At Ixworth in 1970, after nearly 10 years out of service with Mulley's Motorways, the STL is showing signs of deterioration. Photo E.J. M. Abbott



All the vehicles 'Put out to grass' at Mulley's would now be considered worthy candidates for preservation.
Photo. E.J.M. Abbott



Photo. E.J.M. Abbott



Lower saloon looking back 1970
Photo. E.J.M. Abbott



Lower saloon looking back in 2000
Photo. R Stagg



Upper saloon looking back 1970
Photo. E.J.M. Abbott



Upper saloon looking back 1970
Photo. R. Stagg



Much research has gone into the interior including copies of period adverts.

Photo R. Stagg

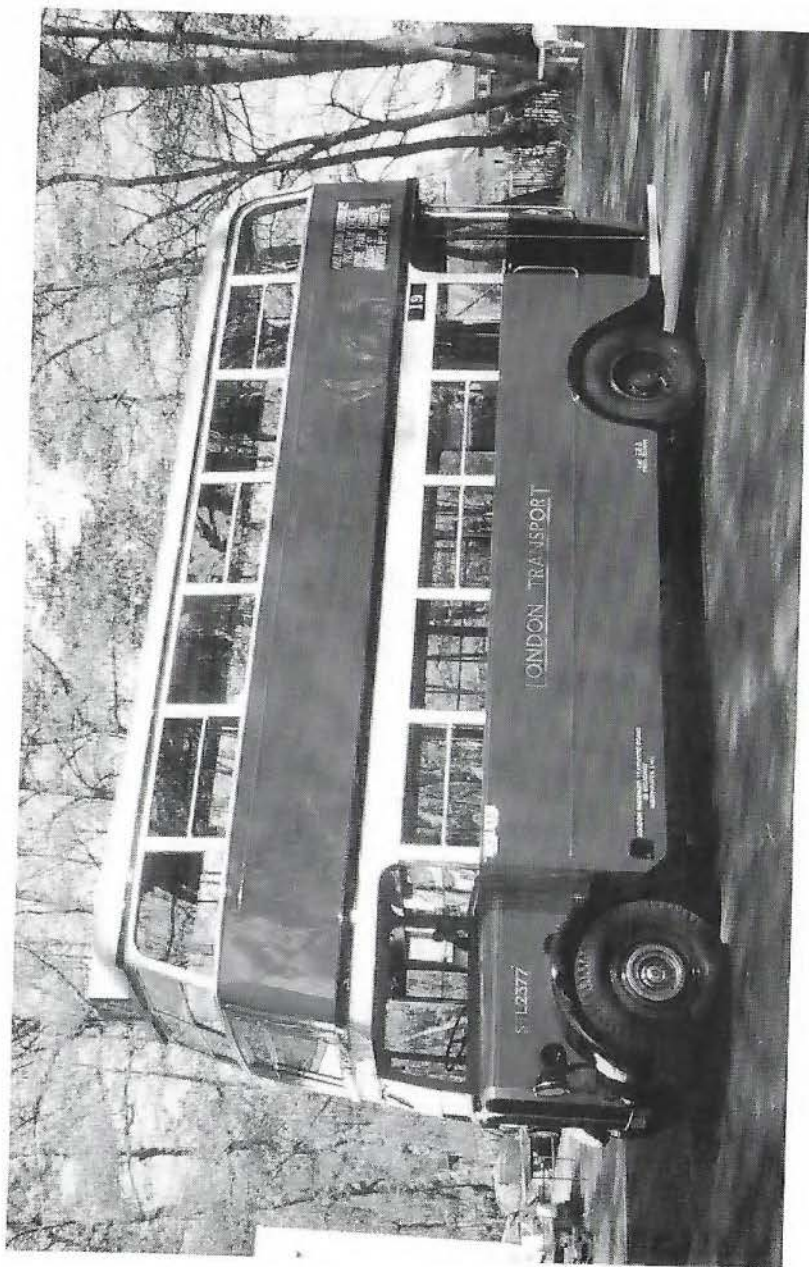


At Bristol in 1975, the top view shows how the initial attempt at restoration was doomed to failure. The whole nearside is being supported by just one prop.
Photo. R. Stagg



Sponsorship is now being sought for authentic period external adverts.
Photo R. Stagg

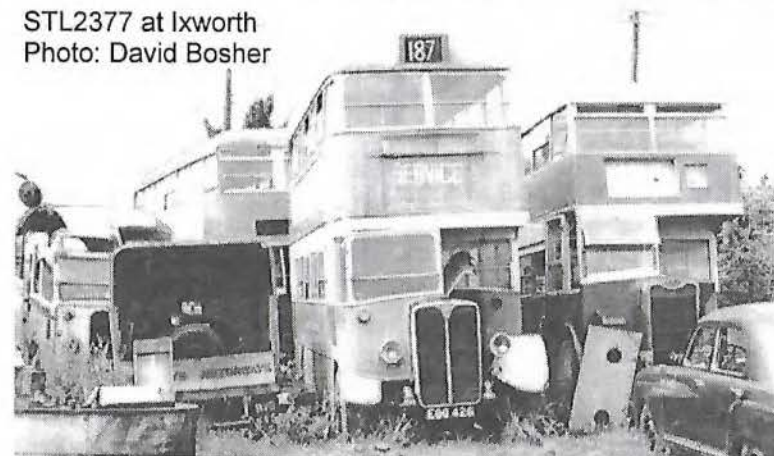
Finished and ready to roll.
Photo R. Stagg



The bus was keeping company with a former Eastbourne 'White Rabbit', Regent 1 which had received the same treatment to the bodywork. Other evidence of former PSVs revolved around ex-STL AEC 7.7s mounted on the back of a motley collection of trucks complete with AEC radiators still displaying the unit plate as fitted by Chiswick Works. These units were adapted to provide power for the various fairground rides. Needless to say, one of the most popular engines for this purpose was the Gardner 5LW accompanied with a Guy radiator.

Jack Mulley's yard at Ixworth was a treasure house full of many interesting vehicles which were used on local services, schools

STL2377 at Ixworth
Photo: David Boshier



work and private hire and coach operation. The STL was one of many vehicles in various states of decay parked in the open having been withdrawn. They included a selection of utility Guy Arabs originally operated by East Kent, Maidstone Corporation, Great Yarmouth & Crossville, whereas most appeared in poor condition, one example attracted the interest of Mick Palmer. This bus was former Crossville OWJ371 a lowbridge Guy Arab which still looked quite smart. Full of enthusiasm, the bus was brought to life and taken out on a test run with Mick riding high on cloud 9! However, it wasn't long before the bus returned with a rather worried looking Mick at the wheel who descended from the cab announcing that the sump was full of water!

Needless to say that the possible purchase was put on hold. Whilst all this was going on a close look at STL2377 was in progress, the bus was without doubt one of the best examples of roofbox STL to survive in the UK whilst also remaining very original and complete. The discovery of some very healthy 'toadstalls' located under the upper deck rear seat were a good warning of some of the horrors that could reveal themselves. It was apparent that the back platform had been rebuilt in recent years as confirmed by Jack Mulley who told us that the work had been undertaken by Thurgood of Ware. The local wildlife in the shape of some of our feathered friends had taken up residence under the bonnet and built a nest.

We made a couple of visits to Ixworth but finally came to the conclusion that the STL would be too much for us to take on bearing in mind its structural condition.

Having been withdrawn by Mulleys Motorways in 1961, the bus had already seen four winters of open storage by the time we looked at the bus, she was destined to spend a further decade open to the elements before the bus was acquired by Tim Nicholson, and later, Alan Hallpike of Bristol. Later still the bus was acquired by the late Prince Marshall and being stored for possible renovation. However, it is interesting, to note that the bus was fitted with the 7.7 litre engine that originally belonged to T31 when it had its petrol engine re-instated.

A combination of circumstances and a chequered later history contributed to its survival. Jack Mulley retained the bus for considerably longer than the average operator would have done. It is therefore true to say that Jack was largely responsible for the bus surviving into the era of preservation.

Few operators would leave vehicles lying around out of use when they were no longer required. At the time we visited Mulleys all those years back, Jack was still operating some immaculate Leyland Tiger PSIs with Duple coachwork such as CCF958 an ex-Grey Green example. A large number of equally immaculate Bedford OB Duple were also hard at work. Another acquisition was Craven bodied RT1513 from Longland of Crowland, minus roofbox the bus remained in the Longland green livery. We did express some interest in the bus on our visits to Ixworth which perhaps help us make the decision to purchase RT1431 for LOTS during January 1966.

I can well remember another treasure house we often visited during the early 1960s, this time at Earls Colne in Essex. A small operator called Blackwells ran a small tidy fleet of maroon painted vehicles including two lowbridge ex-Western Welsh PD2s, an ex-United Counties ECW re-bodied Leyland TD5 plus a Leyland, possibly a Tiger underfloor with Harrington dorsal fin coach body. The back yard was even more interesting with several derelict vehicles acquired for running units being used as store rooms. The most interesting for us was STL1158 which had lost its top deck probably as a result of deterioration. Next to the STL was a pre-war Leeds AEC Regent with Roe body which had stood the test of time better than the STL! They kept company with a 'Rochdale pre-war Titan and a Lancashire United Tiger.

I hope you enjoyed reading about some of our travels in the early sixties which brought us in contact with some interesting locations and vehicles. I am delighted that one of those vehicles, STL2377 has survived to remind us of those early efforts.

Craven RT at Mulley's premises June 1965



Letters

From Roger Stagg

STL 2377

Yes, it is back at the Museum after nearly two years away and a fine sight it is too. It is entered for the London to Brighton Run on 7 May. It will also be making passenger carrying runs to Woking and back on Cobham Display Days to give an acclimatisation ride to those members who were financially generous and enabled the project to go ahead. So, to those members who dug into their pockets, please drop me a line and let me know when you are available and I will provide a schedule whereby you can at least experience what you helped to make possible.

GUY FAWKES

November 5 and bonfires celebrate another Guy Fawkes Night. We don't wish to burn our Guy, the only remaining ex London Transport wartime utility bus. After more than two years of considerable mechanical activity including the removal of G351 body and a complete engine overhaul by Gardeners, the original manufacturer, the chassis is now in its motorised form and the body will be temporarily replaced.

The restoration of G351 is as exciting, if not more so than that of STL 2377. It is actually all there and lacks the complications and expense of the interior fittings and finishings of the STL. Much of its body is however in a very poor state but at sixty years old it has not done too badly for something designed for only a six-year life.

The Trust is certainly not in a position, at this time, to finance a start on the Guy but the survey and drawing works are going to be no mean feat and it will probably another year down the road before they are complete.

Within the foreseeable future we should commence the initial tasks of putting together our background documentation for grants towards the cost of restoration. As these have to be complete with detailed financial estimates, backed up by bona fide prices this too will not happen overnight. Importantly however, whatever funding we are able to obtain will have to be matched at least one for one.

Over the next two years, the Trust hopes to be in a position to be able to repay the loans from members, that together with grants and the generous donation by the general membership have made the reconstruction of STL2377 possible. We will then be in a position to consider work on G351 commencing. More than one member has suggested (and I wholeheartedly support) the idea of a "Sinking Fund" so as to create a reserve towards reconstruction. This is a method that has been frequently and successfully used by the preserved railways to secure substantially larger sums for restoration projects, not only from Railway Society members but also from the generally interested public.

It is intended therefore to open a G351 Restoration account. This account will be funded from Trust Funds, members donations, and most importantly, from members Standing Orders. Members and indeed the general public via the enthusiasts' press will be invited to undertake a Standing Order at multiples of £5 per month or £5 per quarter. This will enable the Trust to recover income tax and thus enhance the payments even further. The Trust will guarantee that the funds so collected will be used only for the restoration of G351 and there will be no drawing facilities on the account until an AGM or EGM has adopted a proposal to open the account for the purpose of the actual reconstruction. Moreover, the Trust will warrant that if, within five years of the opening of the account, the restoration of G351 has not commenced, then such standing order funds will be returned to members upon request, including any proportional interest received on the account.

What do you get for £5? Five journeys of just one stop on present day London Bus, two glasses of orange juice at the Dome, a couple of pints, a few ciggies - in other words very little. Do YOU feel it is worth a small sacrifice to see the ONLY original London Utility Bus back on the road? Suppliers and Specialists involved in 2377, none of whom are in the bus enthusiasts environment, have already confirmed their willingness to undertake works at or below cost as they have been so impressed with what we have done for part of London's industrial heritage with the STL. I am asking YOU to consider showing the same pro-active response.

In the next magazine you will find full details of the proposal and a standing order form. G351 back on the road is no longer a twinkle in our eyes. It is a realistic and achievable possibility which requires only YOUR support.

Thank You

Roger Stagg,
Teston Road, Offham, Kent ME19 5NE

From Peter Wall

Re open day,

You might (or might not) be interested in my experiences.

I was happy to volunteer as general dogsbody on the day, but had not appreciated the questions the public at large are likely to ask of a bod like me wearing "official" type garb and badge. It was my first experience of being an "official". I was on early turn in the bus exhibition area and late turn in the car park.

While I was directing buses to their spaces a gentleman asked whether I had noticed what type of freight loco had passed on the distant railway line. Not being up to date in this field and being more worried about making a pig's ear of directing "my" buses I had missed it.

While directing cars in the afternoon drivers asked:

- Has the fallen tree been cleared away?
- Is this the way to Mr So-and-so's office?
- I parked my car on the grass somewhere, but can't remember exactly where, could it be this way? (I know the feeling having mislaid my car in various car parks over the years - I had it when I came in, now where's it gone!).

Then there was the motor cyclist who, when confronted with the 'no entry' sign for the bus exit road, asked if he could drive his bike up it! I explained he might meet a bus coming the other way and directed him back to the entrance and the motorcyclists' road. At least he stopped and asked first!

As I was unable to help any of them I must be like Frank Spencer in "Some mothers do 'ave em," I'm a failure!

Peter Wall, Craddocks Avenue,
Ashstead, Surrey KT21 1PH

London Buses in Miniature

Alan Pursey

In my first article, I briefly mentioned transfers for model buses. Between Mabex and MBC ranges lies everything for the model bus and truck enthusiast.

Mabex offers a magnificent range of posters for the sides, front and rear of model buses in the 4mm scale, from vintage posters up to the present day. They also stock fleetnames, London Transport, Greenline, BET plus Tilling groups, National Bus Company style as used from 1973 to approximately 1986, plus van and truck adverts.

The range covers mainly 4mm/1.76 scale suitable for EFE, OOC, RTC, ABS models, but they do cater for the larger scales, 7mm/1.43 such as Solido RT or Corgi Guy Arab bus models.

I also mentioned Graham Orchard's Model Bus Company. Graham is one of a handful of skilled model makers. Examples of his skills can be found in the ABS range from Pirate models, the Mercury tower wagon, TF Greenline coach, tunnel STL, front entrance STL etc. He has now turned his unique skills to model bus and truck transfers, examples of which are found in the RTC model range.

Essential Sets

These sets are made to measure for London Transport kits in the ABS (Streetscene series), Pirate, and RTC kits.

Sets generally include complete blind sets, stock and registration numbers, fleetnames, legal lettering and garage running plates. Adverts are not included. These sets are very reasonably priced when you think of the time spent on design and research for each set. What I like about this range is the high quality and the tight varnish mask. On some ranges, you get an over-generous varnish carrier which makes application more difficult when applying transfers to very small apertures in 4mm scale.

The range also includes fleetnames and logos for London Transport, Greenline, General etc, miscellaneous body markings, radiator badges, bullseyes etc.

The range also caters for the larger 6mm/1.50 and 7mm/1.43 scales.

As John Hinson mentioned in his article 'Beyond the Gates' there are bus companies other than London Transport and these are well catered for i.e. Aldershot and District, Maidstone and District, Southdown, Royal Blue, Crossville and Grey Green.

Recently introduced to the comprehensive range are fleetnames and logos for the National Bus Company, including National Express Rapide, London Express etc.

Details of the entire range are in the Autumn 99 colour catalogue at £3.00 post included from;

MBC Decals,
Bondi Praa Sands,
Penzance
TR20 9TQ

Latest Release

I was at Cobham on 9th April for the hand-over of STL2377 and would like to take this opportunity to thank Roger Stagg and his project team for a magnificent job they have done in restoring STL2377 back to its former glory.

RTC also took this opportunity to launch their latest STL, albeit on a smaller scale, with 3 versions of the STL1 General 60-seater

It comes with parts to adapt to three versions

- General Livery. File out the rear section on the offside near staircase to match the dotted lines, and remove the pillar from the rear panel lower window.
- Country Version, STL2674 and 2679. Fit the plain bonnet and longer radiator.
- Central Version. Use the vented bonnet and shorter radiator

RTC are now undoubtably leaders in model kits and after casting found the chassis needed extensive work to make it fit correctly, so they set about remaking the model. This is what sets them above other model manufacturers and it is reflected in this kit.

The kit comes with 41 parts to complete one of three versions with two bonnets and two radiators. The castings are clean and require little attention. Detailing is excellent, with full cab details and full interior seating etc. instructions are very clear and precise, in short, another winner from RTC.

I saw the three versions made up beautifully on RTC's stand and they will grace any collection.

RTC have a stock of transfers suitable for STL kit 202 as follows;

- TR69 Route 6 Hackney Wick full blind
- TR70 Route 63 Camden Town full blind
- TR71 Route 24 Pimlico restricted blind
- TR72 Route 321 Luton Restricted

Coming soon

- TR73 Route 7a Acton
- TR74 Route 8a Old Ford
- TR75 Route 8 Marble Arch
- TR76 Route 353 Windsor Bus Station
- TR77 Route 7a East Acton
- TR78 Route 28 Golders Green

Transfers are £2.95, add 40p for postage and packing

Kit N205, the General STL1 is £29.95 plus £1.50 p&p. Transfers ordered with this kit come free.

Coming Events

Please note.

Two additional days when the museum will be open to the public have been added to the calendar, 23 July and 8 October

REAR-ENGINEED RUNNING DAY – B.H. Monday 29th May.

Mike Nash

Hopefully this magazine will just be out in time to remind you about the above event which looks set to be every bit as entertaining as last years one.

Once again there will be a choice of routes and frequent departures. A wide selection of vehicles have already been pledged for service duties and in addition the Bristol VR Enthusiasts Society have taken the opportunity to make the event their National Rally. Bristol RE's will also be in action including (weather permitting) one of only two open-top examples, and expect to see a generous helping of Nationals (Mk 2's this year too!) and even a rear-engined coach or two.

The event will once again be based at Depot 46, further up Redhill Road, and all services will connect with our museum which will be fully operational, including the shop.

The aim of the day is for a relaxed atmosphere and in particular it is a great opportunity for the various owners and drivers to have a get together and wallow in the midst of some of the loudest exhaust notes you'll hear this season!

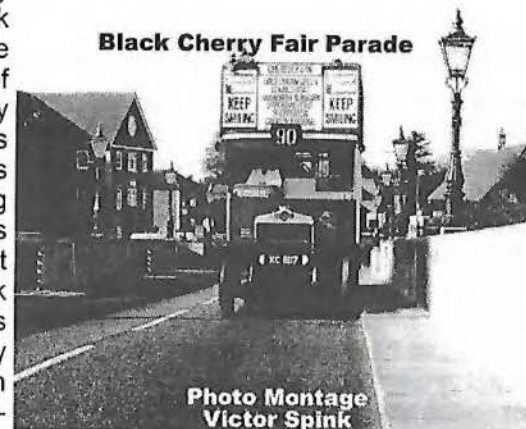
Some of the names involved with the arrangements include Alan Fairbrother, Paul Brophy, Andy Baxter, Andy Barnes, Keith Wright, Eddie Knorn, Paul Morris and Gareth Crowther which gives you some idea of the scope of this event.

And don't worry if your vehicular tastes are of a more traditional nature. There could well be a few guest surprises – and who knows – you may just enjoy yourself into the bargain!

Appeal

Cobham member no. 1 Don Allmey is having to re-locate his premises soon due to expiry of lease and is looking for a home for three ex-tube train fronts. These are, he assures me, just a sliver off the front. There is a part of the 59 experimental stock, 38 stock and 23 stock(sleet loco). Don can be contacted on 020 8900.

On Saturday July 8th at the Black Cherry Fair Parade in the centre of Chertsey, Barry Weatherhead has agreed to bring his K type for the big day in Chertsey's annual calendar. It will carry the Black Cherry Princess and be escorted by riders on veteran motorcycles proceeded by a brass



band. There will be some people in the Surrey town who regularly rode the old route 90 to Richmond and Kew Gardens from Chertsey Station in the 20's up to the withdrawal of K types in 1931. It is hoped to have a few on board again in the lower saloon to relive their childhood memories.

The folk lore surrounding the K types and Chertsey has it that this solid wheel bus was used well passed its sell by date when the rest of the general fleet had gone over to pneumatic tyres because its high ground clearance was the only vehicle in the fleet to manage the hump in the middle of the bridge.

The parade starts from Free Prea Road at 10.30 am and is scheduled to arrive at Abbey Field, Windsor Street at 11.00 am. Barry Weatherhead has agreed the bus will be available for a photo call on Chertsey Bridge. Victor Spink, a Cobham member, is Vice Chairman of the Friends of Chertsey Museum and will be able to confirm timings of this event in the 2 days prior.

He can be contacted on 01932 912, mobile 07939 006, or e-mail ArtyVic1@ corn/

Bus of Yesteryear, Sunday August 13th

Elmsleigh Surface Car Park, South Street, Staines, Middlesex.

For the first year of the new millennium, the format of the event has been changed whilst still retaining the Staines Town Centre location. The main rally site will now be the car park located opposite the Bus Station in South Street and known locally as the 'Elmsleigh Surface Car Park'. Unfortunately, the demise of the old Town Hall Arts Centre has seen the end of the indoor Transport Fleamarket. However, this does of course mean that the Fleamarket will be closer to the main rally site although we can offer some stall space in the Bus Station area next to the shopping centre, which does offer shelter from the elements. Unlike the entrance to the Riverside Car Park, I am happy to report that entrance into the new site is considerably easier and not so restricted. This year will see a large number of shops open for trading, including larger outlets such as Marks & Spencer, Waitrose, Boots and Woolworths, who have expressed interest in keeping BUS of YESTERYEAR within the Town Centre. So tell the wife not to do the shopping on Saturday, instead, you can spend the day cleaning the bus and do the shopping in Staines!

For those attending from far afield, we will be pleased to advise on suitable Bed & Breakfast or Hotel accommodation whilst also arranging secure overnight storage for vehicles.

The usual requirement on vehicle entries applies. All vehicles licenced before August 1st 1975 will be eligible for entry. Vehicles must therefore be 25 years of age or older. Each vehicle entry will receive the traditional 'handsome' solid brass plaque and a fully detailed illustrated rally programme. The opportunity is also given to participate in the Concours D'Elegance; please make sure you indicate on the entry form, should you wish to take part.

Send your completed entry form with **TWO** first class stamps to:
BUS of YESTERYEAR

Hythe Park Road, Egham, Surrey TW20 SDA

Beyond the Gates

John Hinson

Spring is in the air, and although the weather doesn't seem to have caught up the rally season has kicked off. Doubtless the big "start of season" event at Brooklands will be well-reported elsewhere in this magazine but once again I have to tender apologies for absence from this event. My latest excuse is that I was on the other side of the world (Australia) - some may feel I go to extraordinary lengths to avoid the Open Day!

I don't have any exciting reports of buses sighted down-under, this was supposed to be a holiday and not a bus-spotting trip, and generally speaking most of the bus and coach operations would appear to run with very up to date fleets. The best I can offer are one traditional half-cab double-decker (in poor condition) stored on a car hire company's premises in Melbourne, and the rear end of what appeared to be an elderly rear- entrance single-decker protruding from a warehouse in Newcastle.

Having been out of the country, I haven't kept up too well with vehicles changing hands, but Keith Rose has written to tell of his recent purchase of RM2037. This came from Reading Mainline late last year, and is one of the dwindling number of Routemasters to still retain its original registration, which is ALM 37B. Keith plans to restore the vehicle back to its original London Transport livery of November 1964. I believe the first allocation of this vehicle was the recently demolished garage at Victoria (GM) and if you have any suitable blinds I am sure Keith would be pleased to bear from you.

RM499 has been sighted overseas in San Antonio, Texas, USA, where it has been working on sightseeing work for Daisy Tours since export in 1997.

The travellers' RT that was seen in Bermondsey just before Christmas was later seen in the Hackney area and again in St Dunbridge Street, Bethnal Green. This has now been identified as RT277. If my memory serves me correctly, this vehicle has a bit of an interesting history behind it. It was sold to travellers some years ago after use for a while as a play area outside a pub in Dorset and subsequently received some very serious roof damage at the rear.

Amazingly, a later owner decided to rebuild this and assisted with the breaking of an RT in Buckinghamshire in order to obtain the necessary roof parts for repair. As none of the reported sightings suggest there is anything amiss with the shape of the vehicle, one must assume that these repairs have been successfully and properly carried out - one can only respect the capabilities of somebody able to do this with the limited facilities that would be available. Of course, I am plucking these recollections from the lowest depths of my memory banks - it is possible that I could be talking about a completely different vehicle!

The two RTs that have been at Audley End House since the seventies are on the move. RT3154, the cafeteria, has been advertised for sale. This vehicle is generally shabby, but quite original. It would be restorable by a dedicated preservationist, or make a good source of spares. Another RT (once used as a caravan) used to lurk here out of sight RT3458 - which has recently been reported as at the premises of International Coach lines of Thornton Heath.

Following the report of A1, the former LT Dodge minibus, in the last issue, I heard from member Ian Gaffney who owns a Dodge minibus of a completely different kind. This is a Royal Mail minibus.



Ian and a friend chose to buy this vehicle (SOP 405S) quite simply because Commer-Dodge minibuses are now so rare, and even bought the vehicle unseen! It dates from 1978, and is particularly unusual for having automatic transmission. For the first year of its life it was used by the Birmingham Royal Mail branch of the St John Ambulance Brigade, after which it was transferred for use carrying postmen to and from their delivery areas. After a period out of use, ownership passed to the Postal Museum in March 1993. However, a later change in policy caused rationalisation of the more modern end of their collection, and a number of vehicles, mostly unrestored, were put up for tender. Following a period of open storage, sale took place at the Royal Mail vehicle workshops in Wolverhampton, from where Ian (and friend) drove the vehicle home to London on 2nd November 1999.

Ian reports that at some stage in its later life, SOP 405S had been repaired and resprayed and is in a generally clean and tidy condition. A few scars from careless parking and clumsy jacking will be easily repaired, but meanwhile the vehicle is very presentable and it should have made its first public appearance at the Open Day on 9th April. Ian says the red livery would allow it to blend in nicely amongst the RTs and RMs - if you didn't spot it there is a photograph to be found in this issue.

Many thanks to Ian Gaffney, David Hunter and Keith Rose for contributions to this episode of Beyond The Gates. If you have any interesting sightings or information, do drop me a line at
Graham Road, Wealdstone, Middx. HA3

Did you Spot..

On television, in a 1968 film about the origins of Music Halls in London, called appropriately 'A Little of What You Fancy', there was shown the remains of the original halls situated at Waterloo. Lurking in a railway arch in the background was RFW6, when in service as a staff bus for St. Thomas's Hospital.

Open Day 2000

Keith Rose

Following the successful Cobham Open Day event on 9th April, may I take this opportunity to offer my thanks to all the volunteers and helpers who responded to my appeals for help and gave up their time to assist with the layout, operation and clean-up of this show, well done everyone. I had intended to get round to many of you during the day to see how things were going and to thank you in person, but this was not possible due to my duties on the bus service with RTL139 in the morning, and RM2037 in the afternoon (to give my arms a rest!!). Perhaps someone will tell me what the show was like, I didn't get the time to see much of it! But it was enjoyable to be driving fully loaded buses again, it took me back to the old days as a driver at Hounslow Garage on RT, RM and RFs in the early sixties, before Hounslow became a Nuclear Free Zone, and had a Nelson Mandela Way!

During the show it was rumoured that a visitor had enquired of a bus crew "Does this bus go to Brooklands Technical College?" the conductor replied "No Madam, its not that clever"

Now that we have the open day out of the way please remember that there are many jobs awaiting at Redhill Road, so please come down and help, there is lots of things to do, and the teas not bad! If visiting during the winter months, Arctic survival training is strongly recommended.

On a more personal note, I would like offer my sincere appreciation for the invaluable help and assistance given at Cobham during the last few months with the internal restoration on RT1499. My thanks go to John Rawlins, Phil Cruise, Peter Hamilton, Richard Hussey, Peter Plummer, Simon Lambert (who drove up from Devon), Rod Lucas, John Bedford, Ken Wade and to my sister Margaret and brother Brian who worked till the early hours of Sat morning fitting the seats back in ready for Sunday 9th April. Well done everyone,

Now for the RM *\$!*&*?X\$*%* Ouch!!!!
(I was only joking!)

Thoughts on Open Day

Graham Ruddock

As last year, I spent the day at the museum as deputy site controller to Andy Baxter. On Saturday our team's duties included removing all of the buses from the running lanes of the museum, preparing them for open day, positioning all of the display buses at the side of the yard ready for the Sunday, guiding in the stallholders who arrived on Saturday and parking up all the buses in the yard ready for the run out on Sunday morning.

I awoke with a heavy heart on Sunday as the rain poured down, but the weather improved as I drove down to Cobham to book on at 6-30 for the run out. This went smoothly in slight drizzle apart from one bus, a green RT, which refused to start (much to the embarrassment of the Chairman).

The rain then stopped and we breathed a huge sigh of relief. The early completion of the run out allowed the remaining stallholders to be admitted and all was ready in good time for the museum opening time.

Our duties while open day was in progress were to check that all was well on site throughout the day and to manage the display in the yard. The former presented no problems, with contented stallholders, large crowds and everything working well. The latter proved to be very interesting and satisfying.

The display in the yard differed from previous years because of the launch of STL2377. To avoid safety problems in the yard first thing in the morning the STL was kept locked in the paint bay, with the RT chassis in front of the doors until a few minutes after the museum had opened. I then drove the chassis to its designated display position, which caused quite a stir! Andy then started the STL, and it made its grand entrance and was positioned in the middle of the yard in the correct position for the sun, which had by then appeared. This caused an even bigger stir, and a reaction from the public which surprised us.

We had planned for crowd control, moving people away from the bus every few minutes to allow the photographers to get their pictures.

This was not necessary, people stood on the grass admiring the STL from a distance, and we had no need to clear a path for the photographers. People did go and look inside from next to the platform or into the cab, but did not linger. Faces were well worth observing, with open mouths' well in evidence. When the STL was started up to move it round with the sun people appeared from all directions and video cameras, with their sound recording ability were well to the fore.

A splendid launch and a tremendous reaction from the public. The other stars of the show were the RT chassis and the Guy chassis, which was also driven into position. These were posed together and attracted considerable attention and many questions. Andy and I positioned ourselves next to, or on, these for parts of the day and answered all sorts of questions on how they worked and how to drive a pre-selector bus. (I am good on fluid flywheels but passed on the 'How does a Wilson epicyclic gearbox work?' to Andy, who has promised me a briefing on this and a piece of gearbox to demonstrate with for next year.

At the end of the day came the supervision of the departure of the stallholders, and thanking them, from just after 5 pm, and then the evening run in. The first bus was back inside at 6-05 pm and all were in, except for the towbus which was still out collecting signs and bus stops, by 7-05 pm. (This is a marked contrast to a few years ago when to finish by 9-30 was par for the course.) An exhausting day but made pleasurable by smooth operation and the launch of the STL.

Our thanks go to all who helped us, either on Saturday or Sunday, and to those who provided us with our star exhibits, STL2377, the RT chassis and the Guy chassis.

It will be difficult to beat, or even equal, this year's yard display but we are already working on ideas for next year.

Buses on Service - Open Day

AEC	REGAL 4	RF315		MEMORY LANE
AEC	REGENT 3	MORE-COMBE 20	JTE546	REXQUOTE
AEC	REGENT 3	RT1790		MEMORY LANE
AEC	REGENT 3	RT3491		GREENE-LANE
AEC	RM	RM9		LONDON CEN.
AEC	RM	RML880		LONDON UTD.
AEC	RM	RM1069		WHITE ROSE
AEC	RM	RMC1485		STAGECOACH
AEC	RM	RM2037		KR TOOLS
AEC	RM	RML2269		LONDON UTD.
AEC	RM	RML2414		LONDON UTD.
AEC	RM	RML2622		LONDON UTD.
AEC	RM	RML2639		STAGECOACH
AEC	RM	RML2744		LONDON UTD.
BRIS	LD6G	CRO.MG881	838AFM	REXQUOTE
BRIS	MW	S. NAT.2250	617 DDV	MEM. LANE
BRIS	RE	ROSSENDALE	JDK911P	TIMETRAK
DEN	DART	DC1	V675FPO	WHITE ROSE
DEN		DN9		
LEY	7RT	RTL139		COBHAM
LEY	7RT	RTL1256		
LEY	LEOPARD	S-DOWN 199	KUF199F	
LEY	PD3	S-DOWN 350	HCD350E	
LEY	NATIONAL	LS445		WYCOMBE
LEY	TITAN	T896		MULLANY'S
LEY	TITAN			WHITE ROSE
MCW	METROBUS	M501		WHITE ROSE

Buses at Brooklands

AEC

Q	Q83		
B-MASTER	EAST KENT	YJG807	
REGAL 4	RF168		
REGAL 4	RF319		
REGAL 4	RF406		
REGAL 4	RF421		
REGAL 4	RF530		
REGAL 4	RF633		
REGAL 4	RF667		
REGAL 4	RF672		
REGAL 4		MLL740	BEA
REGENT 3	RT593		
REGENT 3	RT1499		
REGENT 3	RT1499		
REGENT 3	RT1700		
REGENT 3	RT1705		
REGENT 3	RT2043		
REGENT 3	RT3228		
REGENT 3	RT3496		
REGENT 5		KOW909F	SOUTHAMPTON
REGENT 5	EAST KENT	PFN853	BIG BUS O/T
RELIANCE	P3		
RELIANCE		390DKK	M & D SC390
RELIANCE		KFN200	EAST KENT
RELIANCE		WFR147K	
RELIANCE		CRD152C	READING 252

AUSTIN

51

K8		BYJ904	
BEDFORD			
J4		JSL317	
		C668WRT	WHITE BUS SERVICES
		JUF244E	
BMMO			
D9	BMMO 5339	BHA399C	
BRISTOL			
L6B	BRISTOL 2382	KHY383	
RE	PROVINCIAL12	ECG112K	
RE	HEDINGHAM	UVX5S	
FLF6G	T-VAL D40	GRX140D	
LWL6B		GJB265	EX THAMES VALLEY 627
MW	S NAT 2278	766MDV	
RE	CHELT1003	KHW309E	
RE	READING	KRD258F	
RE	BLUE BUS	OWC723M	
RE		YAE519V	
SUS4A	W-NAT 600	672COD	
VR		BKE848T	M & D
VR		DWU298T	THAMESWAY
VR		GLJ467N	HAMPSHIRE BUS
LH	BL95		HILLINGDON BUS
LD	LINCS	OVD473	
MW5G	BRISTOL 2522	357MHU	

DAF			
	LON.N 300	T110GGO	ARRIVA
DAIMLER			
		DM1052	
		DMS1455	GOOD NEWS BUS
DENNIS			
FALCON	EAST KENT	EFN568	
DART	DT4		SULLIVAN BUSES
DART	EK 23	R823HCD	STAGECOACH
DART		T309SMV	METROBUS
DART	SOUTHEND	T820NMJ	ARRIVA
DART	THAMESDOWN	V191EAM	
DART	TGM	V305MDP	
DART	WYCOMBE BUS	G560SGT	
LANCET		MJ4549	
TRIDENT	TA10	V310KGW	CONNEX
DODGE			
		SOP405S	ROYAL MAIL
GUY			
	GS1		
	GS32		
	GS34		
	GS42		
JONCKHEERE			
	WESTWAY	CCG706	3 AXLE

LEYLAND			
TIGER CUB	KING ALFRED	WCG104	
	RTW29		
	RTW185		
	RTW467		
	RTL1427		
COMET	SCARLET PIM-PERNEL	MYA590	
LYNX	BH D	F538LUF	
LYNX	WEST MIDS	G207EOG	
NATIONAL	LS103		
NATIONAL	LS150		HARRISON
NATIONAL	PORTSMOUTH	CPO100W	
NATIONAL		NPJ472R	
NATIONAL		NPK250R	
NATIONAL		NPK257R	NORTHUMBRIA
NATIONAL		NPK259R	
NATIONAL		PRR454R	TRENT
NATIONAL		RRM148M	DEMONSTRATOR
NATIONAL		RTC645L	EX WIDNES
NATIONAL		VIB8319	CONNEX
NATIONAL		YCD84T	
OLYMPIAN		C103CHM	TOWN /COUNTRY
PD2		FDB334C	STOCKPORT 34
PD3		90HBC	LEICESTER
PD3		DHC782E	EASTBOURNE
PD3	S=DOWN 307	FCD307D	

LEYLAND			
PD3		JLA52D	TENDER
PD3		PAX466F	BEDWAS AND MACHEN 6
PD3		PRX200P	
PS1	TD95		
PS1		WAL782	BARTON 782
PS2		BHG755	BURNLEY 36
PS2		JLJ401	BOURNEMOUTH
TIGER		H37HCW	EMSWORTH
TIGER		C164SPB	SAFEGUARD
TS7	ENGINEERS	FV9044	BLACKPOOL 7
TIGER DOYEN		E317OMG	FOURWAYS
	T224		STAGECOACH TNR
	T302		IMPERIAL
	T369		
		C142SPB	SWANBROOK
MAN			
		W221UGX	REDWING
MCW			
METROBUS	M1		
METROBUS	M36		TRAINER
METROBUS	M176		EX GENERAL
METROBUS		E989VUK	WEST MIDS
METROBUS		F763EKM	MOTTS TRAVEL
METROBUS		WRD162T	READING 162

MERCEDES			
		G77PKR	ARRIVA KENT
OPTARE			
		P442SWX	IPSWICH
SOLO		V108DFC	NEWBURY
SCANIA			
	N- MIDLANDS	R420TJW	ARRIVA
SETRA			
S315GT-HD		W215UGX	REDWING
VOLVO			
B10M	PLAXTON	A860KFP	SMITHS
B6	SWINDON	P318EFL	STAGECOACH
		J657CYO	TM TRAVEL
OLYMPIAN		S5OCT	DELAINE
	VA	585CLT	METROLINE
	SOUTHCOST	M312YSC	STAGECOACH
	KINGS/HULL	R724RPY	STAGECOACH
	CITYLINE	S684AAE	FIRSTGROUP
	DEVON	SYC852	STAGECOACH
MISCELLANEOUS			
		V250HBH	ARRIVA
		VLT32	LEASIDE
	PROVINCIAL	W364EOW	FIRST BUS
		W901VJM	TGM

MISCELLANEOUS			
DART	DMS380	W361VLN	ORPINGTON
	DLA157	V357DGY	ARRIVA
	DLD132	V132GBY	METROLINE
	AN121		
	DONCASTER	N744CKY	MAINLINE
PIERCE AR- ROW		XK3636	GREENHAM
		L331BFX	
AT COBHAM			
	RCL2233		
	SMD91		

For the first time, a list of the buses attending open day. As I made this list in my spare time between duties, it is possible that I have missed out a couple. 184 Buses and 2 trucks.

Shop News

Cobham 2000EFE model, DMS1333 on route 462, only 480 produced £16.99 £1.00 p&p

Cobham/Ramblers Gift set with G150 and SRT97

£25.75 plus £2.25 p&p.

Video, RTW: 50 Years of the 8 footers £11.99 plus 0.75 p&p.

The Complete world of Little Buses, Vol 1 Britain and Hong Kong £28.00 plus £3.00 p&p.

Latest Mike Harris Maps.

No. 12 29th April 2000. £1.50 Bus Map 1946 £3.00

Orders to: LBPT, Fairholme Crescent, Ashstead, Surrey
KT21 2HN, Cheques payable to LBPT.

Members discount available on books and non-special models.

Members Trips on RTL139

The following trips are planned:

Sunday 11 th June

Southsea Rally

A pleasant rally site with a good collection of vehicles on display, and plenty of other attractions at Portsmouth and in Southsea itself. It is even possible to take a hovercraft trip to the Isle of Wight from the terminal next to the rally site. Plenty to see and do for all the family. Departure from Cobham will be 9am, with a pick up at Weybridge Station shortly after this if required. Fare £8, and there is no admission charge to the rally site.

Saturday 8th and Sunday 9th July

Ardingly Rally

The Trust will be putting on a display of vehicles at this popular event which has a whole range of stalls, displays and exhibitions including those relating to country life. It is held at the South of England Showground. The RTL will be attending both days, returning to Cobham on Saturday night, so you can book to attend on either day. (It is also being used as the Ferry bus for the drivers of the Trust vehicles, which will stay overnight.) Departure from Cobham will be at 8-00, with a pick up at Weybridge Station shortly after this if required. Fare £7.

Sunday 17th September

Amberley Museum

The museum has a large site with all sorts of exhibits relating to transport and history. A good day out, and one which has been enjoyed by Trust members in the past. On the 17th the Museum are having a Leyland event, with bus rides around the 36 acre site, so RTL139 will be in good company. Departure from Cobham will be 9-00, with a pick up at Weybridge Station shortly after this if required. Fare £8. The normal admission charge is £6.25, but I hope to negotiate a group rate if there are enough members going.

To Book:

Please send the following

- 1 A cheque for the appropriate amount, made payable to The LBPT
- 2 An indication of whether you will board at Cobham or Weybridge Station
- 3 An SAE suitable for folded A4 paper for sending your ticket(s)
- 4 Your telephone number in case we need to contact you at short notice

Bookings to;

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

Diary Dates for Cobham 2000

Monday May 29th	Rear -engine Running day
Sunday July 2nd	RM Running day
Sunday July 23rd	Bus Service
Monday Aug 28th	Woking Classic Car Show,
Sat/Sun Sep 16/17th	Downside Village Day

In addition to the Woking Classic Car Show (form included with this issue) about a dozen volunteers are needed to assist with the RM running day. The shop and bus service have their own pool of volunteers, and RMOOA will be providing marshalls at the museum, but it is hoped to have a display of Trust vehicles up Redhill Road, and to display these photogenically. Museum people are required to look after this display and ensure the other vehicles parked in the yard are treated respectfully. A dozen volunteers will mean that no-one needs to be on duty for more than an hour during the day. Please contact Bill Cottrell, address at the back of the magazine.

LONDON BUS PRESERVATION TRUST

OFFICERS

Chairman. Peter Plummer, Northdown Road, Longfield, Kent DA3 7QN
Secretary. John Bedford, Albany Court, 38, Alexandra Grove, London N12 8NN
Treasurer and Membership Secretary
Mike Nash, Stroudwater Park, St. Georges Ave, Weybridge, Surrey KT13

COMMITTEE

Bill Ackroyd, Hawthorn Road, Send, Ripley, Surrey GU23 6LH
Ian Barratt, Awaiting details of new address.
Bill Cottrell, Shaftesbury Ave., South Harrow, Middx. HA2 0AW
Richard Hussey, Hillcross Avenue, Morden, Surrey SM4 4EX
Paul Morris, Groveside Close, Carshalton, Surrey SM5 2EQ
Dr. Graham Ruddock, Gordondale Close, Wimbledon Park, London SW19 8EN
Roger Stagg, Teston Road, Offham, Kent ME19 5NE

Contacting the committee

If you wish to contact any member of the committee, please do so by letter. Urgent telephone communications can be made through:-
Bill Cottrell 020 8240 (answerphone) Paul Morris 020 8394.
or the museum at week-ends on 01932 868665

Items for the magazine to Bill Cottrell (editor) details above or e-mail
bill@ freeserve.co.uk

Trust webpage londonbus.co.uk

Next copy date July 4th

Cobham Bus Museum, Redhill Road, Cobham, Surrey. KT11 1EF

Registered as a charity no 293319

'I want this to be a 24 hour a day operation. but I can't make it happen overnight.'

Back Cover: BEA MLL740 shows off its repaint to advantage at the Open Day this year.

