

COBHAM BUS MUSEUM

MAGAZINE



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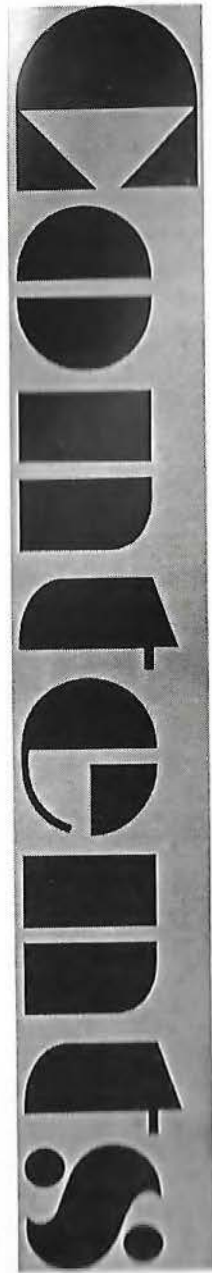
Editorial

Bill Cottrell

I have just finished at evening class DeskTop Publishing for Absolute Idiots, followed by DeskTop Publishing for Absolute Idiots stage two. During the course I showed my tutor a copy of the Cobham magazine and she thought it needed pepping up a bit. 'It doesn't look very exciting', she said. I tried to explain that I wasn't a very exciting person and that our members were more motivated by substance than style, but by then she had lost interest and moved on to another student. Anyway, taking on board some of the lessons learned, since the last issue I have been using Publisher and not Word to format the magazine. The advantage of Publisher is that I can now scan pictures and other items (such as tickets) into the text to try and break up the pages of breathless prose to make the magazine more readable. I will retain the photo pages, as the quality of the scanned items is not brilliant yet. The disadvantage is that apart from the usual small errors missed during proof reading, gigantic obvious cock-ups also occur. Hence the two identical pages in the Spring issue. When I apologised to many members as I met in the flesh, most of the reaction was a puzzled 'Oh was there! I never noticed!' which makes me wonder sometimes how many people actually read this stuff!

With the legal issue settled, the time has come to think about the future on a grand scale. The whole concept of the future of the museum needs discussion and thought. On the plus side, we have a freehold building, a collection of fine vehicles, an enthusiastic and talented membership. On the down side we have a building that is full, a building that needs short term improvement to the storage environment and long term major attention (to the roof) which will involve more expenditure than we have ever incurred on any preservation project. We also have to face up to the fact that our age profile is increasing as very few youngsters are attracted to the hobby. So what of the future?

If you have any thoughts on this, I will be pleased to receive your letters and publish them in the magazine.



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Front Cover:

If you were on holiday or business in Malta in the 1950s and 60s you may have seen Q103 in service heavily disguised as a Bedford. The Q was scrapped after an engine failure, but the buses either side could still be in service!

Chairman's Report

Peter Plummer

Probably the best news that I have been able to deliver to you in my seven and a half years as chairman is that the dispute over ownership of the assets of this Trust has been satisfactorily concluded.

A meeting was held at the offices of the London Bus Preservation Trust Ltd auditors on Wednesday 7th June 2000. In a letter from our solicitor, David Morgan, he states, 'I am pleased to report that on Wednesday 7th June, I attended the offices of the company's auditor in Berkhamstead with Graham Ruddock, Tony Lewis and Chris Plested and the directors and solicitor of the LBPT Ltd.

At the meeting, our three nominees were accepted and duly appointed directors and Graham Ruddock as secretary, and their team resigned their directorships and secretaryship with effect from 8th June. The Companies Registry has been notified of the changes and the registered office moved to my office at Grays Inn Square, London, WC1. The bank has also been notified and they have sent us the new bank mandate forms and it has been agreed that their solicitor will be forwarding the title deeds to the property to me for safe keeping for the time being.

It should be stressed that the ownership of the property and the fleet of buses, as well as the cash at the bank, will not change hands insofar as legal ownership is concerned but it is proposed that the Trust will merge into the Company at some stage so that members and assets are once again re-united.'

David Morgan went on to conclude 'I think it is fair to say that the matter was concluded with reasonable goodwill on both sides, I feel that we just have to put the past behind us, as I am sure that you will much more important things to worry about. May I wish you all very good luck in your venture'.

Subsequently, all the relevant documents were received by David Morgan.

It is now the intention to seek the best legal advice on the way to proceed on implementation of the aforementioned aims and the members will be given opportunity to endorse proposals in due course.

I am extremely pleased that the asset separation situation that existed since 1986, and the work of piecing together our case that often meant working right through the night several times each week which destroyed my social life is at an end. I should like to take this opportunity to thank the secretary, John Bedford for his magnificent and wholehearted support in resolving this issue, without which, my job would have been far more difficult. I feel John is owed a high commendation by the members.

Bill Ackroyd chose not to stand for re-election and I therefore wish to acknowledge Bill's stabilising influence on the Trust during his term in office and his close support shown to me. Bill has agreed to continue in his role as driver trainer and the person responsible for type approving all drivers of Trust vehicles. In addition, Bill has kindly offered to paint the Bedford tractor unit 702b now nearing completion of its overhaul and at its most recent meeting, the committee most gratefully accepted his offer to do this.

I welcome Andy Baxter to the committee and wish him every success in settling in and working in harmony with all other members of the committee.

Finally, we are at a threshold of a long awaited opportunity of stability and growth, if harmony and agreement can be attained throughout the membership, we have the very brightest of futures ahead.

DRIVER TRAINING

PCV training with AEC Reliance P3, licence upgrade or new starters welcome. For details and advice contact
Bill Ackroyd on 01483 060

Treasurer's & Membership Report

Mike Nash

What a pleasure it was to attend our recent AGM. With recent triumph's including the completion of STL2377 and the conclusion of the legal situation it was clear that those present were delighted with the Committee's progress and in turn the Committee displayed a renewed sense of unity and anticipation for the bright future ahead at Cobham.

What follows is essentially a summary of my statement to the AGM which several members suggested should also appear within these pages. It covers the year to date which is one of continued progress and great optimism.

It is generally acknowledged that I did not inherit the easiest of situations, indeed there were those who thought I was completely mad to stand as Treasurer. However, like Alan Charman I could see that there was light at the end of the tunnel and whilst the present year was only ever going to be one of consolidation it should be remembered that an unprecedented level of progress was achieved during 1999 given the limited finances available, so generously bolstered by members loans. This at times imposed undue strains and stresses on the officers which occasionally resulted in unfortunate, but on reflection, entirely understandable friction. Since the previous AGM the committee have very visibly tightened as a unit and we are all excited and re-motivated at Cobham's future prospects. And whilst some where initially less than delighted with my appointment I have since received nothing but encouragement and support in my role as Treasurer and I thank my fellow committee members for this.

My initial mission was to improve our short term cash flow and this was achieved by ensuring prompt paying-in of all income received and by re-profiling membership renewals to tie in with the altered Magazine release dates. This bought forward my cash-flow projections by around six weeks which provided vital breathing space until Open Day. As you know, we were very lucky with the weather and with the Open Day Sub-Committee

skillfully keeping the overheads for this key event to a minimum and the general organisation ever better, the bottom line for Open Day looks like being yet another record, posting around a 9% increase on the net return. At this point I must congratulate the Shop team whose efforts and degree of professionalism are quite outstanding. Their contribution to our bottom line is a very significant one and it very much helps the Trust if our members use the shop as much as possible, both on visits and by using the postal service.

Furthermore, our Display Days are shaping up nicely. For instance, the busy Rear-Engine Day yielded income which entirely covered the £1400 bill for essential repairs to our fork-lift truck.

I have set myself a target of settling all outstanding members loans this calendar year (£6000 has been repaid to date) and this I hope will be aided by a substantial Covenant claim currently being prepared. My chief aim is to provide a stable financial platform in 2001 whereby Roger Stagg can proceed with his plans for G351 without delay or constraint (see elsewhere this issue for more news – and be sure to put November 5th in your diary!). What better incentive can there be?

My mission is to contribute an impressive set of accounts at next years AGM, presented in a simple and accessible manner for our members, and in the meantime I will continue to use our Magazine as a platform for keeping members informed as to our financial position.

Now to membership where I can report that as at 20th July we have 603 members of which the following are warmly welcomed to the Trust. We hope to see you soon at Cobham.

| | | | | |
|------|----------------------|--------------|-----------------------|----|
| 845 | Andrew Brown | Camberley | | |
| 846 | Anne Hazle | Worthing | | |
| 847 | Ken Lewis | Maidenhead | Bristol RE | MN |
| 848 | K. Sheahan | Swindon | | |
| 849 | James Smith | Hayes, Kent | Bristol L6A 'LKT 991' | |
| 850 | James Whiting | Harrow Weald | | |
| 851 | Roy Brenchley | Ingatstone | Bristol LHS | |
| 852F | Sue & David Campbell | Tenterden | | |
| 853 | William Fagence | West Molesey | | |
| 854 | M. Fagence | West Molesey | | |
| 855 | Michael Dade | Egham | | |
| 856 | Norman Clay | Plaistow | | |

Recruited by :- MN = Mike Nash

First Report of the Open Day 2001 Sub-Committee

Simon Douglas Lane, Chairman

Yes, we have started already planning the event for 8th April 2001. The good news is that the entrance fee will remain the same at £6:00, and the stallholders' fees will also be the same, of course utilising the graded fee scale according to the category of stallholder applying. Trade stalls are still available.

We have again considered the vexed question of concessionary entry rates for OAPs and UB 40s. I am sorry to have to say it again, but with the volunteer levels coming forward, it is just not possible to put those who do volunteer through even more grief: and if we did have more volunteers than those who do volunteer would not find that some of them have to work up to five hours on a shift. It's up to you to respond to Keith Rose's appeal when it appears shortly. I can say no more!

Brooklands lay out next year will continue our policy of trying to maximise safety and minimise those members of the public who will do anything rather than pay to get in! We are looking at ways of improving our information distribution, utilising our website better and isn't it high time we had a corporate logo and image? - we're working on that as well! The theme for 2001 is yet to be finalised, but we will have RM3 head to head with RTW29 in our ticket to ride.

On the bus service radio control will be introduced to make things easier in Redhill Road for turning, and also to make us able to contact Brooklands, and Rod Lucas is working on that one. We will as always keep you posted on our progress through the year: remember, the date is,

8th APRIL 2001

G351

R R Stagg

Drawings and design work for the reconstruction of the body have commenced. Being one of the last vehicles constructed from the Utility Bus Production by Park Royal, it features wind down windows with a centre winder. Currently, we have only half of the windows that were fitted originally. Would all members please search their memory banks regarding any similar winding windows that they may have that are no longer required? In addition, if there might be anywhere that they may have seen a derelict vehicle in a scrap yard with similar windows or anything that may be useful in making the reconstruction as complete as possible. We remanufactured most of the windows for STL2377 albeit at some cost and with considerable difficulty but these were the pinched ratchet type. Nothing is impossible in terms of re-manufacturing units but if something exists that can be modified then it will make the tasks and the cost of the project that much easier.

Auction

Bill Cottrell

To help towards the Guy project, I have two London Transport RF manuals to auction, both essentially complete, but one has a cover and one hasn't. I will sell these to the highest bidders, no reserve. I will accept bids by letter, phone and e-mail, all these contact details appear at the end of the magazine on the committee page.

If you wish to inspect the manuals, let me know and I will bring them to Cobham, or anywhere else mutually convenient. I will announce the highest bid received to date in the next magazine, and the highest bid on the table on November 5th will be accepted. So, all you RF owners, and there must be over a hundred of you, start bidding!

Tenner for the Guy Guv!

With this issue of the magazine we are launching the appeal for the reconstruction of this unique vehicle. It is sincerely hoped that work may be able to physically commence on the reconstruction within 18 months. This allows for time to build up a suitable fund and to make (and hopefully have approved) our application for grant funding. If we are successful in obtaining a grant and with the satisfactory conclusion of STL2377 behind us we believe that we have every chance, that funding will certainly not cover more than 30% - 40% of the actual cost. Like all preservation projects in the charitable field, we shall be very much dependant upon the generosity of the membership to see these ends met. You will all be aware that your annual subscriptions are almost wholly taken up by the cost of the magazine you are now reading, which keeps you in touch with the development at the Museum. Open Days and Display Days make the means of running the Museum building and can only provide a limited resource towards restoration and if we were wholly dependant upon surplus funds it would mean that tangible restoration projects would be a long time coming.

I am urging you all therefore, to consider putting your hands in your pockets and making a donation to the ring fenced account for the Guy Restoration and nothing else, I am pleased to be able to tell you that funds are already in the account. The most cost-effective way of making a donation is to use a monthly or annual standing order and a Deed of Covenant, which increases the value of your donation to the Trust without actually costing you a penny. Please consider using this method for which I will happily forward the necessary paperwork. If you are not happy to follow that approach any donation, large, small, singular or multiple will assist us in putting this vehicle back on the road, in probably better condition than when it was first built and at the earliest possible time. To celebrate the launch of the Guy project, it would seem to be appropriate to make the official day of the launch Guy Fawkes Day, which conveniently falls on a Sunday this year.

You are invited therefore, to attend the Official Launch of the Guy project, together with friends and families on Sunday 5 November at the Museum where there will also be a barbecue. The good news is that the food is all free but the bad news is that the entrance fee is £10 per adult and £3 for anyone under 16 years old. All proceeds will go to the Guy fund. What better way of getting a free meal? Booking in advance is essential to ensure that we have enough food for everybody and even accommodate any special dietary requirements (sorry, no lobster available).

There is more, subject to confirmation at the end of this article, Bill Cottrell and the Mechanical team are proposing to do something spectacular that has probably not been carried out in the Preservation movement in the past and is unlikely to happen again. It will be worth your £10 even without the gourmet food.

Do not delay - pick up those pens, papers, envelopes and chequebooks now and have fun getting this project under way.

Please address all correspondence: -

London Bus Preservation Trust (G 351)

Teston Road
Offham
Kent
ME19 5NE

Please make all cheque donations, including those for the barbecue payable to London Bus Preservation Trust Restoration Fund.

This project will take place at Cobham, and it has been decided that the body re-build will happen where it is currently positioned, ie. at the side of the ramp. There will be a lot more opportunity for members to have a 'hands on' involvement with this restoration than with the STL.

Book Review

LONDON BUSES IN COLOUR:1960s

Kevin McCormack. Ian Allan,Publishing £14.99

Reviewed by Phill Cruise.

With his latest compilation Kevin McCormack has encapsulated an era that has happy memories for many of us. I looked at the photographs in this book and could remember when I had seen similar vehicles in the same places within a few years or sometimes weeks of the photographer. The frontispiece is of a vehicle owned by a Cobham member namely RM664 in its unpainted state, crossing Westminster Bridge one hazy day. There are seventy-nine pages of coloured photographs showing a whole range of vehicles from the sixties including L3 and K1 trolleybuses just before the final conversion. Isleworth and the 657 was always one of my favourite trolleybus routes. Among the less numerous classes of bus featured are XAs, XFs, FRM, XMS, XMB, RFW, T, TD, and RC.

There are numerous RT/L/Ws RMs, RFs, GS and even some RLHs. As with all of the glossy coloured picture books from Kevin/Ian Allan the views are all new ones in print and the overall result is another must for the bookshelves which are now creaking under the strain. For my own collection this is really a star as it takes me back to an era which I keep forgetting was such a long time ago. It just seems like a few years back!



Scene from
the 60's.
Isleworth
K1's at the
Hounslow
terminus of
the 657
Photo.
CBM

Video Review

HERITAGE BUSES-THE COBHAM EXPERIENCE MVP VIDEO

Available from the Cobham Shop at £14.99.

Reviewed by Phill Cruise.

Well,you've probably been there, got the tea shirt and the book and now you can get the video to go with them. This excellent production, lasting over an hour and three quarters chronicles a year in the life of Cobham Bus Museum.1999 to be precise and if you look hard you may even see yourself in a supporting role.

The more eagle eyed Cobham members will have noticed the presence of a video camera and operator at all the major events of last year and all are faithfully recalled on the tape.We can recall the special RF event at Kingston Garage which really does seem doomed after all this time, with more RFs there than at any time since the early 70s.The Cobham open day which started wet and early and turned out to be a sunny success.

There is the RT 60 event which must rate as one of the best road runs of recent years culminating in the display at Stoke D'abernon Station yard. Another RT related event is RTW50 with the remaining roadworthy examples shown in action and at the museum, with some superb shots of RTW 29 in its full Riverside number eleven clothing, which brought back some vivid and happy memories for so many of us. The GS running day and the rear engine day complete the line up of the year's events. Just another year at another bus museum? I think not. This is a special video, even more so if you were there. One for the archives to be run through every now and then.

From the Newsletter, 25 Years ago

Bill Cottrell

Due to a hitch with the technology in the Spring magazine, pages 23 and 24 were identical. Here follows what should have been page 24 in the fascinating story of 'Join the LBPB and see the World'

We left the town behind us. I put the headlights on and the shadow of the first bridge loomed from the gloom. I stopped a few feet from the bridge and Peter got out to see me through. I inched forward and out the other side. 'About that much room,' said Peter holding his hands about four inches apart. I accelerated away and just got into top gear as I saw the next bridge. Peter once more got out and again there was about four inches clearance. Off we went again., only to meet another within a couple of minutes. By the tenth I had the art of judging the heights right down to a tee. (Well, I hadn't hit anything!)

We were by this time on the autobahn to Brussels. It was about 23.00 and the road was deserted apart from the occasional Scania whizzing by, usually as I was crawling under a bridge at about 1 mph. It was beginning to occur to me that the small near-side (in England) mirror was not really suitable for night time continental driving.

The autobahn took us into Brussels, with plenty of headroom under the tramwires. It was past midnight and we were back accelerating along the motorway to yet another bridge. 50 yards from it I saw the sign 4 metres 30. 'Oh dear' and stopped a few feet from it. We climbed the embankment and surveyed the problem from roof level. It was going to be tight. We returned to the bus and I noticed that the grass verge was about six inches lower than the road. I reversed back, pulled over to the grass verge and crept under very slowly as it was quite bumpy. We got through. Overjoyed I sped away, only to be confronted with another within a hundred yards, by another one, this time only 4metres 10. The sign was over the near-side lane only and the bridge sloped down to the near-side. I looked around and the road was absolutely clear so I pulled over to the outside lane and crept under slowly. It seemed to take ages and I was thinking of the Volvos, Scania's and DAFs that were probably about to run into me at 60 m.p.h. It's not something that. I would like to do often but fortunately the Belgian motorways did not seem as busy as the M1

There was no more excitement until we reached the German border at 03.00. 'We'll be through here in two minutes' Peter said. 'I come here often in the car.' Peter did not realise that a special permit was required to bring a vehicle of over 4 metres height into the country. (cont'd on page 25 in the Spring mag!)

Only In America

Kevin McGowan

Americans seem to have a fascination with old British double deck buses and many have been exported to the United States over the years. Regardless of their origins here, they are often painted red masquarading as a 'genuine London double decker. On a recent trip to North Carolina I came across this 1949 Leyland PD1A with Beadle O33/26R body. It is used on tours of the historic seaside town of Beaufort during the summer months. The bus is owned by the Beaufort Historical Association and appears to be well maintained. The bus originally entered service with Westcliffe on Sea Motor Services but was acquired by Eastern National in 1955 and subsequently converted to open top.

Originally numbered 1131 by EN, later re-numbered 2111. According to the driver the bus was originally imported into the USA by a film company in the early 60s.

It was blue when acquired by the BHA but they repainted it because, quoting the driver 'Red is the more traditional colour for a double decker'.



An EGO trip to Brighton

Graham Smith

Half past six in the morning is not a time when you would expect to find much happening in Redhill Road, except perhaps on our Annual Open Day. Even the first golfers at Silvermere have yet to appear. However, on a misty Sunday in May this year, about forty people, one dog and two buses were assembled in the yard at the Bus Museum, amid a general air of expectancy. Why? Well, it was the day of the annual London to Brighton Commercial Vehicle Run organised by the HCVS. Two of our buses had been entered for the Run and the first working of the day, to Battersea Park, was due to start. STL2377 & RTL139 were the vehicles and both looked the part, the STL gleaming in its superb "ex-works" condition and the RTL looking its workaday "in service" counterpart. The RTL provided a further touch of route 11 authenticity, if accidentally, with its "Liverpool Street Stn" front ultimate blind set ever so slightly askew...

A spirited run along the A3 enabled 2377 to boast its admirable up-hill qualities, causing passengers (please, not "customers") to ask "Wasn't the RTL right behind us a minute ago?". We passed through a remarkably traffic-free Wandsworth and yes, people waiting at bus stops did try to flag our buses down. We arrived at Battersea Park in brilliant sunshine and were surprised there were not many other vehicles in evidence apart from GS42 & various fire engines. Formalities and comfort stops complete, we were seen off by the beautifully attired Mayor of Wandsworth, Councillor Chief Mrs Lola Ayonrinde JP, with blinds set for "Streatham Common" (the STL that is, not Mrs A). A word to the organisers: next year, can you **please** ensure that the trees in Battersea Park are lopped (there's even a preserved STL tree-lopper which might be able to do the job) to spare passengers the heart stopping anguish of hearing branches inflicting sounds of potentially expensive damage to Paul Morris's beautifully applied silver paintwork?

Steady, if rather slow, progress was made through South London. At one point the STL was behind a present day offering on route 19 – a rather down at heel Metrobus of Arriva London South – on a "Sorry – Not in Service" working back to its Brixton home. The 19 no longer serves Streatham Common, as you may know. Nowadays the route manages to venture but a few yards into South London (very wise, I hear some of you say), terminating at the southern end of Battersea Bridge. There's some good news, however, as on six days a week Routemasters are allocated to the 19. Pity though about the rather strange sounds their engines make these days.

Back to the Brighton Run and *en route* we passed several thirsty steam lorries helping themselves to roadside water supplies, an interesting reminder of times past. As might be expected, the Run attracted a steady number of onlookers – many waved as we passed. Funny, isn't it, how the British public stand and wave at old buses, steam trains and canal-boats yet, when they're behind the wheel of their cars, their hands make rather different gesticulations towards other road users?

A stop at the quaintly named Pease Pottage provided an opportunity for passengers and crew to stretch their legs and for the wealthy to buy a cup of tea. 2377 parked alongside Leyland Cub C94, recreating a scene not only from the 1930's but, also, from earlier this year when both were together in the paint bay at Acton Depot. We met up with a few intrepid Cobham members who'd come to lend their support and to see the line-up of vehicles at Pease Pottage. We learnt from Bob Bird of the LT Museum how C94's throttle pin had become dislodged on the journey and been lost. Improvisation was provided by way of a screw (metallic variety, please be serious!). Roger Brasier, also of the LT Museum, was full of praise for 2377's restoration but mentioned he had seen Chiswick drawings which showed additional beading on the STL's back-end. Coincidentally, the photograph on page 8 of the latest *London Bus Magazine* (Number 112) clearly shows these additional strips on the rear of EGO422 (by the way, this bus's registration number was only four away from our STL but its stock number – STL2345 – was some thirty-two vehicles earlier. STLs, rather like London United's latest Volvo double-

deckers, were not "spotter-friendly" when it came to trying to reconcile registration and stock numbers). On the subject of beading, your author knows when he's beaten and, having stirred things up, will now attempt to make as rapid and diplomatic a retreat as possible from the subject... .

Off again and soon afterwards we passed our Chairman photographing at one of his favourite spots. Surely it was a coincidence that it was outside a public house. A few miles further on and there was GS62 parked on the opposite side of the road and a beaming Alan Charman with camera poised. Amazing how much younger he looks since relinquishing duties as our Treasurer... . Only joking, Alan, you still look as old as ever!! Then we spotted a Swedish bus parked in a service area and recounted how it had come to Cobham Museum the previous day with its contingent of eleven enthusiastic and extremely friendly travellers, hailing from Northern Sweden. They'd discovered Cobham Bus Museum on the Internet (yes, Kevin, your efforts are worthwhile after all) and had come down from Central London on the off-chance, prior to the Brighton Run. They were super, the only pity was they didn't bring any 21 year old Swedish blondes with them – ah well, there's always next year. They were delighted to see our collection (buses, not blondes, we're talking another sort of heavy breathing here) and stayed about three hours with us. Having returned from a trip to Weybridge Station on the top deck of RTL139, our visitors showed their appreciation by clapping enthusiastically, not something that would have happened very often in the RTL's service days. They bought various items from our Shop and made a donation, as well. Thank you, gentlemen, and we look forward to seeing you again in the future. Their 22 seater single-deck bus, a Volvo (what else?), was bodied by the Kjellbergs Karoos company of Ornskoldsvik. It dated from 1953, the same as our GS, which made for some interesting comparisons. Amazingly, their Volvo had travelled only some 350,000 kilometres as it was used only as a school and church bus throughout its 15 year working life. We were very pleased, later on, to see their efforts rewarded when they received one of the HCVS's special awards.

The outskirts of Brighton and it seemed like half the world was driving there. The slow progress gave your conductor time to talk to people who were standing on the pavement watching the vehicles crawl by. There were lots of "Ooh, haven't seen one of those for a

long time" – at the time it was assumed they meant the STL but it might have been the ticket-rack or bell punch or, on reflection, perhaps it was the sight of a sad git masquerading as a bus conductor. Brighton at last and there to greet us was the redoubtable Hugh Harland, with camcorder at the ready. Hope the results were good, Hugh. A meander along Madeira Drive led to the eventual parking places for our two buses between Amberley Museum's splendid open top 1920 Southdown Leyland and Dave and Pam Johnson's RT3496. Incidentally, the programme said this was the only surviving roofbox RT, which it obviously isn't – oldest roofbox RT body number might be nearer the mark.

With time for a quick sweep out of 2377's interior – how could so much grit have accumulated since the thorough clean on Saturday? – and the judging commenced. Officially, we'd have to wait until four o'clock to know whether all the many efforts had been worthwhile but, unofficially, we had good reason to feel confident. Driver Stagg and Conductor Smith rapidly shed their uniforms and along with their wives (for once, Dawn Stagg, everyone's favourite "clippie", was having a day off from duty and enjoying being a passenger) and the Barratts went off in search of some refreshment. Highly priced and mediocre drinks in an almost deserted seafront public house were all we could find. Apart from the visiting vehicles, what a tawdry place Brighton seafront seemed on that Sunday afternoon. Whoever it was had coined the word "riff-raff" had obviously had visited Brighton. Any "spot the pretty girl" competition would surely have been doomed to failure for lack of any qualifiers (Cobham wives and girlfriends excepted, of course), unless such sexist events have been outlawed these days anyway.

Brighton Corporation trolleybuses in Old Steine are but a distant memory, of course, but it was good to see RT604 and RTL1427, owned by the Purley Transport Group, parked up there instead. We stopped and had a pleasant chat. Hunger pangs were calling so why not sample traditional fish & chips and mugs of tea on the beach? Actually, with hindsight, the author can think of 101 "why not" reasons but it seemed a good idea at the time. In furtherance of tradition, a walk on the pier was next. Be warned, there is no admission charge and even the deck chair hire is free. One word to describe the pier walk is "atmospheric", another is

"hellish", with "well, it's an experience" as a neutral description. In truth, they should pay people for the privilege, if only as a contribution towards the cost of surgery for ears damaged by decibel levels that Concorde would envy.

We escaped back to Madeira Drive for the awards presentation ceremony by the Mayor of Brighton & Hove, Councillor Jenny Langston, who performed her task with obvious enjoyment. Awards for STL2377 – Best double-decker? Yes! Best AEC? Yes! Oldest diesel-engined vehicle? No! We lost out by one year to C94, congratulations to the LT Museum and their Friends. Mike Sutcliffe and Fraser Clayton between them scooped an amazing number of awards for their beautifully restored Leyland single-deckers, Mike for his 1914 "Torpedo" charabanc (what a delightful picture that word conjures) and Fraser, for his Cheetah coach dating from 1939. Strange, they both originated in years that the World Wars started. Let's hope the weight of all their trophies didn't cause any broken springs on their journeys home.

Half past five in the afternoon, some twelve hours after most of us had been woken by our alarm clocks, and it was time for our trusty duo and passengers to journey back to Cobham. The route chosen was along the seafront to Worthing and then the A24 to Leatherhead. Naturally, there were fewer onlookers than on the journey down but a phone call to the author's parents in Storrington saw them turn out to see our buses cross the A283 at the Washington roundabout. Closet gricers if ever I knew one!

It rained a bit on the way back but nothing like the cloudbursts apparently experienced in the Camberley area. Just as well, judging by the performance of the STL's windscreen wiper in coping with only a few spots of rain. A fuelling stop in Cobham Village and then we went back to the Museum to put the buses to bed after a trouble free time. We handed the trophies over to Peter Plummer who expressed his grateful thanks on behalf of the Trust. In conclusion, my thanks to all concerned, especially Drivers Barratt, Morris and Stagg and to the crew of RTL139 for playing such an important supporting role – a great team effort and a really enjoyable day out!! Can't wait to repeat the experience with G351, just keep the donations rolling in.

RML3 and Family Connections

John Rawlins

Seeing the photograph of the unrebuilt RML3 on the cover of the Spring 2000 edition of the Magazine reminded me of the photograph below of my Uncle Don working on RML3 at Willesden in 1958. (Photo on next page-Ed.)

It also prompted me to find out a little more about my Uncles Herbert and Donald Tolley.

Herbert (Bert) joined the LGOC as a boy at Willesden in 1915 and worked through General Hand, Mechanical Hand to Assistant Craftsmen before going off to be Chauffeur to the Superintendent of Rolling Stock - Mr Rozier and then Mr Moran, CDI Eastern Division.

He then had a spell back at Willesden. My cousin Chris tells me in 1938 he went to the LT Hospital at Manor House for surgery and then to the LT Convalescent Home at Hastings for two weeks. Seems unbelievable in today's world.

Bert then had a period of Assistant Foreman at various garages including Chalk Farm and Cricklewood, before becoming permanent at GM which at that time was very much a flagship garage.

Later years took him to Upton Park and finally Clay Hall where he was Dock Foreman. He retired from there with 46 years LGOC/LT service.

Don who is seen peering into RML3 joined LGOC in 1917 and spent his whole working life at Willesden. In the LT publication "London and its Buses" - LT 1979 he is seen on page 16 front stage with Willesden's new fangled washing unit.

Sadly they have both now passed on, but it is a reminder of what LGOC/LT was and the commitment these two relatives of mine and many thousands of others made to keep the wheels of London turning

My Grandfather also drove at Willesden for the LGOC, but little more is known of his exploits.

If anyone reading this remembers either of them I would be grateful to hear of any reminiscences.

RM3 back to RML3

Andy Baxter

The reinstatement of the original prototype frontal design to RM3 has been the subject of many conversations around Cobham for a number of years. Views ranging from whether there were any of the original parts removed in the 1960s still lying around in some obscure storeroom somewhere, to the existence of the original construction blueprints. Possibilities of course, but would we be so lucky as to locate any of them, I doubt it now.

If you look at all four prototypes each one has a different frontal design. RM1 had two in its early life, RM3 has had two different grilles. The original never came to fruit and

was similar to the grille experimentally used on RM8, but with vertical bars as shown in the photo on page 127 in John Hambleys 1956 book, when the bus was still at Weymanns. Some drastically different, others very similar differing only by the preferences of the designers or the body builders construction method. This is exactly what prototypes are for, to build alternative designs for evaluation and modification, from which the production version will stem.



We now come to the feasibility of constructing replica parts to recreate the original design. RM3 has at present the standard early production front, consisting of brake cooling grilles, small LT. roundel badge, inset fog lamp and boxed in numberplate, not dissimilar to the original in style but never the less different. But these differences significant enough to require complete fabrication of a new bonnet, grill, cab air vent, o/s headlight panel, o/s front wheel arch edge trim, bulkhead panel and n/s front wing assembly.

Many of these parts could be reproduced in fibreglass at very minimal cost. this would entail making wooden patterns, taking a fibreglass mould of the pattern and then making a new component from that mould. Fairly straight forward for some parts but the bonnet and wing are a different ball game. The bonnet on the original was more bulbous and curvier with a flap at the front for topping up the water in the header tank. Also unique to RM 3 is the bonnet hinged from the cab side not the bulkhead. The front wing was altogether more intricate than the production version, flatter and deeper down the front where the lights went, a double curved section over the wheelarch. The most major difference not clearly visible by the naked eye is the top edge of the wing is about 2 inches lower than standard with an upward curve where it meets the bulkhead. With a corresponding curved bulkhead panel to meet up with it, incorporating a semi-recessed side lamp.

Some of the original fixing points are still visible, i.e. the mounting positions of the bonnet hinges, and the small moulding on the bulkhead for the bonnet to rest on, which can aid in the shape of the bonnet and its positioning but the majority of the construction will be a matter of trial and error and references to photographs etc. to get the dimensions, shape and positioning of all the parts right. No easy task and very labour intensive. The simplest solution would be to get another bonnet and construct a mould to the correct shape around this, and make a complete new bonnet from that.

The front wing could only be constructed from a donor wing assembly, this would have to be cut and shut and remodelled to the original design, no small task either. Not impossible but very labour intensive and not easy.

All in all a major task but not an impossible one and if it was undertaken the possibilities exist to reinstate the front on CRL 4 as the design is very similar except for the positioning of the bonnet hinges and a few alterations to specific components. Now wouldn't that be a sight at a rally in the future.

I am of the same age as RM3 but cannot remember it in its original form, so what I am conveying to you here are my observations from looking at endless photos and looking at RM3 and RM4, to see what, if any evidence is left from their original build. If a spare wing assy. and bonnet were sourced then the possibility of reconstructing the front of RM3 back to original would be one step nearer.

A vision for the future.

SHOP EARLY FOR CHRISTMAS

RP90 is doing another of its popular forays into France, via the Chunnel, on Saturday October 21st. Final timings have yet to be confirmed but expect it to depart from Cobham circa 7am with pick-ups if required at Clacket Lane (M25) and The Post House, Wrotham, returning to Cobham around 10pm. On arrival in France there is normally a drop at Cite Europe for shopperholics whilst RP90 will continue down the coast and usually to Boulogne for a spot of lunch before returning to Cite Europe for a few hours. It's first come first serve and seats are limited so book quickly to avoid disappointment. Tickets are just £20 and it really is a good social day out. Send your bookings / payment to Dr. Graham Ruddock, Gordondale Road, Wimbledon Park, London SW19 8EN. And don't forget your passports (like I did last time!). Firm timings will be available nearer the event by calling Paul Morris on 0378 778 but you must book through Graham.

London Buses in Miniature

A. J. Purssey

I have been a keen model collector of the kit variety, now for over thirty years, and I think this year has been the most exciting so far.

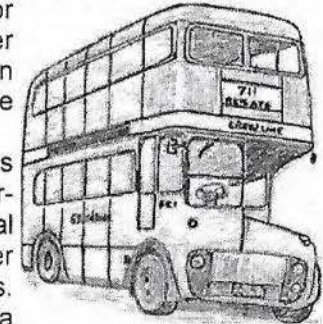
With the release of four STLs from R.T.C. Models, Pirate Models now announce the release of eight new London double-deckers to their range, which are:-

- Two versions of STL1, one modified in the late 1930's.
- Three version of the Thomas Tilling STL.
- Two versions of RT97
- One kit of RTC1 Greenline coach.

RT97 was modified in 1946 for 'Pay as you board' experiments. RTC1 - in 1947 authority was given for the production of a double-decker Greenline coach, and as RT97 was in the Chiswick Works, it seemed the obvious choice for this purpose.

During the months that followed, it was completely reconstructed both externally and internally, resulting in its final appearance in 1949 as a 46 seater coach finished in Greenline colours. Fitted with rear platform doors and a new front grille which concealed its radiator, with new type seating, forced air heating and ventilation, it entered service from Hertford garage on route 715 in April 1949.

Tilling STL - LGOC ordered 102 STLs to replace the ageing petrol-electric buses operated on their behalf by Thomas Tilling. These buses, allocated STL51 - 152, were built by Tillings with a 56 seat body to its own design with a distinctive three window arrangement on the top deck. Delivery started in 1932 but ceased on the formation of LPTB in the following July, so the order for the last twenty-two was cancelled and the numbers STL131-152 were never used.



The three Pirate models differ slightly.

'Thomas Tilling' version

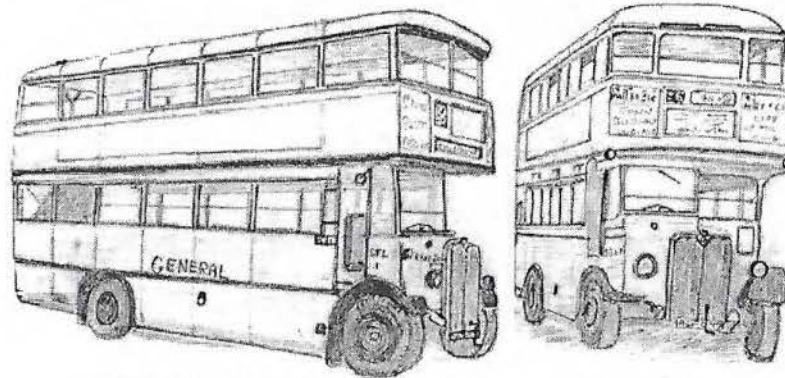
'General' version – has the original windscreen and radiator with registration plate.

'London Transport' version – has smaller windscreen, but same radiator with registration plate.

All three come with side fleetname transfers, which brings the total models London related to 80, with 31 single deck, 43 double deck and 6 trolley buses all in 1/76th scale from Pirate. All of these kits are a must for any collector, and fill an ever-decreasing number of London buses to model.

I have heard that an AEC Renown LT class with open staircase is planned for the future, together with a DL class (similar to General ST) built by Dennis of Guildford.

While I was writing this article the transfers arrived for my own STLI kit. Some of the transfers are on the small size e.g. the running codes and number plates. I have found using a cocktail stick useful in applying transfers, after immersing the transfer in water for a second or two, apply a drop of water to your kit where the transfer is to be applied and the transfer will slide more readily enabling you to position it correctly. Dry carefully with tissue and when dry, apply varnish.



STL1 60 seat body
for LGOC

Tilling STL



Former D27 suffered the fate of most utility buses when its original body was replaced, in this instance with a Massey body. After service with Southend from 1954, it was used from 1962 carrying a road safety exhibition for Essex police. It is currently preserved in this guise and was seen in July at Ardingley
Photo CBM

East Grinstead



Top: RTL1256 on route 409 joins RF672 on the stand at Dormansland
Lower: RT3228 on a Greenline route 708 short working
Both photos: Graham Smith

Running Day 16th April



Top: Q83 displaying appropriate period blinds at Kingscote Station Photo CBM
Lower: RT1700 and RF626 linger at 'The Plough', Dormansland. Photo: Graham Smith

Rear-Engine Running Day May 29th



Top: Former Red Arrow Colleagues LS444 and LS445 meet up again in Redhill Road. 444 is a training bus with Centrewest, whilst 445 earns its keep with Wycombe Bus
Lower: Ex Maidstone and District VR and LS98 rest between duties Both Photos: Graham Smith

Final Farewell to Kingston Garage



Top: It is anticipated that the LT Museum will rescue the 'General Omnibus Station' sign.
Lower: RF672 pays its respects on behalf of all the enthusiasts that were drawn to the unique locale that was Kingston Bus Station Photos: CBM

Holiday in



Malta, 2000



You won't see a Q in service any more, but the London interest is maintained by AEC Swifts in many guises.

Whilst most of those in public service have been extensively customised, those retained as school buses are entirely familiar. Photos: Rod Lucas

Routemaster

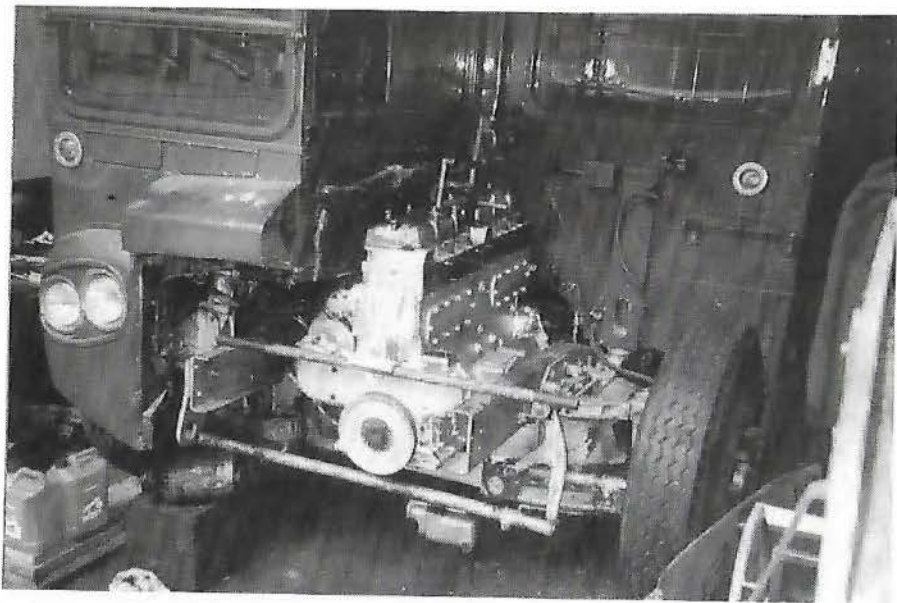


Top: The extra bay inserted into the middle of RME1 is apparent in this view
Lower: RMC4 on a test run after engine rebuild
Photos: CBM

Running Day



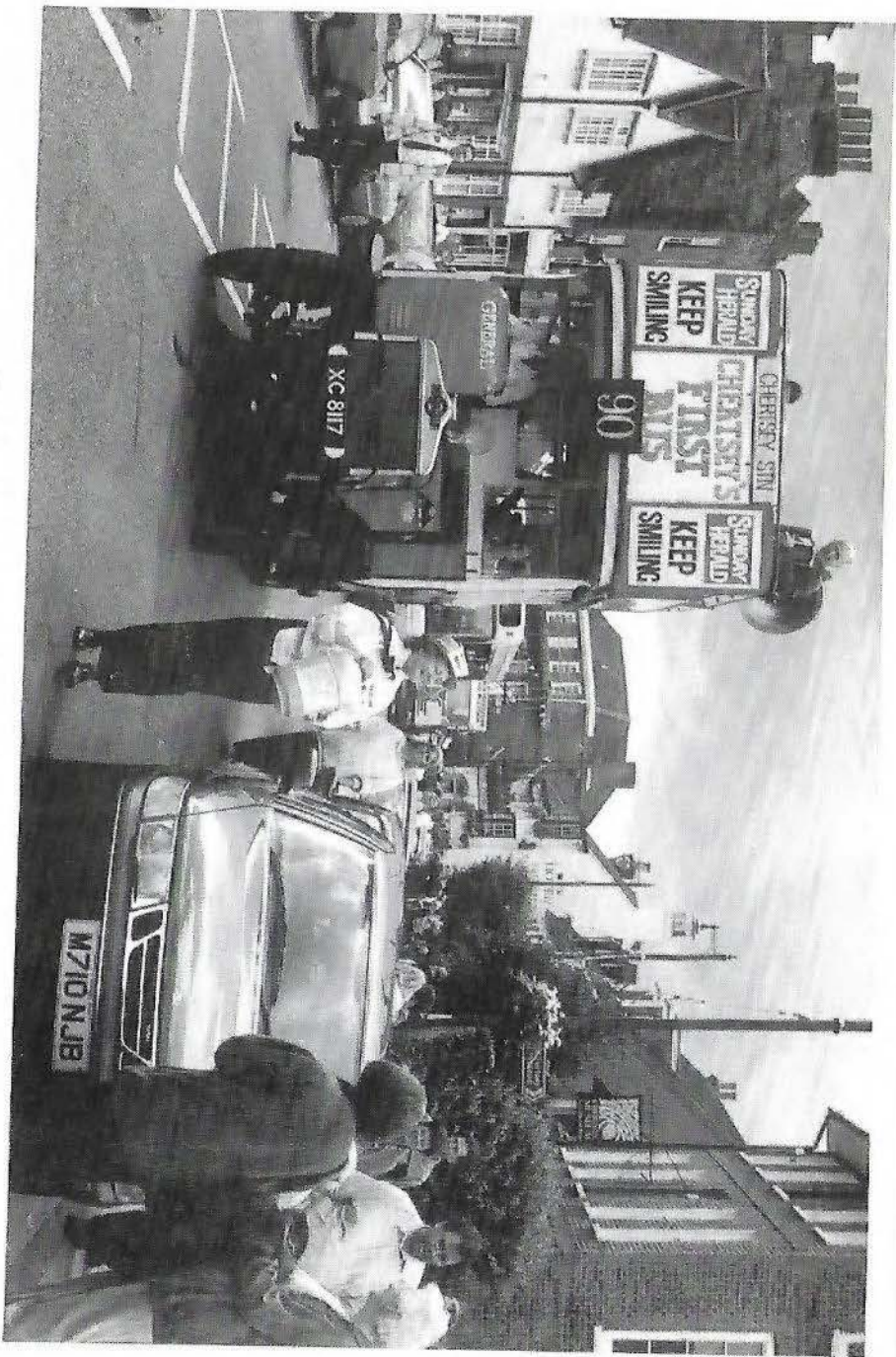
Top: RM1368 was used in Colin Curtis's talk.
Lower: This ex Northern General example is still in service on London sightseeing tours.
Photos: CBM



Top:RMC4 Engine in progress
Lower: RT2376 now resides in the Gilmore Classic Car Club Museum, Hickory Corners, Michigan USA. It is in need of a Chiswick Cream band and Indian Red wheels, but is otherwise complete. Photos: CBM



Roger Stagg collectiing the silverware on behalf of the Trust from Jenny Langton, Mayor of Brighton and Hove whilst in the background, Mike Sutcliffe is adding to his well-deserved collection of awards for his splendid Leyland 'Torpedo' charabanc. Photo: Graham Smith



K504 parades through Chertsey on the occasion of the 'Black Cherry' Fair See story on page 43
Photo: Victor Spink

I have listed below the details of the new kits available:

| Kit | Model | Price |
|------|---|--------|
| 4583 | AEC RT2 LPTB H56R | £31.95 |
| 4584 | AEC RT2 LPTB H53RD Pay as you board RT97 | £33.95 |
| 4585 | RTC1 LPTB Coach CH26/20RD converted from RT97 in 1949 | £34.95 |
| 4586 | 1933 AEC Regent/Chiswick H34/26R STL1 type | £31.95 |
| 4587 | As above, as mods in late 30's | £31.95 |
| 4588 | Tilling STL in Tilling livery | £34.95 |
| 4589 | Tilling STL in General livery | £34.95 |
| 4590 | Tilling STL in London Transport livery | £34.95 |

Kit List only £1.40, no SAE required
Kits, post and packing £2.50

Cheques payable to:
John Gay,
Pirate Models,
Horsham Lane,
Upchurch,
Sittingbourne,
Kent ME9 7AL

Did you see...?

Recently on television, B340 featured early on in the film *'The Man who loved Redheads'*. It appeared in two shots on the move and one interior shot. Also, the wonderful opening title sequence of *'Maytime in Mayfair'* featuring a long lingering shot of an STD, a Guy going by on the opposite side of the road and an STL, all in glorious technicolour.

50th Anniversary of the introduction of RFs

Jim Address

As many members will be aware, 2001 will mark the 50 anniversary of the entry into service of the first members of the RF class of single deckers.

To mark this occasion it is hoped that as many of the survivors as possible will attend the Open Day in April particularly as it was in April 1951 that the first, Private Hire type, RFs were delivered to LT at Chiswick from Metro-Cammell in Birmingham.

Later in the year it is anticipated that an RF gathering will be organised, probably in conjunction with members of the RT/RF Register, including displays of all variants, as well as runs over various routes appropriate to each type. More details later.

For the benefit of those members who are not familiar with the history of the RF class, the following is a brief summary.

London Transport placed 780 single deckers in service in the early 1950's, using Regal IV chassis built by AEC (The Associated Equipment Company).

There were three classes of Regal IV's; 700 RFs, with bodies by MCCW (Metropolitan Cammell Carriage and Wagon Works), 15 RFW Touring coaches with Eastern Coachworks bodies and 65 airline coaches with handsome one and a half deck Park Royal bodies operated by LT on behalf of British European Airways.

The RF class was split into four versions, 25 Private Hire & Sightseeing Coaches with glass roof panels, 263 Greenline coaches for the limited stop cross London services, 225 Central (red) buses for use in the inner suburbs and 187 Country (green) buses for use in rural outer London.

All RFs were 7 feet 6 inches wide (2.28 metres), and 30 feet long (9.14 metres), except the first 25, the Private Hire version, which were only 27 feet 6 inches long (8.38mtrs). This difference arose because LT needed the Private Hire version in time for the 1951 Festival of Britain and could not wait any longer for the Government to authorise the increase in length, which they did when it was just too late! What's new!

The last RFs, with one or two exceptions, finished service in 1979, nearly 30 years after their introduction, and during that long period many were modified for different uses and most, but not all, were converted to OPO.

Of the original 700, around 100 still exist, and hopefully we will see most of them next year

Swifty

Mike Nash

Member Hugh Harland has been in touch regarding his ongoing plight to keep SMD91 active. Unfortunately 'Swifty' was stolen earlier this year and driven around the streets of Brighton at high speed by joy-riders. It was subsequently safely recovered, largely in one piece, but the thrashing it had received had burnt out the alternator and associated wiring. 'Swifty' has since been repaired but the situation has left Hugh and Sharon both distressed and very short of funds and they would desperately like to hear from any Trust members who would be willing to take an active part in maintaining / driving their pride and joy. You can contact Hugh on 01273 ___ 314 and this could be a good opportunity for a member to get loosely involved with a preserved vehicle without the perils of buying one in entirety.

STOP PRESS

We have decided to have a major RF celebration at the end of May bank holiday week-end, 2001 possibly over two days.

Leave these dates provisionally free in your diary for something special. More details in the next magazine

Working At Cobham

By 'a volunteer'

Some years back I paid the usual annual Spring visit to the Cobham open day noting that with the passage of time, little changed. I even wrote asking if people could join the organisation but was never given the courtesy of a reply. Eventually with a change of 'management' I duly obtained the forms from Roger and Pam West on the stand in front of their RF one bright, chilly day at Apps Court. The editor of another quarterly to which I contribute has a 'disclaimer' at the bottom of his editorial page and on Bill's behalf my reminiscences are subject to the same constraints.

Having spent a year on the fringe of the membership as a regular visitor to the 'events', (as are the majority of the membership unfortunately) one sunny day in early summer I took the plunge and turned up as a proper volunteer. I met one of the senior members, who I was later to discover, was the secretary and asked in all innocence (stupidity)! What would you like me to do?' 'You can wash T31', was the reply. I only realised he wasn't joking when I was presented with a bucket of suds, a soft yard broom and a hose pipe. Well, a while later I was drenched and the T looked half-presentable and washing the car would never be as bad again. Subsequent jobs included sweeping up various things, mainly leaves, pulling up weeds and cleaning various kinds of cack from all manner of components. This usually involved scraping congealed grease, wire brushing rust and de-greasing in the cleaning bath, but not always all three or in that order. A necessity for all new volunteers is a tolerance of all kinds of crud and even a love of getting covered from head to foot. A thick skin and sense of humour preferably warped in some way and spiced with the merest hint of cynicism is an added advantage.

After a while I had an opportunity to get involved with the STL, cleaning and priming some of the chassis components including the back axle and some brake back plate components. At last this was a bit of real bus preservation work.

Another way that members have been included in major works has included the working party days organised by the chairman. Painting the building has transformed it and being involved helps you to feel more a part of the organisation. Assembling and painting crates for the spares was another satisfying and worthwhile use of spare time.

My first "proper" work involved P3 framework renewal; painting and helping Peter make up and fit some of the new panels and then priming them. Again this gave the satisfaction of seeing ones efforts doing something visible. Some work on stripping the old panelling off RT2775 and similar straightforward bodywork jobs has provided satisfaction over the past few years too.

Other duties have included manning the gate at times during various events and recruitment, both fairly boring jobs but ones that are unfortunately necessary. Sadly the main focus of any skilled work has been on the vehicles of fellow members. Helping out the experts repairing the floor in Greene Lane's RT was a good learning experience and a pleasure too. More recently I have enjoyed being involved in the refurbishment of Keith Rose's Craven RT. But the greatest pleasure has been to be able to do a spot of driving and perhaps this is what it really is all about in the end.

These days the Museum has a duty to provide an educational experience to the visitors and we have an excellent officer in Mr Mulvey who has advanced this facet of the operation greatly since his involvement in the project. My volunteer's role in this was as a member of the team that overhauled the RT chassis. This was delivered to us as a rusty heap with the remains of aluminium castings welded to bits that they were never intended to be.

Bill Cottrell thankfully provided his expertise in the mechanical refurbishment to get it running again and a small team provided the rest of the input to scrape, paint, patch, replace and 'bull...'. The part that remains firmly implanted in my memory is the replacement of the fuel tank. Unstrapped and pipes disconnected it was lifted off and as a wet feeling permeated my leg a colleague said, 'Oh! sorry, I thought we had drained all the diesel out' Never mind it got finished in the end and has provided a useful artefact for the museum.

The RTL was another project that provided a lot of job satisfaction, being part of a team working against the clock to get it a class 6. That's what being a Cobham volunteer is all about. The people who make it work can be likened to the rings on a tree trunk. The inner ones, most of whom are, or have been committee members turn up every weekend and for most events and are the 'skilled operatives'. The next layers turn out most weekends and for the events and provide back up to the first group. Then you have the 'every few weeks and some events' group and then the main events and open days group and finally the turn up for the events but as visitors group. All have their place in the organisation.

A little while ago there was a conversation among some 'senior' members, which mooted the idea of a London Transport style grade system whereby all members would be allocated to a grade which would dictate what they would be allowed to do. For those readers who have not worked for LT this equates roughly to the Indian caste system. Most of us would have ended up as 'untouchables'. They are the people who clean toilets and walk behind the elephants firmly grasping a shovel and a very large dustpan! Recently sensible people have tried to evaluate the skills and interests of members in the manner of a questionnaire to try to utilise the vast pool of talent that must be wasted amongst our very healthy membership. To keep the organisation going with the impetus that now seems to have taken off people need to have the opportunity to use their skills to the best possible advantage of Cobham. It's no good criticising peoples' efforts. If they are not experts, they need to be encouraged and trained. The museum sometimes reminds me of my favourite comedy show from my formative years, which is still shown on BBC2. Next time you come to Cobham see if it reminds you of the Motor Pool at Fort Baxter!

The mess room or canteen as we know it is a focal point at the museum. One of the LT traditions faithfully recreated is the tea break. Unfortunately there is no large and cheerful lady from an ethnic minority who has a trolley packed with crispy ham and cheese rolls and an urn full of Griffin tea, but Bill will often make up a brew. The Cottrell studios also provide interesting videos to watch whilst supping, and the conversation is thankfully non-PC. (Only joking if any thought police are reading this).

Over the past few years a lot has been achieved and everyone who comes from the outer membership and the general public has noticed the improvements. It has been satisfying to have been involved in the progress, even in a minor way and that's what makes working at Cobham worth while.

Being interested in bus preservation rather than merely the 'gricing' aspect of buses gives an added pleasure to attending bus rallies. For those of us not lucky enough to be the owner of a vehicle, attending as part of a Cobham contingent or with a bus owning colleague is nearly as good and of course a damn sight less expensive. A sunny summer day surrounded by preserved buses is the wages for all those freezing winter weekends covered in a cocktail of assorted c ... when you ask yourself. 'What the hell am I doing here?' Try it, you might actually enjoy yourself if after a lifetime of work you can remember what it feels like!

Postscript by Bill Cottrell

It occurs to me that as most of our members are interested in other aspects of transport as well as buses, they may be interested in purchasing copies of videos produced in the Cottrell studios as referred to in the aforementioned text. I have recently put together a video of the reconstruction of STL2377 which lasts around 23 minutes. I have other videos as follows:-

The AEC Rally 1996 lasting 28 minutes

The AEC Rally 1997 lasting 25 minutes

The AEC Rally 1999 lasting 34 minutes

Crowthorne Rally 1999 lasting 24 minutes

King Alfred Running Day 1999 lasting 7 minutes.

I also have video of steam trains in China in 1998, 1999, 2000 Ecuador in 1999, Cuba 1997 and USA (Cumbres and Toltec, Silverton and Durango, Georgetown Loop, and Nevada Northern) 1998. I have long thought of offering a 'Bespoke' video service. Just pick the subjects you are interested in to make up the length of tape you want!

Prices as follows:- 1 hour tape £6.00, 2 hour £10.00 and 3 hour £12.50.

All the above were digitally recorded and digitally edited.

Profits to the G351 fund, contact Bill Cottrell, details on committee page.

Letters

From Richard Zarywacz,
RMOOA

Dear Bill,

ROUTEMASTER DAY AT COBHAM 2nd JULY 2000

On behalf of the Routemaster Operators and Owners Association, I would like to thank you and all the members at Cobham for the opportunity to hold a Routemaster Day at the Museum, for the warm welcome we received and the assistance given on the day. We hope that the day was as successful for you as it was for RMOOA.

Feedback from the public was positive except from one chap, who, arriving by bicycle, asked the Marshals on the gate what was going on. On being told that it was a Routemaster Day, he pedalled away with the comment "it's the beginning of the end." I hope he is wrong and that we will be able to contribute to the success of the Museum in future.

On a sadder and unconnected note, I see that the last crew-operated trains on London Underground, the Northern Line 1959 stock, were withdrawn in January, and that all trains are now Driver only. With Mr Livingston installed as London Mayor, and his preference for crew-operated buses, we may still see the RMs and RMLs on the capital's streets for a few more years.

Richard Zarywacz, Hemdean Road,
Caversham, Reading RG4 7QX

From Robin Luff

Dear Bill,

I have recently bought RT2591 (LYF316) from Ray Dunkley of Croydon and have also bought RT3154 (KYY 883) from Audley End Estate, near Saffron Walden in Essex. This is the bus

featured by Mike Nash in the Cobham Magazine No.27 page 54.

RT2591 is in reasonable condition superficially but needs some mechanical and much detail attention to turn it into a more presentable vehicle.

RT3154, by contrast, will need a considerable amount of work if it is ever to be restored, beyond my means both physically and financially at the moment. My immediate aim is to prevent it from deteriorating any further in the hope that I, or possibly someone else, will be able to give it the attention it deserves. Ironically, because it is so dilapidated it will be easier to decide where to start, i.e. from the chassis up!

Last week, before preparing it for a suspended tow home by removing the half shafts & checking the tyre condition etc., I decided to see if it would start. The sump oil was checked, radiator filled & new batteries hooked up. There was still plenty of fuel in the tank so the only thing left to do was pull the switch! After a few coughs and splutters it sprang to life and was soon ticking over smoothly although the flexible section of the exhaust system must have been devoured by local moths! Despite the exhaust noise I managed to drive it a few yards up and down the Audley End car park and got the impression that there was little, if anything, wrong with the main mechanical units. Not bad for a bus which had stood on the same spot for 20+ years! Sadly the same can't be said for the bodywork which will need extensive restoration. Incidentally, although it is in London Country livery --- underneath the green is red and underneath the red is bright blue! Any thoughts on that?

Because my technical knowledge concerning RTs (or any other large vehicles for that matter) is very limited I have 'phoned Paul Morris a few times for advice and guidance which he has very generously given to me.

Finally, although I'm a lifelong lover of the RT class I have to admit that as a preservationist my experience is nil, so if you or anyone else has advice to dispense to help me avoid making irreparable or expensive mistakes then I will be most grateful to hear it.

Robin Luff, Ipswich Road,
Rougham, Bury St. Edmunds, IP30 9NF

Piston Broke, The Recent History of RMC4

Bill Cottrell

To those of you listening to the 'Talking Book' version of this magazine I am of course referring to a mechanical failure within the engine and not my status at closing time on a Friday night.

We were approached to see if we interested in changing the defective engine on RM4. It had recently been acquired by Mike Selt from Arriva. Then bus was inspected at Crawley bus garage, and a sad sight bit looked, neglected except by the pigeons. RM4 had suffered an engine failure we were told, due to either a lack of water or oil. The bus was towed to Cobham by National rescue; the driver informed us that the bus had been started that morning and run on tickover to charge up the air system. The original plan was to convert a RM Leyland engine we had in stock to fit. We thought that this would involve changing the sump over, converting the oil pump, and removing the power steering pump (RM4 does not have power steering). Work started on the conversion by removing the auxiliaries prior to cleaning the block. Don Allmey then pointed out that a standard RM Leyland has a cut out on the block where it goes over the boat (front axle) and that would mean altering and machining the original sump, which we were reluctant to do. It was then decided there would be nothing to lose by stripping the existing engine. This proved to be an interesting exercise. The strip down revealed the damage was very localised. The first clue to the problem showed when two very bent push rods were removed adjacent to number 4 cylinder. We found that number 4 piston had seized at the top of the engine, the con rod had pulled the piston apart, and the push rods the bent as the valves struck the unyielding piston. The pin then damaged the cylinder liner and bent the con rod. The remains of the piston were then pulverised and fell into the sump. Removing the engine on this prototype was a steep learning curve.

The way this engine is mounted on the boat and with a rear sump, meant the engine had to be raised to lift over the boat. To achieve this, the flywheel had to be removed to achieve a clearance on the bulkhead. The substantial mounting brackets had to also be removed to gain clearance. There was much lying on the back under the bus to remove various parts, such as the centrifugal oil filter, exhaust, hoses etc. Once the engine had been removed stripping began in earnest.

The cylinder heads were removed cleaned and stripped. The valves and springs were checked and cleaned. The heads cleaned and the valves re-seated and the heads then assembled.

The sump was removed and all the bits of errant piston removed. The pistons were removed and the extent of damage to no4 became apparent.

We needed to source a piston, liner and a couple of push rods. We had a brand new piston in stock, and sourced a second hand con rod and push rods. It took a few weeks to source a new cylinder liner. Eventually, one was found by a factor near Winchester.

The rest of the engine proved to be a real pick and mix of parts, judging by the numbers stamped on the various parts. The block had a SELNEC plate on it.

A tool was borrowed and adapted to pull out the old liner and the same tool used to pull in the new liner. Assembly the began, the target being to have the bus running by the RM operating day on July 2nd.

After the difficulties involved in removing the engine, it was decided to replace it with the sump bowl missing and with the minimum auxiliaries fitted. to give more clearance and easier access to the rear engine mountings. This was achieved and all the remaining parts assembled. The day the came to start the engine, and after bleeding the fuel, the moment of truth, it started. A few minor adjustments and job done, the bus was then road tested and sounding pretty good. The running in took place when RM4 was taken to its new home near Colchester, a five hour journey thanks to two and a half hours in a jam on the M25, fortunately with no problems.

Thanks to all the usual suspects for their assistance in this project, you know who you are!

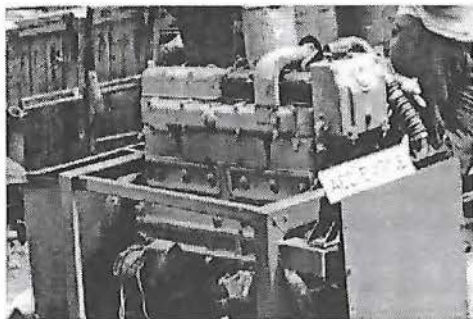
RM Engine Exhibit

Bill Cottrell

Earlier in the year, Carshalton College offered us an RM engine that they had put on a stand, complete with radiator and ready to run. The engine had been donated several years earlier by Merton garage and was a unit previously overhauled by Midland Engineering.. Eventually, we managed to assemble all the loose ends together to enable us to collect it. This entailed the use of a vehicle with towing hitch (Richard Hussey) trailer (Tony Lewis) and counterbalance to weight of engine (me).

The collection was complicated by the only means the college had of lifting said engine was a pedestrian forklift only just capable of performing the task. In the event, the engine could not be positioned on the trailer in the optimum position for a comfortable ride, and we pitched up and down very slowly, all the way

back to Cobham.



The engine was cleaned up. The exhaust manifold was reversed to enable a silence to be bolted directly on, as per generating set style. The initial starting was delayed as we were fooled by the fact the students at the college had reversed the starter leads (red on neg.

and black on pos.), When this was realised, the engine started up and we were instantly covered in dust and various singed crawling things that had sought refuge in the dark haven of this erstwhile stored silencer, and were now expelled into the atmosphere by the exhaust of a rampant AEC 590 bursting instantly into life. The engine made its debut at the RM day, balancing out the song of the many Leyland RMs that seemed to be in the majority on that running day.

This will be an added attraction on display days at the museum for as long as we can resist any demands to fit it into a bus.

RM Running Day 2nd July 2000.

Bill Cottrell

The idea of an RM running day was mooted earlier in the year when we were trying to find themes for the days we planning to open the shop. Richard Zarywacz of the Routemaster Owners and Operators Association (and Trust Member) made contact with a view to running an RM event at Cobham. Unfortunately, the date had already been flagged by an event at Littlehampton, and this attracted some RMOOA members, not surprising that a day at the seaside was to prove more attractive than a day in the Surrey countryside. However, as it happened, we were able to contain the event within the museum premises by parking some of our buses at Depot 46 for the day.



We were privileged to have as a visitor RMEI, the fleet-number given to KGY603D extended by one complete bay in the middle by Shaftesbury and District, in the style of the ERM conversions made by London Coaches on some of their

standard Routemasters. RMEI was an ex BEA variant converted for driver training by removing staircase. A staircase put in amidships from a Volvo Ailsa, and the extra bay was from RM765.

The transmission was extended by inserting a propshaft from a Ford R192 coach. Combined with the front entrance and access to the lower saloon directly from the cab made this a very neat conversion



Also on display was our own RM3 having passed an MOT test after lying dormant for a few years. The main mechanical problem, a leak on the power steering box was cured by fitting a new core plug. The dome and front advert panels had also been prepared and painted just prior to the display day and the bus looked quite presentable. RM3 made a few demonstration runs out during the day, as did RME1. Other activity included a talk by Colin Curtis on features of the RM, using single deck RM1368 on the ramp to illustrate his talk. We also had a demonstration of RM recovery by Queens Motors, who are retained by the RMOOA, on how to recover a Routemaster in the unlikely event of it breaking down.

On display for the first time was our recently acquired AEC Routemaster engine, on a stand complete with radiator, and this was started and run at various times during the day just to keep everyone alert. The previous day, we had fitted a silencer to tone the exhaust note down to acceptable levels. We thank Carshalton College for this exhibit which was supplied at a very nominal cost.

Thanks to RMOOA and all the volunteers on this day, especially Roy Adams who came all the way up from Bristol on both Saturday and Sunday to organise and assist.

Beyond the gates

John Hinson

I don't have much to talk about for this edition. Unfortunately, some ill health in the family and other pressures are currently ensuring that I do not attend any rallies at all this year. The weather hasn't helped, either, with nearly every attempt to work on my vehicles thwarted by rain and wind.

The "travelling RT", 277, continues to be seen at various locations in East London - nearly every contact I have had has mentioned seeing an RT with a chimney! Keith Bennett wrote and sent some photographs of the bus, and RF89, when at Popham in Hampshire in February last year. I'll send these along to Bill, but I suspect I'm too late for inclusion in the magazine. The RT looks pretty sound (one window is boarded up) and straight and still even retains the "Speed 30 mph" transfer below the unladen weight! In contrast, the RF looked pretty poorly even then, with a lot of paint missing and many fittings removed. It also sported a large roof-rack. It is certainly sad to see a vehicle reach that state when my last view of it was c1984 at the Cobham Open Day (at the Sandpits Car park in those days) in immaculate Green Line colours as a private caravan.

Another correspondent wrote (although I can't find his note at the moment) to say the RT277 was *not* the RT to have the rear part of the roof replaced with that of RT3398. Oh well, Hinson must have gaffed again - now I'll have to try and work out which one that really was. If I could find his note it would help . . .

And that's really all I have to talk about this time round, apart from mentioning that I have sorted through a stack of RF parts and produced a list of those for sale. These are mostly body parts - especially detachable panels - and a good number are for "modernised" RFs.

There are also a few header tanks, some interior trim, and some odds and ends for other types. The list can be viewed on the internet at <http://www.sftt.co.uk/busgarage/fossil> or an sae will do to the address below. Alternatively, I can be telephoned up to 8 pm on 08707 565 for details.

Many thanks to Keith Bennett and A N Other (with apologies) for contributions to this episode of Beyond The Gates. If you have any interesting sightings or information, do drop me a line at "The Shambles", Graham Road, Wealdstone, Middx. HA3 5RE, or email me at shambles@ . com.

LT Peaked Caps

Roger Stagg

I wrote on this subject in an earlier magazine and a number of persons responded for both Central and Country area items. Getting re-manufacture has proved to be an almost impossible task but I do believe that I have at last managed to find a Company willing to do it. If you have an interest please drop me a line, even if you have written to me before, stating your interest and size i.e. the width around your brow at the appropriate point divided by 3.142 and taken to the nearest eighth of an inch. For the less technically minded, an eighth is 0.125. Centimetres or millimetres will be equally acceptable. No SAE required. I expect to be able to send out firm offers by the end of the summer.

Good Home Wanted

Kevin Bullions, the current owner of ex-LT Ford Transits FS16 and FS19 is having to offer these unusual vehicles for sale. Both vehicles require mechanical and bodywork attention having been off the road for many years. They will need to be recovered as they are currently undriveable. Kevin is looking for offers in the region of £500 for the pair, but he is keen to see them go to a good home, so he will listen to any offers.

For further details contact Kevin on 01708 [redacted] 705 or 07956 [redacted] 818

After 70 Years, a K-Type returns to Chertsey

Victor Spink

On Saturday July 8th on Chertsey's Black Cherry Fair Day 2000, the beautifully restored General K Type belonging to Barry Weatherhead of Milton Keynes was low-loaded down to Chertsey to join the parade and to carry people of a certain age who were the original passengers (some in period costume) before this type of bus was withdrawn in 1931. The organisers, Black Cherry Ltd, are very grateful indeed to Runnymede Borough Council for the support given to the organisers for this unique occasion. Victor Spink who is member 701 of LBPT made all the arrangements and did the graphic work to turn the bus into its old route No 90 guise.

On that morning it was agreed that the lowloader could, by kind courtesy of the site manager, be kept on Jerry Cottle's ground at Addlestone Moor. The driver parked there as arranged at 9.30am and removed the tractor part of the large rig before it was realised of the consequences of being directly under high tension power cables which were crackling nicely overhead. Barry Weatherhead's conductor Brian, touched the metal parts of the K Type and indeed became a conductor, but of 100 volts of static! Because of the low cloud cover, the brass hand rail round the top deck and down the outside staircase was affecting the whole of the body of the veteran bus including the wooden parts with static electricity. Mr Weatherhead realised the danger of priming the carburettor and starting the engine and of a dreaded spark starting a fire. This scary business was resolved with a bit of pushing and towing to get it away from the overhead power cables. This was the only real hiccup during the day.

At the parade rendezvous point Bill Posters Jazz Band boarded the top deck and veteran passengers boarded the lower saloon accompanied by the Mayor & Mayoress of Runnymede, Cllrs Mr & Mrs Norman..

Bill Taylor who is now in his eighties regaled all on the lower deck with his stories as a boy travelling on this class of bus on the 90

route from Chertsey to Kew Gardens on Sunday afternoons in the 1920's 'flapper days of summer'.

On the pavement eager photographers gathered, no doubt prompted by the article in the last issue of this magazine. The K Type looked magnificent travelling over part of its old route as the Jazz band played 'When The Saints Go Marching In', and the hundreds of bystanders cheered and waved as Mr Weatherhead tugged at the steering wheel on the difficult corners, his head cocked to listen carefully to the engine.

Following the K Type was a Tellings Golden Miller Pointer with the legend in the display window "Chertsey's Newest Bus" This bus with the erstwhile Mr Poulter at the wheel was sent by courtesy of Mr Robin Bennett of that Firm. This bus provided the organisers with an extremely useful shuttle service, and at one time was filled with a Scots Pipe Band in full regalia of kilts and bearskins. Whether they played on board is not recorded.

After the parade Mr Weatherhead took his K Type down the old route through the town and over Chertsey Bridge. He gingerly drove it over the hump in the middle of the bridge to the sound of the clicking of cameras, and the screeching of brakes from motor cars stopping sharply as photographers attempted to get a good shot from the middle of the bridge roadway of a scene not witnessed in nearly seventy years. Some LBPT members just seem to hanker after getting themselves prematurely in an obituary column of this magazine.

It has to be said however that this actual bus K 502 (which was rescued in 1968 when it was serving out its time as a chicken coup) probably never officially graced the streets of Chertsey, but that did not detract from the fact that nevertheless the old centre of Chertsey has changed so little during the intervening years, so that this K Type looked and sounded splendid in these old surroundings. It has been an ambition for Victor to bring a K type back to Chertsey for some time now, and on this day all is dreams realised. It is thanks to many people that this event came to fruition, especially thanks to Barry Weatherhead for his cooperation and patience. Might this bus return one day giving the people of Chertsey the sight and sound of the 'Roaring Twenties'?

'Watch this space' as you will read it here first!

August 13th Sunday
Elmsleigh Surface Car Park, Staines.
Bus of Yesteryear Rally.
Large Cobham contingent will attend

August 28th Monday
Woking Classic Car Show, a Cobham
2000
event. Bus service between Woking and
Museum. Volunteers required to assist, ap-

September 16th/17th Saturday Sunday
Downside Village Day, a Cobham 2000
event. Bus service linking museum with rally
site. Volunteers required to assist, apply to
Bill Ackroyd, c/o Cobham Bus Museum.

October 8th Sunday
Museum Open Day

October 21st
RP90 trip to France

October 29th Sunday
RF Running Day

November 5th Sunday
'Tenner for the Guy, Guv!'
Official launch of Guy Appeal,

10th December Christmas Dinner
See next page for details

Diary Dates 2000



I know this seems really early, but first warning of this important date in the Cobham Social calendar.

ANNUAL CHRISTMAS LUNCH

Date: Sunday 10th December

Venue: Silvermere Golf Club
Restaurant (Upstairs)

Time: 12.00 noon,
lunch starts at 12.30pm

Cost: £15.00 per head,
£7.00 Children under 12

**All Cobham Museum members,
family and friends welcome.**

*3 course buffet including carvery
style meal and coffee.*

Maximum 110, booking to be made
before end of October

No seating plan

Money to be paid in full by
20th November

Ring Debbie Morris to confirm
place/places.

Telephone 020 8394

YOUR LINK TO THE COBHAM SHOP

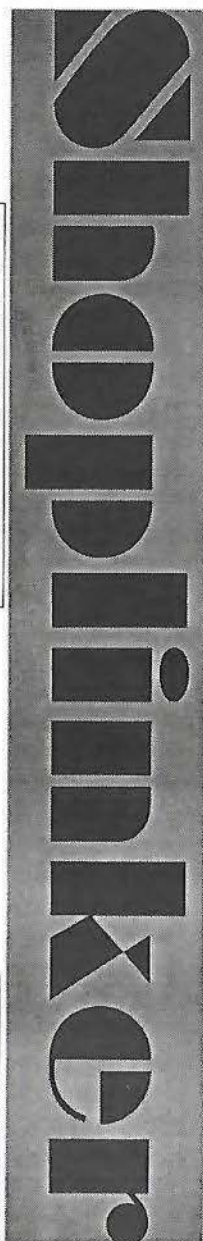
The video of the Cobham 99 events, covering the RF event centred on Kingston, Open Day, RT60 Road Run, RTW50, GS Running Day, and Rear-Engine Day is available. The title is 'Heritage Buses, The Cobham Experience'. It has been very well received, with many saying it is the best produced bus video they have seen. Look back in this magazine for an unbiased review!

Running time 1 hour 50 minutes, it is divided up into bite-size chunks, so you can dip in and out at leisure. Cost £14.99, plus £0.75 p & p.

The other video available from the shop is 'RTW, 50 years of the 8 footers'. This video was fully reviewed in the last magazine and is for sale at £11.99 plus £0.75 p & p. Well worth a look!

*Very Limited Edition,
Cobham 2000 EFE, DMS1333 on
Route 462, £16.99 plus £1.00 p & p.*

Please send your orders to:
LBPT, Fairholme Crescent,
Ashstead, Surrey KT21 2HN
Cheques payable to LBPT



From the committee room

Bill Cottrell

It was mentioned at the AGM that no reports of committee meetings had been published recently. This was discussed at the following committee meeting and I have been authorised to publish this information. Apart from the elected members, several people have taken on responsibilities and they report to the committee. These people include Graham Smith (Publicity), David Mulvey (Museum Development), Chris Plested (Shop), Tony Lewis (Wednesday Volunteers), Keith Rose (Volunteer Liaison), Graham Ruddock (RTL139 and excursions) and of course, the Open Day Sub-committee. Many of the items discussed are contained in the chairman's report, the treasurer and membership secretary's report and various topics covered in the magazine. I will not, therefore, dwell on subjects that have been reported in the magazine already, or on mundane detail such as what rallies we will be going to and why. To give you an idea of what is going on in the background, here is a flavour of the committee meeting of 3rd June. I hope you can work out who said what from the initials, given the list of committee members and those mentioned above.

Legal Update

This is covered in the chairman's report in this magazine.

Museum Shop, Progress report

Shop takings on the rear-engine day on 29th May were in the region of £1500.

Museum Volunteers

The initial momentum for Wednesday working had flattened off, but the scheme will keep running to measure the response from volunteers.

Health and Safety Audit

Nothing to report.

Publicity Officers Report

GS said that museum publicity material and posters would in future be carried on Trust owned vehicles attending external events.

GS would progress 'Design Co-ordination'

A museum event checklist would be drawn up to assist the organisation of museum open days.

Museum Development Report

See end of this section

Secretary's Report

Insurance safety notices relating to the ramp and trolley jack would be put in place.

Treasurer's Report

Most items already covered in the magazine. Concern raised about manning the entrance gate at display days discussed and action to be taken.

Other Reports

PLM circulated report of current mechanical status of museum vehicles.

Peter Hamilton has sponsored the cost of new stainless steel exhaust pipes on T31 and ST922. The estimate for both pipes is £260.00 plus vat.

GR confirmed that route 462 was properly registered with the Traffic Commissioners.

GR reported that passenger loadings on RTL139 to Crowthorne were poor, but Brighton and Southsea were satisfactory.

It was agreed that rent for the member's space for RMC4 during the time work was being carried out was covered by the promised donation to cover the expenses of such work.

The concrete apron at the Silvermere end of the building was breaking up. RH/AL were authorised to obtain quotes for repair.

Museum Code of Conduct

WTC had received more input from committee members and would incorporate this into the draft document.

Museum Development:

David Mulvey

Having completed the three initial displays, it is envisaged that there is scope for around five additional displays of a similar kind. At present, further development is limited due to the lack of wall space in the museum. Also, Graham's history will also require wall space - expected to be comparable with the other displays i.e. eight times the area of one of the present displays. It was agreed that it would be desirable to use movable display boards if possible, and it was noted that the cost of these could be included in the grant for the consultant, once this becomes available. However, in order to keep up the present momentum and get something in place soon, Tony Lewis and Keith Rose will investigate the possibility of providing or constructing something suitable, which will be adequate for the present.

The LT museum has been approached and it is planned to visit the photographic archive section shortly in order to obtain suitable photographs to complement Graham's history.

A visit was made to Brooklands recently to inspect the work carried out by Michael Cashman at the Industrial Village. It was noted that the work was to a high standard, making maximum use of available materials in order to minimise the budget, and it is felt that he will be able to do an excellent job (in a slightly different way) at Cobham once we are able to apply for the grant.

For Sale

AEC 11.3 litre engines, one at £1100.00, one at £1250.00 excellent condition. Can be converted to fit RT if required.
AEC 690 engines from £850.00. Can be converted to fit RM if required.

Contact Don Allmey 020 8900

Back Cover: I share with you the view I had from the driving seat of RTL139 all the way to Brighton, and what a view!

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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

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