

COBHAM BUS MUSEUM

MAGAZINE



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THE LONDON BUS PRESERVATION TRUST

COBHAM BUS MUSEUM · REDHILL ROAD COBHAM SURREY KT11 1EF

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FRONT COVER: Seen on 1995's Christmas Lights Tour is our own STL441, looking wonderfully evocative in the shadows of Bermondsey tunnel. The 'extra' foglamp identifies the vehicle behind as RF486 (Photo: Paul Morris)

EDITORIAL

If everything has gone to plan you should receive this issue just ahead of what I'm sure will prove to be our most successful ever Open Day. But before I proceed with the good news it is with much disquiet that I have to inform you of another situation which the Committee has had to deal with recently. That of bad debts.

Despite having been afforded every opportunity to pull back into line, four resident members have continued to accrue rent arrears on their vehicle spaces at the museum to the combined tune of some £2,000. Money that Cobham desperately needs to survive – and spaces that more deserving and active members could be enjoying.

I'm sure you will agree that such a situation cannot be tolerated and as such the Committee has had no alternative but to refuse the membership renewal of Mr. David Pring and to suspend Tony Peters, Alan Cross and Terry Stubbington. You will find a fuller explanation in the Chairman's report.

Right. On with the good stuff. Firstly, the trading operation LBPG Sales Ltd appears to be on the way out and is finally evacuating the premises.

Secondly, the Redhill Road saga. It was with much relief that Surrey County Council voted to defer the issue for 18 months pending investigations into further widening of the M25. So whilst the subject isn't dead and buried it now seems highly likely that Redhill Road will remain closed indefinitely. This is without doubt as a result of the magnificent efforts of the Redhill Road residents whose persistence and ingenuity finally brought about what was surely a reversal of the expected outcome. On behalf of the Trust's membership, our heartfelt thanks for your efforts.

Moving slightly further afield, we now have a Far East correspondent, for Roger West has moved to Tokyo and a challenging new job. Having myself recruited Roger to the Trust back in 1993, he and Pam subsequently did some wonderful work for Cobham and our respective RFs attended many events in tandem. By December last

year it was becoming clear to Roger that some of his views regarding key issues at Cobham were differing somewhat from those of the Chairman and the main Committee. As a result, he resigned from both the Trust Committee and as Chairman of the Open Day Sub-Committee and shortly afterwards received the call abroad. I for one will miss his company though he and Pam will be back in the UK in July and promise to visit us. Meanwhile, on behalf of all involved with the museum, we extend our best wishes and thank them both for their considerable input, the benefits of which continue to be felt by the Trust.

As a result of the above, Roger's position on the Committee has been filled by long term Cobham member Dave Jones who will continue with the important Museum Development aspect. Meanwhile, Revd. Simon Douglas Lane took over as Chairman of the Open Day Sub-Committee and has done a fine job indeed.

Finally, I need hardly remind you not to miss Open Day on Sunday April 14th. We still need more help, especially on the preceding day and indeed all weekends for although we now have more members than ever, disappointingly few seem to be getting involved on a regular basis and this is restricting progress on several projects including P3, although Paul Morris and human dynamo (or human alternator given his high output) Andy Baxter have made considerable inroads to the mechanical aspects. More on P3 next issue. Meanwhile, please be sure to send me features and photos for the next magazine and remember to grab yourself a copy of our "Kingston RF Operating Day" video which is released on Open Day and will hopefully be the first in a series of Cobham videos. Bye for now...see you all on the 14th.

Mike Nash

MISSING PHOTOGRAPH Does any member hold a print and a negative of T31 handed to one of our staff on Open Day 1995 – Please contact Peter Plummer or Bill Cottrell urgently.

CHAIRMAN'S REPORT

As the Trust enters its fourth year in the dispute with the directors of the London Bus Preservation Group Ltd, and its quest to re-unite the assets held by that company with the members of this Trust, I have to report a serious turn of events – the recent unauthorised removal of large amounts of vital RT, RF and GS bus spares from the museum. This action necessitated the involvement of the police during January.

The Trust committee considers this to be a "dissipation of assets of the charity", despite written assurances from the solicitor acting for the LBPG Ltd's directors that this would not happen. The items removed include spares and materials, some obtained more than twenty years ago, the whole supply of fleet transfers, and other items more recently donated by a current volunteer. This stock was held specifically for the the maintenance and refurbishment of vehicles in the museum collection and those of Trust members. This, and a lack of information from the directors of the LBPG Ltd regarding their progress in establishing the new charity (which you will be automatically entitled to join) has left the Trust committee with no alternative but to initiate legal action against the four original directors of LBPG Ltd, for their failure to implement the amalgamation agreement. A barrister has now been briefed. The Trust committee has exercised extreme patience in its efforts to resolve the situation amicably, but it would appear that this dissipation of assets has broken the "status quo" agreement imposed upon us originally by the directors of LBPG Ltd (A Peters, A B Cross, A D Hurley and J J Bowden) through their solicitor.

In addition, there has been an unwillingness on the part of a few "resident" members with buses housed at the museum, to comply with the fair rents scheme. This has led to the suspension of these people for substantial rent arrears. Once again, the committee has not acted hastily but given them every opportunity to participate in Trust affairs if this is what the member ultimately desires.

PROGRESS ON TRUST VEHICLES I am pleased to report that this has been steady throughout the winter, due to a good effort by the small band of volunteers.

OPEN DAY Preparations are well under way under the direction of Simon Douglas-Lane, John Rawlins and John Bedford. The new venue for the bus gathering at the Brooklands runway will be an exciting new venture, not to be missed.

MUSEUM REGISTRATION This month, we welcome David Jones to the committee. He is a long standing member of the Trust and has been co-opted to fill the post of Museum Development Officer. David will act as our representative for the ongoing discussions with the Area Museums Service and maintain regular contact with Mrs Morag Barton, Director of the Brooklands Museum Trust, who has kindly agreed to act as the LBPT's curatorial advisor. In future, we anticipate a closer working relationship with Brooklands Museum as we can assist each other in a variety of ways. The Trust intends to obtain full Museum Registration this year but this will not happen if the volunteers working on Trust vehicles are the only ones left to turn their attention to the museum environment to bring it up to the required standard. We desperately need volunteers to paint and decorate the inside of the building. The more the merrier and together we can make it.

MEMBER OF THE YEAR In 1994, the committee decided to introduce an award for the member who had made an outstanding contribution to the Trust's progress. The first award was presented to Mike Nash for his very successful work in promoting the Trust and in particular, the production of an excellent quality magazine.

For 1995, the award is being made to Brian Hine. For the past five years, Brian has made a consistent contribution to work on the building and vehicles, in addition to managing the stallholder bookings and placings at the Open Day. The committee would like to place on record their thanks to Brian for his invaluable help.

In conclusion, thanks to you all for your continued support.

Peter Plummer

MEMBERSHIP NEWS

As at 1st March, membership stood at 377, yet another increase so we are all set to crash through the 400 mark at Open Day, quite an achievement, I feel. Our new members include Dennis Collins who is restoring a BEA RF, MLL 722. Nice to see another one of these entering preservation, I can't remember the last time I saw one at a rally. Mike Beeby of Carltonbus Insurance has joined our ranks as has Keith Wright with Merlin MBS444 to keep Chris Sullivan's MB90 company. Finally, local man Alan Greenwood and his fitter, John Hamblin signed up. Alan owns a transport company and his well maintained fleet of lorries are a familiar sight in Surrey. However, he is perhaps better known in preservation circles owing to his fine fleet of restored fire engines and commercial vehicles, a couple of which he hopes to display at Open Day.

Finally, the sale of "cherished registration numbers" raised £50 for Cobham so I shall be putting a few more up for auction next issue. Thanks to those concerned for their generosity.

We warmly welcome the following new members.

426	Duncan Brown	Ewell		
427	Michael Jones	Croydon		
428	Garth Porrell	Raynes Park	Leyland PD3 90 HBC	PM
429	Dennis Collins	Chelsfield	BEA RF MLL 722	
430	Glyn Powell-Evans	Farnham	RCL2223	PM
431	John Keane	Hayes	RT3175	CS
432	Tony Cox	Claygate		
433	Simon Wallis	London SE17		AH
434	Mike Beeby	Rushden		MN
435	Peter Bowen	Macclesfield		CB
436	Graham Blaxill	Laxfield		PW
437	Bob Duker	Huntingdon	RT2291	WC
438	Alan Pearce	Isleworth		BB
439	Keith Wright	Hitchin	MBS444	CS
440	Michael Lane	Pinner	RT1594	JH
441	Brian Simmons	Manchester	RT3254	MN
442	Alan Greenwood	Chobham		MN
443	John Hamblin	Reading		AG
444	Martin McClure	Luton	Bristol RE UXD 129G	PP

Recruited by: AG Alan Greenwood; AH Andrew Hayward; BB "Blackie" Blackburn; CB Classic Bus; CS Chris Sullivan; JH John Hinson; MN Mike Nash; PM Paul Morris; PB Peter Burrows; PP Peter Plummer; WC Bill Cottrell.

Members are reminded to return their details forms to me promptly.

Mike Nash

CHRISTMAS LIGHTS TOUR 1995

Organiser and all-round good guy John Hinson reports that the collection made during the above event totalled £333.59 which was a fine effort given that the attendance of thirteen vehicles was down 33% on the previous year. As usual, everyone seemed to have a great time and there were an abundance of Santa's present, all professing to be the real thing.

A sizeable Cobham contingent travelled up on STL441 which looked wonderfully nostalgic under the lights of the city. Driven as usual with much gusto by Alan "007" Bond, not too many of the other attendees were to witness the STL as we arrived a touch late and started off facing in the wrong direction. 007 quickly got us lost and we eventually had to devise a cunning plan whereby those who thought they knew the way would ring the bell once for a left turn and twice for a right turn. Unfortunately, this failed miserably because every time the bell was rung we pulled up at a bus stop. I guess old habits die hard Alan...but never mind. Cumbria looked beautiful at night!

The vehicles which attended in addition to the STL, were RTs 1544, 2043, 2084, 3028, 3496, RFs 28, 280, 453, 486, RM308, Royal Blue 2250 (617 DDV) and Wigan 140 (DEK 3D). This year's event will be held on Saturday 21st December. Mark your diary now.

Mike Nash

MORE FROM ROGER STAGG

I do not know who to blame really, whether it was Martin Gibbons or Dave Kriesler or at the last resort, myself. It is done now, but only with an awful lot of agonizing.

When RT2043 was rescued last year, the between deck side panels were covered by large advertising signs, fixed through the original skin with ¼ inch pop rivets at 3 inch centres. After their removal we were faced with hundreds of holes and our original intention was to fill and rub them down. Common sense however made it clear that before long these Isopon plugs would start to vibrate out again and be replaced with water, to the detriment of a lot of other things, so in the meantime the holes were re-filled with hundreds more pop rivets, giving both side panels a serious case of acne. Add to this the somewhat deteriorated standard of the paintwork on the side panels from the application and removal of dozens of paper advertisements during her life, it is not surprising that the paint finish was not all it might have been although it looked pretty good from a distance or in photographs.

So why blame Martin Gibbons? Well, he stood at Cobham one Sunday morning in mid 1995 whilst I pleurably painted the STL fuel tank and explained that the best and cheapest way of getting a good finish on an RT was simply to re-panel it, as every panel comes neatly out of an 8 x 4 sheet of aluminium and can be simply screwed on. Having gone through some panel replacements on the lower section earlier in the year, the basic principle was OK but the one big problem was the state of the strapping plates after they had been bent back and replaced, particularly as a number of them on 2043 are steel rather than aluminium.

Having from the outset decided that 2043 was to be a working, rather than show bus, we were not looking for a Rolls Royce finish but there was no escaping the fact that she looked tatty in some places and strapping plate renewal was on the list of necessary jobs.

We belong to the school of thought that red buses do not look right

without the advertisements and although the cost of sign writing was not prohibitive, it was a little way down the list of priorities at the time and thus, when a couple of reasonably correct circa paper advertisements became available it seemed a good idea to apply them. This would cover the poor surface finish but would not practically cover the rivets, one row of which was situated only 1 inch or so below the advertisement drip rail.

"Hello, is that Dave Kriesler? Neither the saloon nor the cab heater electrics work on 2043 and I was wondering if you would like to come over and try to get them going now that winter is upon us and we have decided to go on the Christmas Lights Tour. Oh, you can come on Wednesday can you? That will be fine, I will book a day off and do a few bits myself". That conversation led to the situation whereby Dave gets the blame, because by the time he turned up an aluminium tower was alongside the nearside of the bus and I was ambitiously thinking that I will simply unscrew all of the strapping plates and remove the two big side panels. One hour later, Dave is having to drill out the screws securing the saloon heater switch box on the platform and I am doing similar on the half round section underneath the upper deck windows.

Eventually, brute force takes over and by the time 4 No. 8 x 4 sheets of aluminium and a number of 4 metre lengths of both kinds of strapping plate and half round beading have been delivered, Dave has discovered that the switches are not actually wired and suggests that I would now do better seeking employment in Wombwell Diesels. Ultimately both side panels were removed, together with the strappings and were ceremoniously tipped outside. Surprise, surprise! No wood rot, no apparent rust, lots or remains of drilled out pop rivets, dust, etc, no interesting finds and a bit crumbly at the bottom of the jointing strip panel (the cream band).

Back to the house for a cup of tea and Dave explains that he is making two working motors utilising the two taken off the bus and one he had as a spare and I explain that I have decided that to get rid of some of the damaged cladding further down, where an awning was

fixed along the side at one time. I proposed to take the rest of the panels off down to the top of the lower deck window pans. Dave looks amused, I should have taken that as a warning but it seemed so logical at the time. I explained that new sheets of aluminium were big enough to go between windows without a joint, thus avoiding two sources of potential leakage and who would know the difference once the strapping plates were fixed? So the decision was made and after several cups of tea and a packet of biscuits, we returned to the shed.

The cream band covers the section where the upper and lower parts of the body are joined together and at this point the timber infilled steel channel is supplemented by gusset plates which also support on their upper surface, the upper deck coving panels and on their lower surface, the lower deck ceiling coving. At mid height they support Z-shaped pressed metal trays which link with the end of the floor covings and wrap over one of the horizontal timber rails, presumably to prevent any water leaking through the lower deck ceiling panels into the lower deck window rubbers or open windows. These were the crumbly bits, they had various degrees of corrosion ranging from virtually eaten away completely, beneath the rear opening window, to intact, beneath the front opening window. However, they had all suffered corrosion at their junction with the gusset plates, which can seriously weaken the connection between upper and lower body sections. Fortunately, only one of the horizontal timber members was defective, with rotted ends.

Nevertheless, the extra work brought forth new problems. We were at the time committed to a bevy of children on the RT/RF Register Christmas Lights Tour on 16th December and there was an awful lot of work to be done in the period. During the first week a set of replacement Z-shaped drip panels were made and on the Saturday, armed with lots of bits of 16 gauge steel with holes drilled to match the lightening holes in the gussets, the MIG welder went to work making the necessary repairs. At the other end of the bus, the co-owner donned her overalls and began moving any rust from the window pans and making relatively minor repairs to the upper edges of the lower

pan where water had got behind strapping plates. It was expected to remove the front lower shroud from the pan for replacement, this was the only one not replaced last year and was suffering noticeably from the tin worm, but one way or another it appeared to be solidly welded thereto and in the end repair rather than replacement had to be accepted. Welding took virtually all of the Saturday and by the time we had bolted on a new section of timber to replace the rotted horizontal, we had had enough and retired until Sunday.

Sunday was spent in preparation; cleaning down, minor repairs, filling, rubbing and, most laborious and grinding off the remains of the screws, whilst trying not to damage the copper flashing strip beneath the upper window pans. Repairs were effected to the front quarter panel, getting rid of some of the dents and filling the damage caused by the application of thousands of posters. Rubbing down however revealed an indeterminable number of coats of paint, with colours covering the complete spectrum. The final act after dusting was a coat of primer over the exposed metal work and she was now ready for re-panelling!

There had been no lights or power in the shed up until this time, we had been borrowing an extension from an adjoining workshop which was not available in the evenings, so most of the work was confined to the day. The lights were installed during the following week and during that week therefore it was the workshop at home with the hundreds of holes at 3 inch and 4 inch centres drilled and countersunk in the strapping plates. A simple jig made it theoretically easier but aluminium has a terrible tendency to melt when drilled and then stick to the drill flutes, ensuring a nice burr at every hole, which has to be removed by hand.

There are a lot of holes at 3 inch centres in a 4 metre strip of strapping plate and it can become "boring" after a while.

Ten strips of assorted half round strapping plate, snaking around like the Devil possessed, are eventually bound together with Sellotape and secured inside an old top hose. They stretch from the footwell of the car perilously out through the boot for the, fortunately, short

journey to the shed, where they are carefully laid out to stop them from kinking, which in the case of the half round sections is impossible, because the knife edges kink more quickly than they can be looked at.

An 8 x 4 sheet of aluminium is laid out and the positions of all vertical and horizontal members is carefully marked, together with the area of the front diagonal brace. Out with the jigsaw and in no time at all the sheet is cut to size. The special drilling jig is pushed up to the side of the sheet and in a short time it is perforated and ready for fixing. Secure a batten behind the position of the drip rail and we are almost ready for a cover up. At this point I decide to ensure that there will be no future problems from drips and the replacement drip trays are covered with Bituthene, a thick self adhesive sheet bitumen material, which is dressed up into all the crevices. Out with the mastic gun and a liberal application is made to all the contact surfaces and with one of us at each end, the panel is hoisted up on to the tower and manipulated against the skeleton. "A bit more to this end" says I, "No, a bit more to this end", says the Wife whilst desperately trying to hold on to the unwieldy sheet. An argument almost ensues, I then look to the right and see that there is a noticeable gap to the centre upright and a half inch gap at my end. Dismay sets in, it is too short! Exactly two inches short. Yes I know, measure, measure and measure again, I did but I had written it down wrongly. Anyone need a set of aluminium for a short wheelbase RT?

After five minutes of swearing and pacing up and down it is realised that in an hour or so the mastic will start to stiffen, so a new sheet of aluminium is cut to correct size in double quick time and the drip rail battens fitted, with the decision made that the holes will have to be drilled in situ. This time it fits perfectly; two screws quickly secure it and a hammer and wooden block make sure that mastic is well compacted and even. Fixing is completed with the drilling of literally hundreds of holes and the input of a similar number of screws. The electric screwdriver is soon dead and the pump action in prototypical style has to come into service, then the blisters appear!

Another day and another panel, we are almost finished now, just a couple of hours' work and we can apply the primer, but there is no doubt that time is marching by and the 16th December is getting nearer. A start is made on the horizontal half round strapping plates but these take longer than was envisaged to get them straight, tap out any of the small edge kinks and ensure that the mastic sealing is thorough, particularly on the top and bottom strips where there is a joint in the cladding. The weather has started to turn cold now and cold feet and hands are not wholly conducive to speedy work and the length of strapping plates seems interminable. The four half round sections take three days including the filling and making good at the joints with the remaining sections and within the lengths overall. A certain law of course dictates that some of the holes will coincide with the positions of old screws which will have to be drilled out and plugged. Eventually they are all there and the previous strange appearance is beginning to resemble the shape we know.

Another weekend but only Sunday is available and a start is made on fixing the vertical 1 inch flat strapping plates. Closer hole centres in these, so 25% more screws and as each one covers a joint, even more care is required to ensure that there are no leaks. A further day is required to fix the three vertical sections over the advertising panel and the five 4 inch sections, surprisingly in 1 inch material, as these are perhaps the most vulnerable point on the whole body side.

Another day and a check over each screw head, looking for burrs or defects, minor filling on joints and making sure there are no gaps in the mastic. Rubbing down gets under way to key the new aluminum and prepare old painted finishes. The area is taken as from the nearside of the front destination box under the front window, down the joint line at the side of the side destination box, along the platform top, down the platform edge to the underside of the lower windows and up past the semaphore indicators to the nearside mirror. Preparation work complete, the bus is now washed down and dried with a leather, although the weather conditions are as far removed from those ideal for painting than they possibly could be.

There were two choices for etch primer, one a water-based one-part product and the other a two part primer but really only suitable for spraying. A small sample of the two part is made up and tried on an old piece of aluminium but it dries far too quickly for brush application and therefore we decide to apply the water based produce, which seems to have some advantages considering the likelihood of surface damp remaining. The material is poor to apply and a good brush finish seems difficult if not impossible to achieve, particularly in the large panels. It is eventually completed in a glorious shade of white on the upper parts and the old red finish below lower window line. It looks suspiciously like a London coaches sightseeing RM. It is 1st December, winter has arrived, it seems like a day well spent and for the first time the fruits of the labour are actually acceptable.

The following day there is some enthusiasm, despite the fact that it is now bitterly cold but still raining, to get some undercoat on as it is only two weeks before the Christmas Lights Tour and at least one week of evenings will not be possible as I am away. Down to the shed, on with the lights; funny, I thought etch primer dried matt, not gloss. Yes it does, it is still as wet as when it was put on! The whole shed is full of condensation, results of the washing down combined with the drop in temperature. Frustration and near panic sets in, will it be possible to wipe it all off, perhaps we can wash it off? The adjacent shed houses an ex-panel beater who frequently wanders in to pass the time and in he walks, "Aha" he says, "I have just what you need" and reappears a few minutes later carrying a small jet engine with a three pin plug. This is a high pressure paraffin blow heater which puts out about 10KW and within one hour the temperature in the shed has risen 10_ and the primer is drying. With salvation at hand the beautiful damson primer undercoat is opened, stirred and applied to all the mild steel sections of the upper and lower deck window pans.

Saturday afternoon has been reserved for Christmas shopping and as it is too early to get the undercoat onto the etched panels it is perhaps a welcome break to collect thoughts. Sunday morning, cold again but the heater is making it quite tenable and in the morning the

remaining areas are undercoated with a little cheating by using a roller for the large panels. The afternoon sees the first coats of topcoat on the window pans, the Conductor is at the lower level and the Driver perched on a tower at the upper deck. Colour's a bit dark but it is definitely LTE red, it was ordered as LTE red and checked from the remnants of paint found on a tin of Mason's LTE Red which had been found lying on the skip on bonfire nights. This was checked against the total architectural spectrum and the two agree, so it must be right.

Monday evening after work and round to have a look at how it has dried. Yes, it is dry and the finish is acceptable if not coach painter standard. But the colour against the original is as different as black from white. The rubbing down, which on some panels had revealed a dozen coats of paint had brought up some colours as dark as that which had been applied but undoubtedly in comparison the existing colour had a distinct tinge of orange. When it had been side by side with other examples in the past year it had appeared to be right colour, at least for RTs, even if it is not the present LT Red. Off home to consider the possibilities:

- 1) Paint it all the same colour. This is immediately discarded as not being an option, as there is insufficient time and would bring about the need to re-apply fleet names etc.
- 2) Accept the different colours pro tem until the other side is dealt with and an additional coat is provided all over. Try to make up enough acceptably matching colour to touch in the joints to the lower deck panels. This was seriously considered but as a further problem had arisen in the removal of the plastic non removable advertisements from the rear quarter which had been applied too far round and had taken off areas of paint, the amount of repainting in the new colour would produce too many contrasting colour lines.
- 3) Try to home mix a matching colour.

Based on option three, various other tins of paint were collected from the shed, together with a section of the removed panel and amid protestations, were laid out on the kitchen work surface. The mixing started in a paint bucket, using a desert spoon. According to the colour charts, the actual colour was the same white/black percentage but between 10% – 20% towards the yellow spectrum, so we began to experiment 4:1, 6:1, 8:1 etc, yellow to LTE Red, painting it on in squares on the panel. Unfortunately it is very difficult to match when the colour is wet but it had to be admitted that it did not look as though any of the samples would be the right colour, the nearest possibility being LT Red. Next morning the dried samples showed a very distinct pink hue, wholly unacceptable.

The following day, Tuesday 5th December, the snow came to Kent. 2½ hours to travel the 18 miles from work, yet not as bad as some who took over 4 hours for a similar journey. In the warmth of the house, time for more experimentation. The Conductor, a printer by profession who was home with the 'flu, had spent part of the day with her Pantone books, trying to establish what combination of colours were needed to achieve the right colour and the conclusion was about 16% Poppy, so the mixing started again. Voila! At least in the wet stage, you could not tell the difference and it was a pretty acceptable match when dry. No doubt the rivet counters will be able to see the difference but at this stage we decided that it was as near as we were going to get without buying a whole new batch of paint. Oh that we had kept the original cans but they of course were labelled red anyway!

December 6th dawns, I am due westbound down the M25 but the weather has deteriorated further and the news is that both the M26 and M25 are closed and that all traffic is having to use the A25. 2½ hours after departure we still have not reached Sevenoaks, which is only five miles from home, and it is decided that it would be prudent to abandon that trip and indeed the intended trip to Jersey on the Thursday and Friday, considering the weather and the Boss's 'flu, which has now extended into her sinuses, making her look as though

she had done four rounds with Frank Tyson. It was decided therefore to swap plans for Thursday to Wednesday and use it at the shed for a final rub down and further coat of paint. By mid afternoon the red coat is complete and viewed as not perfect but acceptable.

By the weekend, a second coat is applied and adjacent areas touched in, on the Sunday the over-painting on glass is removed and the Chiswick Cream band gets two coats. The inevitable drips are rubbed down and a coat of brick goes into the mudguards. Mrs RT2043 is hard at work inside with the vacuum cleaner, removing all the dust. At 6pm on Sunday 10th December all is ready apart from the advertisements.

Front and rear corners applied and she is looking better, a vinyl side advertisement for Mothercare is available and we decide to fix this on the untouched offside, over the rivets. Unfortunately over the years the vinyl has stretched a bit because of poor storage and it proves very difficult to apply, especially as the edges have lost their self adhesion. A can of vinyl adhesive spray, a rag in cellulose thinners and a Stanley knife eventually make some semblance of order, at least from a distance. We then tackle the paper advertisement for the "new" nearside and armed with paste and brush we successfully apply the advertisement down the side. Two days to dry and we wonder if in the damp December air or rain they will peel off again, so a coat of extra pale varnish is applied all over. The immediate effect was horrific but luckily they dried out beautifully.

Saturday 16th, final clean and polish windows, batteries charged and the Christmas Lights Tour blinds, courtesy of Geoff Hudspith installed, we finally set off for St Pancras at 3.15 with 8 passengers who've decided that the 30 mile run-in is no problem. No problem for the driver, the cab heater, pathetic maybe, worked, as did the blowers inside but not the hot water!! All went well, virtually full from St Pancras but a lesson learnt, do not turn off the engine with all the lights on. Thanks again, Ian Barrett, the Royal Blue and jump leads.

I still don't know who to blame, after all now I've got to do the off-side but she looks better for it. Mrs Stagg may not fully agree, for

weeks everything in the house had a red dust on it.

Thought for the day. Now you've replaced your riser, or have paid several extra visits to church because you haven't got to, are you sure that when you corner just a little too fast that your double deck RT will not suddenly become single deck because the jointing gussets have ceased to exist? Remember most risers rot first at the top flange inside the ticket box and battery box panels. Before the water that caused that got there it went via the mid deck jointing strip and onto the gussets. Happy panelling! □

ROUTEMASTER OPERATORS AND OWNERS ASSOCIATION

TO ALL OWNERS OF ROUTEMASTERS: Please note that the RMOOA event this year takes place on Sunday 21 July at the Shuttleworth Collection, Old Warden Aerodrome, Beds. This year, it is called

ROUTEMASTER ASSOCIATION VINTAGE BUS RALLY

Any bus or coach up to 1975 vintage will be accepted, and this year, non London Transport vehicles will be welcome as well. Each vehicle receives a free plaque and programme. Space still available; details from event chairman

RMOOA, 31 Pooley Avenue, Egham, Surrey TW20 8AB
01784 849

TO ALL ROUTEMASTER OWNERS WHO ARE ALSO MEMBERS OF COBHAM BUS MUSEUM: Many of you are RMOOA members, but anybody who would like to join the Association, please reply to the above address. We are always looking for owners abroad with Routemasters, whether private or company owned. So if you have not joined us yet, the 1996 subscription forms are now available from the above address or PO Box 582, Harrow, Mddx HA1 4BG

25 YEARS AGO

Compiled by Bill Cottrell

From our newsletters: Mid-January 1971

Work has been proceeding on the 1936 9T9 Green Line coach T448c following an opportunity for commencement of restoration of its exterior by Mr. Bert Pretlove. Apart from its many other problems, T448 had a leaking rear hub seal, partly due to wear in the hub allowing the race to run free – a similar fault as existed in T792 at one stage. With T792, the expense of a new hub was necessary (same as RT) but it was found that an RT2 hub could be substituted on the 9T9, and it so happened the LBPG had 2RT2 hubs in stock at usual favourable rates.

The turnover bus 1036TV has been acquired by the LBPG (initially) with the immediate view to providing body and further mechanical spares for RT54 and others... The long term plan is to acquire the body of RT1 and if feasible, unite the two.

The last of the Paris open-platform single-deckers ran on Friday 22nd January...

Late March 1971

The turnover bus 1036TV, former RT106 has been acquired by the LBPG, and was recently removed from Stonebridge on suspended tow by former 954P, to Crystal Palace.

T448c is about to emerge from repaint, and with any luck will be sufficiently renovated internally to be fit for an appearance at the Bus of Yesteryear rally...

RT329, the former Tring staff-bus has been acquired by new member Tony Sheldon.

RTW29 is on the verge of changing hands, shortly to be taken over by new member Barry Monk.

Ted Brakell has acquired the former London Brick Company. Craven, RT1499.

At the risk of being premature, when this newsletter is read, the

LBPG will be in possession of the rather lovely, original 1931 AEC petrol Regal of Provincial Leicester, which the owner has very kindly agreed to put on extended loan to us to look after and ensure its continued safety.

SPARES. In recent months a multitude of spares of various kinds have been acquired from different sources including...

Transfers, Leyland brake shoes and drums, hubs, pre-war LT country motifs, GS rad motifs, RTL dynamos and control panels, RT windscreens, a further quantity of old-style uniforms, Bell Punch machines, racks, cashbags, paint in most shades, bus batteries, springs, RTL/RTW injectors, light bulbs of all kinds, route plates...

AND 30 YEARS AGO. I and a group of LOTS members took the overnight Scottish coach to Glasgow, then by train to Ardrossan to collect and pay for RT1431. I remember it was snowing and the journey south was long, cold and slow. We stopped overnight at Carlisle but returned to the Scottish border for a dawn photo session. The plan was to have the bus in undercoat for the Brighton run and top-coat for the Southend rally in June! Oh the inexperience of youth...

OPEN DAY MODEL BUS 1996

The popular EFE RM bus will display a revised style of Cobham advert in connection with the Brooklands bus gathering. Open Day VOLUNTEERS will be offered the opportunity to purchase a very limited edition of EFE STDs displaying our advert.

The RM model will cost £10.95 and the rarer STD will cost £14.00. Volunteers are urged to purchase their STD models early from the Trust stall before they are offered to the general public.

TRANSPORT OF DELIGHT '95 (or TD95 for short)

Pure nostalgia as experienced by Graham Smith

It seemed most unlikely but I just had to ask the question. But first, let me start at the beginning. For me, this was the fifth of December 1945 in the Maternity Ward of Hillingdon Hospital. Some four years later I was to receive my first (of many) Ian Allan ABCs of London Buses. A Bell Punch machine and ticket rack followed soon afterwards. I did not realise at the time but I had already suffered irreparable damage. I was hooked on something far more addictive than either nicotine or alcohol...bus enthusiasm! It was to plague me for evermore, disappearing to the sidelines at intervals to enable my educational, social, biological and business activities to progress (some would even disagree with this analysis!), only to return each time in a more virulent form.

For the first 18 years of my life I lived in Southall, about a mile away from the AEC works and only a few hundred yards from the 105 route which, when it was a proper route with proper buses (RTs from HW, and RTLs and, latterly RTs, from S), also served Park Royal. Even in those days the NHS had insufficient funds and could not afford to move me to a bus-free environment and away from these constant reminders of my addiction.

Schooling was another problem that served only to increase my exposure to the dangers of bus enthusiasm. From the age of 11, I travelled by bus, trolleybus and District Line to Latymer Upper School in Hammersmith. I recall that a somewhat nondescript pupil, called Alan Rickman, was in the same school year as me. Another well-known, if somewhat younger, Old Latymerian-turned thespian is Hugh Grant...if only he had taken himself off (apologies for this tasteless but intended double entendre) to sample the street-cars of San Francisco rather than the street-girls of Los Angeles on that infamous night...but I digress (as, of course, did HG).

My addiction was not helped as each schoolday journey took me past Chiswick Works and, try as I might, I could not avert my gaze from

the vast array of red and green vehicles parked there. Also, at the back of what is now known as Stamford Brook garage could be glimpsed a GS or RLH undergoing overhaul. Q1 trolleybuses on the 667, F1s on the 655, RTs and RTLs on the 27 and 91 (plus the prototype RM2), and RFs on the 701/2/4/5 all sped past the school along King Street in the days before Hammersmith became another name for gridlock.

Various treatments were tried to cure my bus addiction. An intensive course of HRT (Historic Railway Timetables) was prescribed but was doomed to failure as its side effects caused extreme immobility. They tried the revolutionary TRP (Trolleybus Replacement Programme) treatment but this served only to provide further stimuli in the form of the incoming RTs and RMs. Even shock treatment as extreme as heavy doses of minibuses could not shake me from the addiction. There was no cure. I was an impossible case.

The only way forward was to recognise the reality of my complaint and to treat it sympathetically. A course of Green Rovers was introduced, followed by boosters in the form of Red Rovers. For a time, the dosage was stepped up to double strength Twin Rovers. Marvellous! All of these helped to provide London-wide exposure and enabled me to sample the delights of RLHs in Stratford and Send, GSs in Beaconsfield and Bean, and RTs and RFs almost everywhere...not forgetting TDs at Edgware.

So, what was the question I just had to ask? Well, it relates to my earliest memories of buses and, in particular, of journeys to and from home in Southall and my grandparents' homes (maternal and paternal) in nearby Hanwell. Most Saturdays we (Mum, Dad and I) visited one or other set of grandparents. The 105 bus took us to Greenford where there was a choice of either the 55 bus (all RTs from HW and V by the time I can recall) or the 211. We're coming very close to the question now. When I say there was a choice of bus, this was true in theory. In practice, we boarded the first one to arrive. Choice only came into it if a 55 and 211, or multiples thereof, arrived almost simultaneously. Then Smith Juniors negotiating skills came into their own. "Let's get the 211!" cried the obnoxious infant. Sometimes they

listened, at other times they didn't but wished almost immediately afterwards that they had. Don't parents ever learn? But, that's not the question.

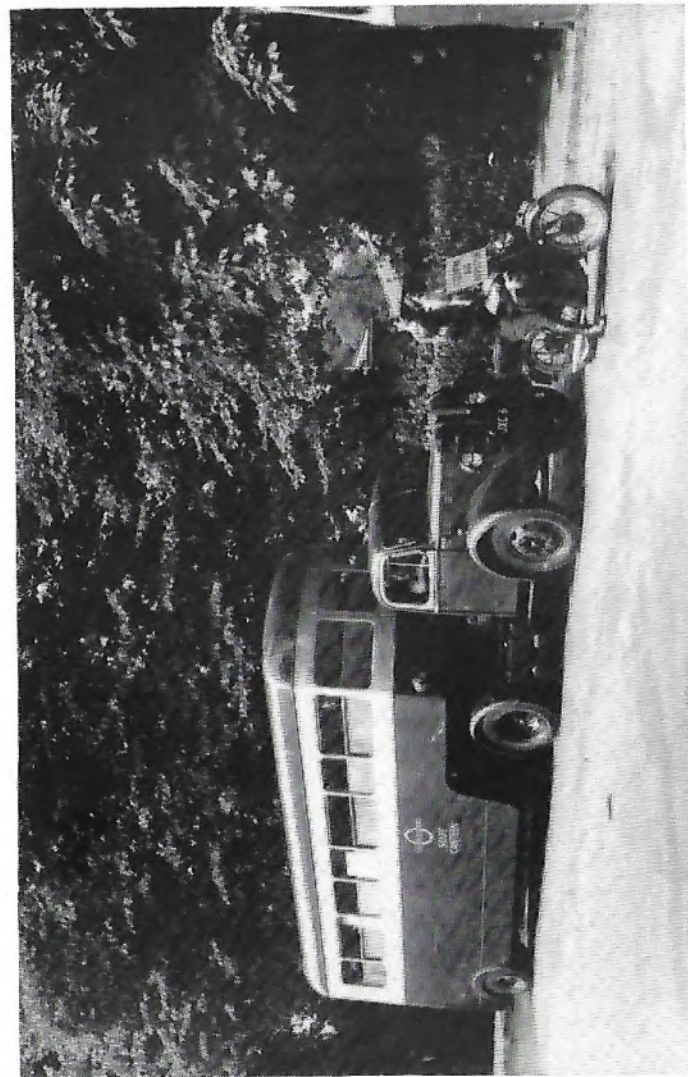
At the time of my most vivid recollections of the mid-1950s, route 211 plied between Ealing Broadway and Greenford (Red Lion). Weymann-bodied 14T2s from the renamed Southall Garage (HW) were the usual allocation and fine vehicles they were. Sadly none has survived into preservation – unless you know differently. Almost all were sold by LTE to the Ceylon Transport Board (including all of HWs 9 vehicle allocation which were replaced in November 1958 by RFs, including the Hinson-owned RF453, drafted in following the RT conversion of Sidcup's routes 228 and 241). But I do have faint recollections of slightly different-looking, and certainly different-sounding, single-deckers on the 211. Yes, at last, we're there – Mann Egerton-bodied TDs!

And, Dear Reader (I use the singular advisedly as I'm sure by now all the others who started out on this literary mystery tour will have found countless other things to do in preference to reading the nostalgic ramblings of a sad person, a description of me which my youngest daughter all too often seems to ascribe...and I used to kid myself into thinking that she was joking) the question which I posed to the Trust Committee via the good offices of the Magazine Editor was: "If, on the occasion of my 50th birthday party on Sunday, 3rd December 1995 and in return for a sizeable contribution to the Trust, it would be possible to use one of the Trust's vehicles?" I mentioned that, ideally, I hoped that TD95 could be used to recreate route 211 as I was sure this would delight many of my family and friends (and, well all right, provide a modest attraction to myself...).

Mike replied very promptly with the message: "Give Alan Bond a call and he will be able to sort something out". I did and he did. The rest as they say is history. But what history!

The plan was for Alan plus TD95 to arrive at my home in Eastcote at around 12.30 hrs. Precisely at 12.30 hrs he appeared on the doorstep. Three very willing volunteers from the fifty or so family and

PHOTO GALLERY



1) John Hambley sent in this 1956 shot of Mobile Canteen 706B, seen at Regent's Park behind a motorcycle mounted 'Country Bus Inspector'. Work should progress this season with our own 702B so that tractor and trailer can be reunited once again.



II) Peter Gomm of the RT/RF Register kindly sent in several shots of RT2775. Perhaps someone can shed more light on this scene which appears to be an Omnibus Society outing in which the famous RT is either boarding or departing a ferry (Woolwich, perhaps?)



III) Another wonderfully retrospective view in Bermondsey Tunnel sees David and Pam Johnson's RT3496 and David Lattimore's Wigan 140 heading 1995's successful Christmas Lights Tour. (Photo: P Larkham)



IV) T31 and TD95 were assembled in January for a Peter Durham photo shoot, set to appear in the Open Day programme. Since then, RFs 534 and 672 have also been the subject of Peter's lens, the results of which are likely to appear in a number of transport related publications (Photo: Mike Nash)



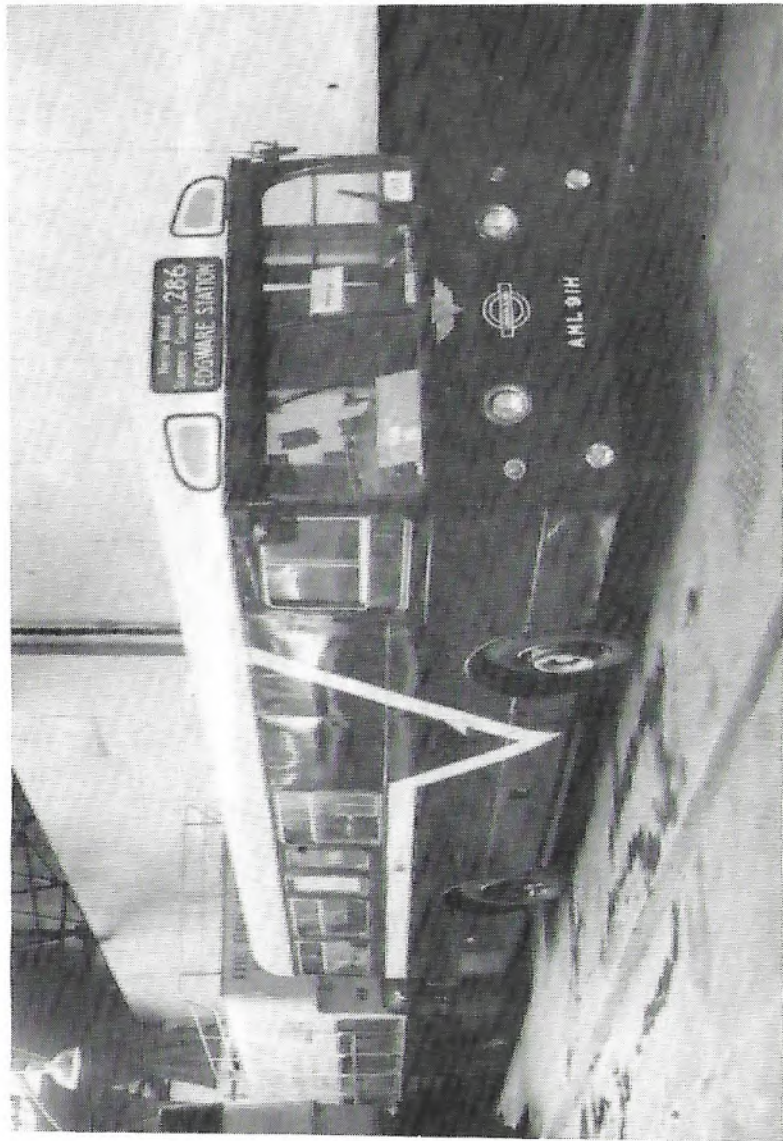
V) Don't forget to purchase a copy of our 'Kingston RF Operating Day' video, hopefully released on Open Day. 45 minutes of quality footage with narration by a well-known celebrity(!) and featuring scenes at Kingston, Esher and the museum. A bargain at only £10. (Photo: Geoff Rixon)



VI) In the absence of photos sent in by members, I couldn't resist including snaps of this unfortunate LeyNat abandoned at Leatherhead recently. (Photo: Mike Nash)



VII) The 'Police Aware' sticker would indicate that it had been dumped, but ex-Midland Red NOE 599R still had a current tax disc and had obviously been hit heavily from behind and pushed into another vehicle, with dramatic consequences. Glad I wasn't at the wheel! (Photo: Mike Nash)



VIII) Almost as ubiquitous as its owner, 'Swifty' or SMD91 as was will no doubt be a familiar sight at rallies during 1996. Owner Hugh Harland, who is a staunch Cobham supporter, would love to hear from members who can help with driving Swifty. Ring him on 01273 321314

friends already gathered were despatched to act as TD “minders” whilst Alan and I discussed the last minute arrangements for the afternoon’s events. The agreed schedule, making sure of a generous allowance for crew meal break, was as follows:

- * Positioning journey to Ruislip Station, thence a recreation of the 211 through to Ealing (Haven Green) and back to Ruislip and Eastcote.
- * Local journeys between Eastcote and Northwood, followed by Alan’s suggestion to recreate as much of route 221 (North Harrow and Pinner Red Lion) as was possible, allowing for road works, width restrictions and “traffic calming measures” (otherwise known as “speed humps” or “suspension breakers”). Most notably and since the demise of route 221, Headstone Lane has had width restrictions and a special bus-only gated lane operated with keys by drivers of the regular service buses (now route 350, which replaced the famous route 98B). With no service buses running on Sundays this effectively prevented a run from Hatch End through to North Harrow. At Alan’s request I had “surveyed” the 221 line of route earlier that morning – combining this with the collection of two beautifully prepared salmon ordered from an excellent fishmongers in South Harrow – and, although there were no horrible humps, road works at the north end of Paines Lane prevented a right turn towards Hatch End. An imposed and unofficial “short working” was, therefore, to be the order of the day.

Planning complete, the first dozen passengers were wrenched away from the superb feast (thanks to Liz, my wife, who excelled yet again with her culinary skills) and escorted outside to board the TD. It (or should it be “She”?) looked resplendent in ex-works condition, properly blinded (of course) for the 211 and complete with running number (of course) HW6. Alan had arrived as an “OPO” working and asked if I would mind acting as conductor. Mind? I think I’d have inflicted serious injuries had the platform duties been taken by anyone else! Ticket rack (complete with London Transport tickets) and Bell Punch were hastily found, all aboard and with two rings of the bell we were under way.

Our route to Ruislip took us through the centre of Eastcote, where the local Chamber of Commerce had organised a pre-Christmas event with most of the shops open for business. In addition to seasonal attractions there were some classic cars being proudly displayed in the service roads. Judging by the admiring glances it seemed that, unwittingly, our TD was the star of the show despite only a brief and unscheduled appearance.

A photo stop at Ruislip over, the recreation of route 211 commenced. Bell Punch tickets were issued to all passengers as we set off along West End Road. Heavy traffic was encountered between the Polish War Memorial and Yeading as an earlier serious accident had caused the closure of the Western Avenue and traffic diversions. Nevertheless, TD95 was undaunted and our journey was delayed only by a few minutes. However, judging by the queues of people waiting for those delightful E-route midibuses it seemed that some major disruptions were being experienced. Indeed, at Greenford, there was genuine disappointment as the TD failed to stop when requested! Well, it's a red single-decker, has "Ealing" on the blind, doesn't look full up, so why didn't it stop? Answers on a postcard please to The Tendered Bus Unit.

A further photo stop was made at the Studland Road stop at the top of Cuckoo Hill in Greenford Avenue and my parents and an uncle and aunt were photographed alongside TD95. This was a particularly nostalgic part of the trip as my grandparents, parents and their brothers and sisters would have waited here countless times to start their journeys to Ealing and beyond. Incidentally, this stop is the one featured on the front cover of Ken Glazier's excellent book "London Buses Before The War". My uncle has vivid, if at the time not very fond, memories of waiting here in the late 1940s for a 55 to Northfields and seeing fully laden STs straining up Cuckoo Hill, only to ignore the waiting passengers and continue down the hill towards the Uxbridge Road.

Before we leave Studland Road, I must mention that the next-door neighbours of my grandparents were the Gray family. Their son was

(and still is) called John, that stalwart member of the Trust and the RT/RF Register, author, publisher and compiler of allegedly rather optimistic schedules for Staines Running Day, and who will need no introduction to many of you. Unfortunately, due to a previous commitment, he was unable to attend the 211 recreation. However, for the record, he recalled that HW's initial allocation of new TDs in 1949 were nos. 51/2, 59-65, 103 and 124. The 211 was in the hands of TDs until around 1952 when they moved to other sheds and were replaced by the 14T12s mentioned earlier.

46 years on from new, our TD arrived at a strangely traffic-free Ealing Broadway and took its layover outside the original entrance to the District Line Station where, above the top storey of the rather fine looking building, the name "Ealing Broadway Station" can still be seen. Further photographs were taken before Alan reset the blinds to "RUISLIP HIGH ST". This prompted about three people waiting in vain for a Greenford-bound E1 to come and try to board the TD! Although none of them was old enough to remember when decent buses ran in Ealing, they were fascinated to hear about TD95 and the reason for its appearance that Sunday afternoon.

There was time to pose the bus (and its intrepid driver!) at the 211's original boarding point in Haven Green, outside a shop which in 1950 had been "Home Foods - Sandwiches, Cakes and Pastries", but was now a closed wine bar displaying "For Sale" boards. Then we remembered that, back in Eastcote, there was a birthday party taking place. Tickets were issued for the return journey and we enjoyed a spirited run back to Ruislip. He certainly knows how to handle a bus does that AB!

On return home, minders were again installed on TD95 as the crew took a well earned meal-break. Yes, there was still some food left. Indeed, we were spoilt for choice. For the driver, the food was washed down by a cup or two of tea, but the conductor just had to draw a sample from the barrel of Fuller's London Pride strategically positioned outside the kitchen door...just to be sure it was fit for consumption by the guests you understand...

Intending passengers for the next journey made their way to the bus and I handed the Bell Punch and ticket rack to a fellow enthusiast acting as my relief conductor. Only one thing missing: where was the driver? Well, lots of the guests were keen to hear more about the TD and its Cobham stablemates...and, after all, the food was very tasty . . . Suffice to say that trip no. 2, blinded as route 221, did start and a splendid sight TD95 presented in the dull weather with its tungsten yellow bulbs aglow. None of your white fluorescent flickering stuff, this was the business!

On its return there was just time to collect up the remaining dozen passengers, with ages ranging from 2 to 79, for the 221 trip in Pinner. Our route took us along Paines Lane which had not seen a bus service since the 221 was withdrawn over 40 years ago in favour of the main road served by route 209. Indeed, we parked at a point in Paines Lane where Alan recalled there had once been a stop. By this stage it was pitch black and TD95 looked a most welcoming sight of red and yellow. Whilst parked there, an elderly lady out walking her dog stopped to talk. She was delighted to see the bus and remembered the days of the 221 route along Paines Lane. Also, she recalled the "coloured tickets" that used to be. This was my cue to produce the Bell Punch and punch two tickets, one for her and one for her dog. She said she'd give them to her grandchildren. Goodness I thought to myself, that could start two more cases of bus enthusiasm!

We returned to Eastcote for the last time to set down our passengers. The afternoon seemed just to have flown by and there was still a party to go to! It was amazing how many of the guests were enthusing about their bus ride and this wasn't only from those of an age to remember TDs in service. Reluctantly we bid farewell to Alan and TD95 as they headed for home, with blinds reset as a 240A EDGWARE STN AND MILL HILL BROADWAY and, yes, with EW garage plates (of course) in position.

In conclusion, I should like to express my extreme gratitude to Mike Nash and the Trust's Officers for allowing Cobham's finest to be used to help celebrate my passing years, with especial thanks to Alan

Bond for taking up all of a precious pre-Christmas Sunday to turn a nostalgic fantasy into reality. Thanks Alan, everyone appreciated your invaluable help in making the event so memorable. Oh, by the way, my bus addiction is even worse than ever. Let me see . . . in 1996, my eldest daughter (secretly a bus fan but don't tell her friends) is 21, my father's 75, and it's Liz's and my silver wedding. Surely that must call for at least another trip down Memory Lane? How about an event centred on Uxbridge, with TDs and red RFs on the 224/A/B, red RTs on the 222 and 225, Green Line RFs on the 709/710/71 1, green RFs on the 458, green RTs on the 455, 457 and 803 Express, and Q83 and T792 on the 309? An F1 on the 607 could be a bit of a problem though. Oh, here come the men in white coats to take me away... □

LEST WE FORGET ASSOCIATION

Ian Chidlaw

The Association was formed in 1922 by the Mayor of Kingston-upon-Thames and has provided entertainment to ex-service men and women since that date. At the present time their activities allow disabled ex-service men and women either in small parties or large gatherings of 300 or more to be guests of the Association at intervals throughout the year. Two of the branches, at Twickenham and Sutton, may have to suspend some of their activities because of lack of volunteer drivers. They have two vehicles, a Dodge with 6 wheelchair spaces and 8 seats and a Bedford with 10 wheelchair spaces and 12 seats. The Dodge has automatic transmission but the Bedford is manual. The vehicles are kept in the Council yard next to the Harlequins' ground at Twickenham and journeys are usually from St David's Home at Ealing to Cheam or Banstead and back.

If you have experience with these type of vehicles, (a manual PSV licence is required for the Bedford) and could give the odd day during the week, the Association would be so very grateful. Please contact the volunteer driver for the Association – Mr Tony Lewis on 01372 527

BAKERS ARMS, E10 – 1958

Ken Duke

It is 8.30 am. A not untypical morning for early February. A thick, clinging fog covers the Capital, muffling noise and reducing visibility to a few yards. A freezing winter fog, made yellow and filthy by the smoke from a million chimneys, choking the lungs of those unfortunate enough to be on the streets.

For this is a London smog, before clean air legislation and the decline of coal fires puts an end to these deadly "pea-soupers", only to be replaced by an even greater threat to health in the form of exhaust pollutants. By now cars are causing serious road congestion in the inner suburbs, but the majority of people still travel by public transport with a large proportion relying on the bus.

Today the buses are having problems. The orderly queue at the bus stop outside Woolworths is only too aware of this. For twenty minutes those at the front have waited patiently, growing steadily colder and damper in the thick smog and by now feeling quite miserable. A man near the back of the queue coughs bronchially into a handkerchief. Two women at the front have begun consoling themselves by swapping accounts of interminable waits on other occasions and having a general grumble about the buses, the usual British habit when discussing any large public service.

A grey Ford Popular drives slowly past, its 6 volt headlamps no match for the weather. It is followed by an old motor-cycle combination upon which the rider is wrapped up like Scott of the Antarctic to keep the cold at bay, sporting a battered flying helmet as headgear. Hopes are suddenly raised as a large red shape materialises through the murk. A bus! Hearts sink as it turns out to be a 661 trolleybus at the end of its journey from Aldgate, bound for the depot a few yards along Lea Bridge Road. The conductress leans out from the platform ready to jump off and pull the frog over to allow a left turn into the depot, no doubt she and her driver both looking forward to a hot cup of tea.

The minutes pass. As is often the case, there seem to be plenty of

buses going in the opposite direction, most of them nearly empty. A gent in a dark raincoat and trilby hat folds his "Daily Herald" and checks his watch against the large clock over the pavement outside a nearby shop. He will be very late for work today. A young woman in a headscarf and holding a handkerchief over her mouth arrives at the back of the lengthening queue, but thinks better of it and decides to walk. She disappears into the fog as a big BR Standard freight locomotive rumbles unseen across the nearby railway bridge, wagons clanging noisily in its wake as a trainload of new cars heads for Tilbury Docks.

The people queuing have a minor diversion to relieve the boredom as they wait. A bus going the other way has (unusually) suffered a minor mechanical problem and sits with its engine off in the lay-by opposite. The driver, plus the inevitable inspector on duty here, can just be seen through the murk peering beneath the bonnet of the RT. After a brief discussion the inspector retreats to his small telephone booth to give nearby Leyton Garage a ring for assistance.

A few minutes later a fitter arrives in a half-canopied Bedford truck of the LT service fleet to get the RT back on the road.

One of the men in the queue has had a lucky break. A colleague driving past has spotted him, and pulls his little Austin A30 into the kerb with a toot on the horn. His sudden manoeuvre upsets the driver of a following British Road Services parcels lorry, who glares and mutters something uncomplimentary as he passes. Meanwhile the grateful commuter eases himself into the Austin to the envy of the rest.

A couple of boys have joined the queue to catch their bus to school, both of them avid collectors of bus numbers. They won't see many new "cops" today and in any case are familiar with most of the buses operating locally, as well as 868B (the service vehicle opposite). However, one of the lads makes out the number of a northbound RTL on the 35 out of Camberwell and, using a biro notes it down on the back of his hand.

Suddenly, an audible sigh of relief goes through the waiting throng as a number 38 turns the corner and draws up to the stop,

bound for Victoria. None of the intending passengers is interested in the fact that this is one of the roof-box variety, an early model indicated by the registration letters HLW, or that the stencilled plate on the side shows a "T" denoting the RT operates from Leyton Garage. They are also unaware that the driver has a splitting headache coming on as a result of the strain of concentrating on getting his passengers safely through the unrelenting blanket of smog.

The clippie counts the standing passengers inside and directs the rest upstairs with a brisk "On top only now please!" All those boarding manage to get on and the throb of the big AEC engine deepens as the bell rings twice. The RT moves off on its journey past the little-used Lea Bridge Station on the North Woolwich – Palace Gates line, across the marshes with their innumerable football pitches and through and beyond the drab areas of Dalston and Islington. Its spotlight attempts to penetrate the yellow fog closing around the vehicle, which is lost from view even before the sound of its departure dies away.

The few remaining people at the stop for whom the 38 is not the route they need, look up hopefully as another bus looms up. Frustration all round; this is also a 38, an RT of the later NXP registration series, arriving empty from the garage on a short working to Bloomsbury.

Relief is at hand though. As the 38 leaves, the shape of a trolleybus can be seen through the murk turning right at the junction. It pulls slowly up to the stop; a 557 to Liverpool Street Station. Those remaining clamber thankfully onto the platform, one elderly lady complaining to the conductor as if the delays were his fault. The trolleybus glides effortlessly away, leaving a lone middle-aged man at the stop. He needs a 35 to take him to a relative near the Elephant and Castle. The man stands patiently, lighting his third Players "Weights" of the morning. He has travelled on the notorious 35 route many times, and with a wry smile to himself concludes that the weather can hardly make the service any worse than normal.

Yet, despite the delays and discomforts, despite the appalling conditions, no member of the travelling public believes for a moment

that the familiar red buses will fail to turn up. There is an unshakeable confidence in the ability of London's buses to keep going despite the difficulties. In a few months a strike will do much damage to public relations, but that is in the future. For the moment, the men and women of London Transport have shown again that they are equal to the challenge of keeping London on the move. □

THE MUSEUM BUILDING AND GROUNDS

John Bedford has re-decorated the canteen and installed some attractive transport framed prints. The balcony area has been cleared of the partitioned "store room" and together with the stairs have been re-painted by Kevin McGowan, John Bedford, Martin Gibbons, Peter Burrows and George Townsend. Dave Kriesler has completed the electrical wiring in the new workshop with adequate sockets and well positioned lighting. Bill Cottrell, Paul Morris and Peter Plummer cleared the ramp area and de-greased the floor to conform with insurance requirements.

The vital job of leaf clearing and grounds maintenance has been progressed by Philip Millard, John Broadhurst, George Townsend, Mrs P Burrows, Simon Douglas-Lane, John Greene, Brian and Alan Hine, Brian Downe, Colin Prince, Phil Cruise and myself, Peter Plummer. Apologies if I have missed any names.

NEW RELEASE – "T" MUG

It is proposed that a limited number of high quality mugs will be produced as a series over the forthcoming years. The first of the series should be available on Open Day and features the Trust's T31 in colour. Price £3.25 each.

ORIGINAL RTs

Alan Bond

Most enthusiasts are aware of the Aldenham works overhaul system, which swapped bodies and chassis indiscriminately to the extent that very few buses retained the same body and chassis after a visit to works.

However, a very small number of RTs survived the overhaul process without a change of body/chassis combination and now, with the help of Lawrie Bowles, sufficient information has been unearthed to give a brief summary of these unusual vehicles.

For the record, apart from GB buses, a total of 36 RT bonnet numbers started and finished life on the same body but not all of these bodies were mounted on the same chassis throughout. One example which springs to mind is the original post war RT152. The records show that this bonnet number was only ever carried by Park Royal body 1401 but that body was mounted on two different chassis. The original of RT152 was given the unit number 2207 at its entry into works for second overhaul on 9th July 1953 and at this time it was separated from its original body. During the course of this overhaul the body was mounted on chassis 2198 which started life as RT 959, having been delivered to Chiswick on 7th July 1949. This makes the chassis almost two years newer than the body. This was the combination which was sold to Bird's of Stratford on Avon in February 1958 and thence on to A1 of Ardrossan. The original chassis of RT152 (2207) had gravitated to RT4460 by August 1964 and carried body 8165 at that time. It was sold to Wombwell Diesels in November 1972 and thus outlasted its original body by some fourteen years. RT402, the first of the Weymann RT3s and the first 3RT to enter service, was subject to a change of both body and chassis at second overhaul and thus comes somewhat out of the scope of this article but as a matter of interest the original chassis/body combination was 1027/1651 which changed in September 1957 to 2833/9045. The final chassis (2833) started life carrying body 2491 as RT 1212, which arrived at Chiswick

on 22nd August 1949, while the body came from RT 4820 having had just the one overhaul before sale, to Bird's and thence to Garelohead Coach Services. What a bargain they got with this one. The original chassis of RT402 (1027) finished life under body 8658 as RT4557, this combination coming together in June 1965. RT4557 was sold to Wombwell Diesels in February 1972.

The first list below shows all RT body/chassis combinations that remained un-altered. In all cases the chassis unit number is given first followed by the body number and then the date new followed by any overhaul dates. The second line shows the original disposal and the main second user, if any.

RT157	1051/1406	7/47	9/51	9/54	
Bird's 6/58 - Brown's Blue, Markfield, Leics. 6/58 - 3/63					
RT164	1061/1413	8/47	9/51	1/55	
Bird's 6/58 - Brown's Blue, Markfield, Leics. 6/58 - 3/63					
RT176	1106/1425	9/47	11/51	5/55	
Bird's 1/58 - Clyde Coast Services, Ardrossan 3/58 - 6/69					
RT178	1108/1427	9/47	11/51	5/55	
Bird's 7/58 - Jackson's, Castle Bromwich 8/58 - 6/65					
RT183	1126/1432	10/47	8/51	5/55	
AWRE, Aldermaston 11/58 - ?					
RT204	1056/1453	10/47	9/51	1/55	
Bird's 2/58 - G W Osborne & Sons, Tollesbury 12/58					
RT205	1066/1454	10/47	10/51	3/55	
Bird's 4/59 - H & C Transport Garston 4/59 - 2/68					
RT212	1058/1461	11/47	9/51	2/55	
Bird's 11/58 - Red Rover, Aylesbury 11/58 - 11/67					
RT217	1134/1466	11/47	12/51	5/55	
AWRE, Aldermaston 11/58 - 5/73					
RT221	1142/1470	11/47	12/51	4/55	
Bird's 3159 - H & C Transport, Garston 3/59 - 1/68					
RT232	1094/1481	11/47	10/51	4/55	
Bird's 4/59 - H & C Transport, Garston 4/59 - ?					
RT242	1045/1491	12/47	9/51	2/55	
Bird's 2/59 - Warner's, Tewkesbury 2/59 - 8/73					
RT245	2143/1494	12/47	8/50	9/53	1/57
AWRE, Aldermaston 2/58 - 5/73					
RT257	1180/1506	12/47	2/52	5/55	

AWRE, Aldermaston 11/58 - ?
 RT272 1104/1521 1/48 11/51 4/55
 Bird's 11/58 - Brown's Blue, Markfield, Leics. 11/58 - 3/63
 RT322 1282/1571 2/48 5/52 5/55
 AWRE, Aldermaston 11/58 - ?
 RT325 1102/1574 2/48 11/51 4/55
 Davis & Soper, London, EC3 1/59 - City of East London,
 Cape Province SA 2/59 - ?
 RT351 1161/1600 4/48 1/52 8/55
 AWRE, Aldermaston 10/58 - ?
 RT359 1298/1608 3/48 5/52 5/55
 AWRE, Aldermaston 11/58 - ?/75
 RT409 1050/1658 7/47 9/51 3/55
 Bird's 7/58 - Jackson's, Castle Bromwich 8/58 - 4/65
 RT419 1063/1668 9/47 9/51 3/55
 Bird's 6/58 - Brown's Blue, Markfield, Leics. 6/58 - 3/63
 RT432 1116/1681 10/47 11/51 5/55
 Davis & Soper, London, EC3 2/59
 City of East London, Cape Province SA 2/59 - ?
 RT521 1120/1770 3/48 11/51 5/55
 Davis & Soper, London, EC3 2/59
 City of East London, Cape Province SA 2/59 - ?

These 23 vehicles are the only post war RTs, other than GB buses, which retained their original body and chassis combinations throughout their lives with LT. With the exception of RT245, all the above chassis received their CU numbers at their first overhaul. RT 245 was first overhauled in August 1950 and thus was too early to receive a CU number first time around and had to wait until September 1953, hence their out of course number. It was also the only original combination to survive three overhauls without change. To slightly confuse the issue, even among the GB buses there are at least two exceptions to the general rule and they are RT2776 which lost its original body to RT1708 in 1969 and our own RT2775 which carries the original body associated with this bonnet number but has chassis 1544 which started life as RT734 having been delivered to Chiswick on 7th July 1948

Of the remaining RTs which were sold with bonnet numbers applied to their original bodies the chassis that they finished life with

are as per the following list. The ultimate fate of the original chassis is also shown.

RT152 2198/1401 1/57 Chassis ex RT959 CU2207 to RT4460 8/64
 Bird's 2/58 - AI, Ardrossan 4/58 - 3/66
 RT175 3871/1424 3/55 Chassis ex RT3999 CU1078 to RT213 3/55
 Bird's 7/58 - AI, Ardrossan 7/58 - Identity swapped with RT1425 in 1965
 RT179 3970/1428 5/55 Chassis ex RT2034 CU1117 to RT405 5/55
 Bird's 6/58 - Brown's Blue, Markfield, Leics. 6/58 - 2/63
 RT213 1078/1462 3/55 Chassis ex RT175 CU1083 to RT1987 12/66
 Bird's 12/58 - Cunningham's, Paisley 1/59 - 5/65
 RT227 1157/1476 4/55 Chassis ex RT278 CU1103 to RT4547 6/68
 Bird's 4/59 - Warner's, Tewkesbury 4/59 - ? Now preserved
 RT231 1076/1480 3/55 ex RT352 CU1057 to RT4230 5/66
 Bird's 7/59 - Red Rover, Aylesbury 4/59 - 4/65
 RT258 1213/1507 9/55 Chassis ex RT467 CU1221 to RT2653 3/68
 AWRE, Aldermaston 10/58 - ?
 RT405 1117/1654 5/55 Chassis ex RT179 CU1077 to RT1884 5/66
 Bird's 1/58 - G W Osborne & Sons, Tollesbury 2/58 - 7/68
 RT408 3942/1657 4/55 Chassis ex RT3259 CU1096 to RT1845 4/66
 Bird's 6/58 - Brown's Blue, Markfield, Leics. 6/58 - 3/63
 RT410 1135/1659 6/55 Chassis ex RT253 CU1109 to RT3229 3/67
 Bird's 6/58 - Brown's Blue, Markfield, Leics. 6/58 - 3/63
 RT414 2253/1663 2/57 Chassis ex RT2292 CU3163 to RT2375 9/64
 Bird's 6/58 - Bradford Corporation 6/58 - 5/69
 RT420 1119/1669 5/55 Chassis ex RT456 CU1098 to RT4029 2/67
 Bird's 6/58 - Brown's Blue, Markfield, Leics. 6/58 - 3/63
 RT423 1136/1672 5/55 Chassis ex RT239 CU 1123 to RT2546 3/59
 Bird's 1/58 - Red Rover, Aylesbury 2/58 - 11/64

One oddity again is RT414 which, like RT245, did not receive a CU number until its second overhaul hence the number 3163. By the look of it AWRE and Brown's Blue seems to have cornered the market in "original" RTs as their entire fleets were made up of such vehicles. AWRE had seven out of eight which were completely original. The Brown's Blue fleet was later taken over by BMMO but the RTs were not operated by them. I remember the H&C fleet as I used to do a little part time driving for them but I did not know at the time that these three RTs were originals. Among those that went to Bradford only RT414 above carried its original body and none of their other RTs were origi-

nals. The three that went to City of East London in Cape Province were also all originals but I doubt whether any of them survive. It would have been nice if RT521 had lasted as it was the highest numbered non GB RT to retain its original body/chassis combination. It will be noted that only three of these early RT chassis finished life with RT3 bodies and the remainder lasted well after the last roof box RTs were sold off. The original chassis of RT213 was very much a survivor as it lasted over twenty years after its original body had been sold. It was last outshopped on 29/12/66 under body 8963 with bonnet number RT1987 and it served at Barking until 24/9/74 having had, in the meantime, a short term one year re-certification. From 24/9/74 until withdrawal on 8/1/79 RT1987 served as a driver training bus at Upton Park and North Street and was finally sold to Wombwell Diesels on 10/4/79 by which time it would have been just about the oldest surviving RT chassis still in use by LT.

A total of 36 RT3 bodies retained the same bonnet number throughout their lives. Of those that were still on the original chassis I am pretty sure that none of these now survive and of those with original body on a different chassis just RT227 remains and has been dealt with previously in these columns.

Information on similar RTLs will follow when I have time to sort it out but I expect the list to be considerably shorter than for the RTs. □

ROUTEMASTER BADGES AVAILABLE David Jones informs us that replicas of the plastic Routemaster bonnet roundel badges in red and green are soon to be remanufactured. The cost will be £30 each if the production run is up to ten or £23 each if more than ten. Contact David a.s.a.p. on 01 708 669 (home) or 01 708 088 (work).

BOOK REVIEWS

WOOLWICH AND DARTFORD TROLLEYBUSES

Robert J Harley published by Middleton Press

This is the first in what will hopefully be a new series of books, Trolleybus Classics, from Middleton Press. Those familiar with the books on tramways and "branch/main lines" from the company will know what to expect. The difference being that the book has a soft cover and costs £10.95.

The introduction has a diagram of the overhead and routes served and something of the historical background which is covered more fully in the volume "Greenwich and Dartford Tramways" from the same publishers. The two routes operated by Bexleyheath, the 696 and 698 are shown a series of photographs which are in geographical route order and date from 1935 to 1959. Most of these are from the last years of the routes. The briefly operated 694 is also mentioned as the number still unofficially appeared postwar for "special journeys" usually numbered 698.

It is obvious that the author is a "local" as he writes and presents the photos with the authority of knowledge in his subject. Those unfamiliar with this isolated pocket of trolley activity will be surprised to find out how fascinating it was, due in part to the unique features and variety of vehicles over the years. Those of us lucky enough to remember first hand can wallow in nostalgia as much of the area has seen changes in the last thirty years or so.

For Trolley fans this book is a "must" and hopefully will be the first of a whole series, Middleton, please note.

Phill Cruise

FLEET HISTORY OF LONDON TRANSPORT GS, RC, RF, RFW and RW CLASSES

Published by PSV Circle (LT 12) £6.

Now I would claim to be anything but an anorak but I do love publications such as this one, painstakingly compiled by the PSV Circle and detailing the histories and last known whereabouts of each individual member of the above mentioned classes of LT single deckers.

With 76 pages crammed full of facts and figures and an interesting selection of 24 black and white prints to boot, I found myself getting lost for hours totting up survival statistics such as how many Guy Specials still exist. Not as many as some claim, just over 25% having entered preservation plus a couple more serving other functions. Of course, there are a handful which have seemingly disappeared without trace having not been sighted for many years of which one or two may still be lurking somewhere awaiting rediscovery.

Same goes for the RFs and I was interested to see that the PSV Circle's records virtually mirror my own, there being around 120 examples known to exist of which 80 are in preservation. However, I certainly didn't know that eight RFs are still with the Traffic Research Institute in Cambridge including RF395, a rare crew-operated central area example. Can anyone shed any light on their function and exact location because there's no such establishment listed with directory enquiries? One also wonders what ever happened to the three which were sold from Croydon Garage to Mauritius in August 1977.

This is a fascinating book which answers many questions and also details overhauls and body changes (though not CU numbers!). It's available from our own John Hambley, 7 Linden Road, Luton LU5 4NZ and is well worth investing £6 in.

Mike Nash

THE HEYDAY OF THE BRITISH LORRY

Peter Durham and Malcolm Broad published by Ian Allan

This is a book for those with a keen interest in lorries and in particular the preservation and restoration of such.

The book contains a wonderful collection of historical preserved vehicles featuring all the classic British manufacturers, covering mostly post-war vehicles but also including some photographs of early pre-war commercials which have survived into preservation.

Carefully photographed in the appropriate surroundings, Peter Durham has been able to capture the feel of the vehicles in their heyday.

However, I do feel there is a certain lack of dirt and grime which would obviously be present when in their true working environment. Nevertheless, the photographs are all very high quality and Malcolm Broad provides a good informative text giving details of the vehicles' history and present owners, etc.

All the vehicles illustrated in this book have been superbly restored with attention to detail and as true to their original condition as possible.

With traditional signwriting on the cab door and painted red wheel hubs, they really capture the feel of the British road haulage industry at that time. Times when a "long journey" really did mean a "long journey". With very few motorways as we know today and low vehicles speeds, driving some of these lorries really must have been a tough job.

Photographs range from a 1936 Morris Commercial 1 ton pick-up, to the mighty Scammell 6x6 artillery tractor, so the book covers all shapes and sizes, mainly concentrating on commercial transport, but there is still room for some excellent pictures of fire engines, recovery vehicles, military and specialist vehicles, etc.

A well presented book, and a good style of photography makes this a worthy addition to one's collection.

Colin Shepperd

A BIT MORE ON THE LEYLAND NATIONAL

Malcolm Lewis (76)

Just a few of my observations and impressions to add to those of Alan Bond (newsletter no 11). All the pleasantries, quirks and faults Alan mentioned I could only smile at in agreement. As a former driver at Guildford and West Surrey, I experienced them almost daily.

They have some P-reg full length (38 foot) Nationals known as LNBs and some V-reg shorter length known as SNBs. The LNBs have the second style of pod – shorter and more angular (the early type was longer and flat). The SNBs have no pod, being the B-series National with the improved heating system from logical floor level. Something that confused me for some time was that although SNBs are shorter, they have the same number of window bays as an LNB because the window bays are shorter on SNBs.

One thing I noticed with SNBs was that a small concentration of exhaust fumes got into the cab rather inexplicably through the blind box above your head. It seemed absent from LNBs.

There are variations of interior layout and cab amongst the LNBs. A couple of ex-Alder Valley vehicles have horizontal hand rails about six inches below the ceiling, to which all the bell pushes are attached.

Presumably the designer was at least six feet tall. Even I found it a stretch to reach up to a bell push. These examples of LNBs also have the cab door hinged at the front, unlike the rest that are hinged at the back (an improvement).

One LNB in the fleet had been re-engined with a modern Volvo unit giving a standard, rather dilapidated LNB a strange engine note and a few surprised faces of car drivers when you accelerate with them.

To reinforce what Alan Bond says, I think that for the purpose it was designed for, it is not (or hasn't been) a bad bus. The fact that it has lasted so long under such difficult circumstances does indeed warrant a tribute perhaps equal to that of the RF. Most of L&C's will shortly be replaced by Darts. I shall miss the very neat and simple 5-forward speed semi-automatic gear selector, a clever design. □

THE SAGA OF THE BEAST – PART 2

On Saturday 28th of October, the ex-Chiltern Queens coach travelled from Staines to Cobham, where I hoped the engineering side would give it a look-over to verify the condition of the various mechanical bits and pieces which constitute a restoration project. Unfortunately, I arrived in the afternoon when they were busy (is there any time when the volunteers are not busy?). The coach was originally nicknamed "Queen Mary" by the staff at Chiltern Queens as it was the first 36 foot coach in their fleet (and in the Thames Valley). This name will eventually be incorporated into the livery but she has been nicknamed (rather derogatorily by me) as The Beast. The Beast was left out in the night tethered to a chain link fence on a road close to its owner – I'm not going to say where in case I'm incriminated.

Sunday saw a return journey to Cobham and eventually the "boys" were able to have it up on the ramp. "Take it up in first OK" (stupid boy – didn't get first due to the excitement of being soon in a position to actually walk underneath The Beast).

"Well, I suppose it burnt some of the oil off the clutch plate", says Paul to Andy (sound like a music-hall act, don't they?). Isn't it strange how bus mechanics work in pairs. It must be some unwritten law handed down from generation to generation to intimidate the unfortunate owner standing nearby.

"Tut-tut-tut. Have you seen anything like this before – look at this, tut-tut-tut, have you seen what they've done here!". (wry smiles contort their lips as they try to stifle mirth). By this time the luckless owner is seen to wander off into the nearby woods with a piece of rope!

The inspection now over, the "luckless owner" is offered to move the heap off the hallowed inspection ramp (which he usually declines as he finds that his limbs seem to have developed a nervous twitch and his heart-beat a rate which would cause him to fail a PSV medical!)

At this moment, the two comedians hand out a sheaf of papers on which are written things like, "body nuts loose, turret bushes worn,

play excessive in main bearing, new engine required/rebuilt, etc, etc.”

Luckless owner, “Er – will it cost a lot?”

Uncontrolled mirth from comedians as they roll about on the floor soaking up the engine oil which has issued forth from said main bearing. After the sump is replenished with a generous supply of engine oil, the “luckless owner” is seen driving off into the setting sun towards the west, whilst the two comedians are seen falling about in convulsions – not from mirth but from the fog which has suddenly engulfed the area of Cobham Museum on the departure of “The Beast”.

Owners comment: Good job we left when we did or we would have been caught in that nasty fog that came down over Cobham as we left – funny thing, the weather.!

PS: Name and address supplied. The owner wishes to remain anonymous so that lawful proceedings may not be taken against him.

ANSWERS TO VIC'S CHRISTMAS QUIZ

A good number of members entered the above but by the narrowest of margins the winner was Chris Sullivan (227) whose prize was to have been £25 of goodies from the museum shop. However, Chris has very kindly donated the money for restoration purposes and it will therefore be put towards the body renovation fund for STL2377. Thanks as ever for your support Chris.

The answers to the quiz were as follows : 1 Yes; 2 T504; 3 GS RTL RTW 4 RP; 5 Setright, Ultimate, Gibson, Almex, Bell Punch; 6 P3; 7 Baker Street; 8 ST922; 9 AEC; 10 Mobile Canteen; 11 RF534; 12 No; 13; Fifteen: H, E, R, T, F, D, HE, HT, HF, HD, ED, RD, RE, TH and DT; 14 DMS1, GS1, RM1, RT1, SM1, XF1; 15 RTC1 (ex RT97)

VEHICLE NEWS – December 1995 to February 1996

- P3 The vehicle has taken up residence at the head of the service ramp and Paul Morris and Andy Baxter are currently working through a full mechanical and electrical checkover. On the coachwork, corrosion on the forward bulkhead of the luggage locker at the rear requires more investigation to ascertain the best method of repair. New panels prepared by Brian Down and myself are ready for fitting once the bulkhead has been welded.
- RM3 Richard Hussey and John Bedford have removed the front roof dome inner skin in readiness for Ian Barrett to effect repairs to a very battered outer dome.
- RT 2775 This bus has been earmarked for the concentration of labour and effort due to a number of requests from local organisations with work for a double deck vehicle in return for donations to Trust funds.
To replace a completely corroded unit, it was necessary for me to fabricate the parts for a new “monkey pole” platform bracket which Ian Barrett welded together. This enabled Brian Down and myself to complete the platform rebuild and move on to fitting new rear timber work, new rear direction indicator box and new plastic rear number plate once the rear pillars had been straightened. General assistance from Richard Hussey and paint stripping has been performed by Alan Davidson, Ken Wade and myself.
- STL 2377 Andy Baxter re-assembled the gearbox and refitted it to the vehicle in January. Bill Cottrell, John Messer and David Mulvey have cleaned the rear end of the chassis and the team are now well under way completing the full mechanical overhaul by refitting the rear springs, rear axle, and hubs ready for the new brake shoes relined by Ron Cotton. Richard Hussey and Colin Prince stripped down the radiator for inspection which revealed a good serviceable unit. It is hoped the vehicle

T448

will be able to run by Open Day or shortly thereafter. At long last, the complicated nearside rear lower quarter panel was beaten into shape and fitted by Ian Barrett. A small team consisting of Malcolm Lewis, Brian Hine and Alan Hine cleaned and painted interior framework and panelwork difficult to reach once the large sliding door is refitted
– Peter Plummer

DIARY DATES

There are so many events already planned for the 1996 season that it's difficult to keep up so consult BUSES and CLASSIC BUS magazines for the most up-to-date information. However, here are a few key dates which are worthy of special mention

- :
- SUN 14 APRIL Cobham Bus Museum Open Day of course!
 - SUN 21 APRIL Aldershot & District Running Day at Woking.
 - SUN 5 MAY Heart of the Pennines Rally. (01422 494).
 - SUN 26 MAY Scibus at the Science Museum, Wroughton.
 - MON 27 MAY Cobham Bus Museum Display Day.
 - SUN 2 JUNE St.Albans Bus Garage Heritage Trust Event.
 - SUN 16 JUNE BBPG Rally at Luton Transport Festival. Always a really good day out. (01582 200).
 - SUN 23 JUNE Classic Auto-Motion at Crowthorne. This looks like being one of the best events of the season. (01483 060).
 - SUN 14 JULY Royal Victoria Rally, Southampton. (01703 213)
 - SUN 21 JULY Watercress Line Bus Rally, Alton. (0181 8510) also Routemaster Association Rally at Shuttleworth.
 - MON 26 AUG Cobham Bus Museum Display Day.
 - SUN 29 SEPTEMBER Showbus at Duxford. (01494 147).
 - SUN 26 OCTOBER Cobham Bus Museum Pre-hibernation Event and RF Running Day.

Please make every effort to attend our "home" events – Mike Nash

LONDON BUS PRESERVATION TRUST

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 Paul Morris, Groveside Close, Carshalton, Surrey SM5 2EQ. 0181 8394
 Dave Jones, Epping Close, Romford, Essex RM7 8BH.

Magazine Editor Mike Nash Stroudwater Park, Weybridge, Surrey KT13 0DT.

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

WANTED

PHOTOGRAPHS of RT2905/3028 – Mike Fuller 01234 141

AFC TURNSTILE MACHINERY for preserved DMS. Also Camberwell RM/DMS blinds with routes 35–40A, 42, 59A, 159, 172, 188, 196
Peter Simmonds 0181 8695

REAR COVER : On 1995's Christmas Lights Tour is rapidly improving RT2043, pictured in the atmospheric Bermondsey Tunnel with Santa (AKA Roger Stagg) at the wheel. You can read more of Roger's adventures with his RT elsewhere in this issue (Photo: P Larkham)

