

COBHAM BUS MUSEUM

MAGAZINE



No. 15

WINTER 1996

CONTENTS

From the Editor	3
From the Chairman	4
Committee Report	5
Membership News	7
T504 engine rebuild	10
Vehicle News	12
Mini-buses	13
Down Memory Lane	18
Spring 1961 – Memories of a bus spotter	20
Museum building report	23
Aldenham – The Epilogue	24
Book Reviews	25
Shepperton Operating Day statistics	27
Boyhood memories of Guildford bus operations	28
Word Puzzle	34
Short Turns	39
Meet the Committee – Dr Graham Ruddock	42
From the Newsletter – 25 years ago	43
Letters	45
Bus Garage quiz	49
Display Day and RF Operating Day report	50
Are you an Anorak – self-assessment quiz	52
Plans for 1997	54

FRONT COVER: Throughout the season the museum yard has been a hive of activity and this August scene taken from the roof of the Dennis was no exception with a real cross-section of vehicles including (from l to r) RT2293, Bristol VR GLJ 467N, TD95, RF10, RF672 and RT 593. (photo; Mike Nash).

FROM THE EDITOR

Another year has truly whistled by, and Winter certainly caught up with a bang following a pleasantly mild Autumn in which progress at the museum was able to continue at a rate of knots. I must admit that at this time of the year I'm glad that many of my duties for the Trust, time consuming as they are, can be carried out from the warmth of my home. At the start of 1996 I had promised myself that I would devote more time to business and less time to hobbies. Well, I managed to achieve the former but have also spent more time with Cobham related issues than ever. And on top of that the editorial vehicle fleet has expanded considerably which all means I've got to work even harder in 1997. Oh, why didn't I choose an easy hobby like collecting stamps, or pressing wild flowers, or building galleons out of Lego?

Still, the tonic to all this activity is that once again Cobham has enjoyed a remarkable year of progress and I feel that we're in great shape to go into 1997, the museum's 25th anniversary. The signs are that our second Open Day at Brooklands on April 6th will be bigger and better still, we have the 'South Coast' run on July 6th at the kind invitation of our friends at the Routemaster Operators and Owners Association who are allowing us to make it our 25th anniversary event, and we have plans to dedicate each of our two Display Days to the RT and the RF respectively.

The number of members who have made outstanding contributions to the Trust during 1996 has doubled and are too numerous to mention individually but you know who you are so give yourselves a round of applause. We look forward to more new faces emerging on a regular basis this coming season.

I hope you enjoy this packed issue and can make use of the enclosed discs which can be cut to size to fit in the license holder of your bus and/or car to broadcast your membership of the Trust. On behalf of the Committee and myself, have a very happy New Year and may I extend special thanks to all those who have contributed to making this magazine such a success.

FROM THE CHAIRMAN

Regarding the legal situation, the Trust has received several letters from the solicitor acting on behalf of the directors of the London Bus Preservation Trust Ltd. At the time of writing, your committee are taking legal advice as to the interpretation of the content of those letters.

It is with regret that I have to announce the resignation of Martin Gibbons from the Trust committee in November. Martin had been unable to attend several committee meetings during the last year and with a change in his personal circumstances, I was aware he was struggling to make his contribution to the administration of the Trust. However, I respect Martins' decision and wish to thank him on behalf of the members of the Trust for his loyal service throughout a difficult time for this committee.

Progress on the museum building and environment has been the main use of labour this quarter and worth recording is that the long awaited cleaning and painting into primer of the Leyland Clock has commenced by member Alan Davidson.

Generally, work on Trust vehicles has been steady. The mechanical team have made good progress whereas that of coachmaking has been much reduced due to labour utilized on building works and painting. However, with the onset of the colder weather, vehicle work will take priority until Spring.

1996 has been the most progressive year in our history due to the long hours of hard work put in by volunteer members in a multitude of different ways. Even so, and without being critical, I observe that many members who regularly seek help and attention with parts and advice, and guidance on a myriad of other matters have yet to contribute assistance in our struggle to improve the museum; remember – TEAM EFFORT.

Our final Display Day for this year on 20th October was another success and for a time began to take on an air of our main event in April. Notable visitors on the day included Mrs Morag Barton of

Brooklands Museum who we are pleased to have as our curatorial advisor. Also, Mr Ian Allan himself attended Cobham for the very first time and enjoyed a special journey on T31, accompanied by his wife.

Finally, my sincere thanks to our volunteers and I wish all members a prosperous New Year.

COMMITTEE REPORT

Following a proposal submitted by Andy Baxter, it was agreed that a section of the magazine be devoted to keeping the membership informed of decisions reached at committee meetings, these to be compiled by Richard Hussey. The format for this and future reports follows no particular order other than that with which the items were tackled at committee.

1) For members holding a full PCV license the maximum number of passengers allowed to be carried has increased from 12 to 20 on specified Trust vehicles, these being STL441, T31, and TD95. All other Trust owned vehicles remain limited to 12 passengers. For drivers who do not hold a PCV license the number of passengers remains 8. Subject to confirmation from our insurers) NO TRUST VEHICLE MAY UNDER ANY CIRCUMSTANCE BE USED FOR HIRE AND REWARD

2) ST922; Will undergo a mechanical inspection and necessary mechanical work so that it can hopefully see active service in the 1997 rally season.

3) Dr. Graham Ruddock joins the committee to ease the load and to strengthen the administration.

4) STL2377; Roger Stagg has produced drawings for the reframe/rebuild of the body of this vehicle. John Bedford has suggested and it has been approved by the committee that the Trust would submit an application for a grant aid from the PRISM fund.

5) Richard Hussey is formally co-opted to the committee to assist with museum development work. The committee agreed that Richard is to maintain a register of applicants for the members vehicle working

space and for subsequent permanent spaces. This would then be submitted to the committee for decision.

6) The London Transport signs taken down from Aldenham Works will be on loan from member Chris Sullivan.

7) A list of approved drivers of Trust vehicles is to be compiled by Richard Hussey and Paul Morris. A final list will be found in the 'Drivers' section of the code of conduct.

8) A code of conduct will be drafted out by Richard Hussey and the 1997 version will be in place on the notice board by January 1st 1997.

9) The Secretary received a letter of resignation from Martin Gibbons. The committee registered their thanks to MG for his contributions in support of the Trust. A letter of thanks will be sent by the Chairman.

10) The Textile Conservation Centre visited the museum on September 4th to run some tests on the environment in which the buses live. These tests included i) Humidity ii) Temperature iii) Ultra-Violet Light. A report of the findings has been received and we are awaiting further copies for the other committee members.

11) The Treasurer reported an excellent income figure as a result of our last Display Day.

12) Regarding the educational role of Cobham Bus Museum, the 'Development of the London Bus' is to be the principal theme. There would be a combination of mechanical units, display boards and photographic panels. Dr. Graham Ruddock will prepare an outline plan for the ground floor and balcony area to ensure that the new material is displayed in a systematic and co-ordinated way. GR would appreciate any well thought out suggestions.

13) The fire escape door has been installed in the mid-point of the museum on the Redhill Road side of the building.

14) The budget proposals for 1997 have been compiled and produced by the Treasurer.

15) Upon completion of ST922's mechanical checkover G351 is earmarked for attention commencing with its mechanical overhaul.

Compiled by Richard Hussey from the committee meetings held on 21/9/96, 26/10/96 and 24/11/96.

MEMBERSHIP NEWS

Mike Nash

Lack of space in the last issue means that we welcome a bumper crop of new recruits this time around and with the excellent news that as at December 1st there were 430 paid up members, another all time high. Will we creep up to 500? Well, that's down to you folks so why not get 1997 off to a good start for the Trust by signing up a victim, I mean volunteer(!), to Cobham. Drop me a line if you need some forms.

Before I proceed further I'm afraid it's time for a moan. Out of the last batch of 50 members whose renewals were due I had to send out no fewer than 25 reminders. This is not acceptable. Quite often it's the same people each year who are late with their payment, and more often than not it's the very same people who also haven't bothered to complete and return to me their 'Member's Details' forms. At such a crucial time in the Trust's history and given the many hours it takes me to run this aspect of Cobham the least those members could do is to renew promptly (preferably by Standing Order) and complete any forms sent to them. If that's too much to ask then please find another group to join. The only aspect of Cobham which carries passengers these days is the buses!

Right, that's quite enough of that so on with business. There are some very well known names in the list below and these include 'Bus of Yesteryear' organiser David Boshier who is part way through a nut and bolt rebuild of rare Saunders bodied RT1312 (will it be ready for RT60 David?!), David Crowther who is Treasurer of the British Bus Preservation Group but also the mastermind behind ever expanding 'Classic Coaches'. His fleet of vintage vehicles now numbers more than 50 of which 25 are already active, but his only ex-LT machine (as yet!) is recently acquired BL27. Steve Fennell is known not only for his deep involvement with preservation but also for several well received bus publications whilst Gerald Mead is equally well known and respected for his high quality bus photography. And I'm

particularly pleased that Mike Lloyd has joined us. A foremost contributor to the RT/RF Register, it has taken a while for Mike to be convinced that Cobham is back on the right track but now that he is I'm looking forward to receiving input for our own magazine in his own inimitable style. His attitude is very refreshing in that whilst he loves the RT/RF era he also champions later vehicles such as Leyland Nationals and our own P3, which he worked on during his LCBS days at Hemel Hempstead. We've promised to get Mike behind the wheel of P3 again as soon as it's active!

With so many 'known' names returning to the fold it bodes well for Cobhams future and I have a feeling that 1997 is going to be yet another record year.

6	David Boshier	Egham	RT1312	
489	Eric Stobart	Wimbledon	Leyland TD4 & PD3/4	
490	Christopher Emery	Chesham		DD
491	Glen TippingEsher	Green Goddess		PP
492	Ron Chalk	Romsey		
493	Ronald Williams	Crouch End		
494	N. Austin	Poole		
495	David Crowther	High Wycombe	You name it!	MN
496	Ward Jones	High Wycombe	Bristol K5GMN	
497	R. Watts	Coulsdon		PM
498	Tom Cadman	Reading		
499	Lawrie Bowles	Erith		AB
500	Terry Andrews	Maidstone		
501	George Steadman	Littlehampton		HH
502	P. Cole	Headley		
503	Thomas Jones	Haslemere		
504	K. Wetherell	Yiewsley		SK
505	R. Bowen	Raynes Park		
506	Allan Skirrow	Weybridge		MN
507	David Park	Surbiton		
508	Adrian Knowles	Bath		
509	Tony Lewis	Leatherhead		
510	Roger Smith	Basingstoke	RT935	
511	Jonathan Wilkins	Conwy		
512	Steve Fennell	Worcester Park	RM835	PM/IB
513	Stephen Le Bras	Windsor		

514	Michael Ryan	Tiptree	RT3840	
515	C. Legg	Minehead		
516	Gerald Mead	Ewell	PP	
517	Martin Ricketts	Chartham	RF600	PM
518	Alan Gray	Cromhall		DD
519	J. Trimmer	Ottershaw		DD
520	Keith White	Woking		DD
521	M. Baldry	Bletchley		JC
522	D. Rogers	Hayes		
523	Guy Marriott	London WIH		
524	Nigel Frampton	Southampton	Bristol RE x 4	GC
525	Paul Hodgson	Wickford	RMCI500	
526	C. Morgan	Edware		IA
527	Paul Brophy	London SE2		
528	J. Dalrymple	London WIN		VC
529	Philip Dunster	Woking		MN
530	Mike Lloyd	Wigan	RT1018	MN
531	M. Little	Wantage	MN	

Recruited by: AB – Alan Bond; DD – Display Day; GC – Gareth Crowther; HH – Hugh Harland; IA – Ian Allan 'Buses 500' Competition; IB – Ian Barrett; JC – John Clarke; MN – Mike Nash; PM – Paul Morris; PP – Peter Plummer; SK – Simon Kaye; VC – Vic Chivers.

RT NEWS

With our October Display Day now firmly dedicated as an RF running day it has been decided to dedicate future August Display Days to the RT. Apart from being good practice for the RT60 event it is hoped that RT owners will come forward with similar enthusiasm and inventiveness to rival those RF owners who have provided Cobham with such bumper events over the previous two seasons. It's over to you guys now to prove you do really have what it takes upstairs!

T504 ENGINE REBUILD

Bill Cottrell

It was decided to investigate and rectify the problems with T504's engine as a result of faults which concerned excessive smoke, water getting into the sump and a bad rear oil leak. The decision to take the engine out was taken after many attempts to cure the smoke problem by experimenting with the timing, and injector and pump adjustments.

The unit fitted to the 10T10 is known as a pot-cavity engine and has certain characteristics unique to this type. In some ways it is more closely related to the Leyland 8.6 litre engine than it is to the AEC 7.7 and 9.6 families. We do not have any information on this variation of the 8.8 engine so timing has been by ear and eye.

The cylinder heads were removed, stripped and inspected and the valves were found to be similar to those of an RT. The valve seats were cleaned and deemed serviceable. The heads were sent away for skimming and then rebuilt.

The data plate showed that the engine was overhauled in March 1953 and the bus was withdrawn in 1954 thus the condition of the pistons, rings, cylinder liners and bearings indicated a reasonably low mileage since overhaul. There was a slight mark on one bearing caused by a burr on the crankshaft journal so this was dressed. The sludge, caused by water in the oil, was cleaned from the sump. No obvious reason for water ingress was found except that the head nuts were not very tight. At this stage we are assuming this to be the reason. During the period of the engine rebuild we purchased another 8.8 litre engine, not of pot-cavity type, to provide certain spares in the future. This did immediately yield some very important information in that we discovered the dipstick in our engine was wrong. It appears to be from a 7.7 litre engine with another top brazed on. The correct dipstick implies that we have been over filling the 10T10 by about two gallons. This would account for the rear oil leak, there being no



No Staines on these: This immaculate line up of RTs was seen at Bus of Yesteryear, Staines on 11 August. Nearest the camera are rare Cravens bodied RTs 1431 and 1499 whilst 3871 and 113 also get a nose in. (Photo; Graham Smith).



Country Colours: Member Mike Lloyd owns RT1018, one of very few RTs to be preserved in the Lincoln Green and Canary Yellow livery adopted by LCBS (Photo: Mike Lloyd).

other problem in that area of the engine. This would also contribute to the smoke problem as would the water in the oil.

On December 2nd the engine was successfully fired up and the following weekend T504 was due to be road tested and fine-tuned in readiness for its MOT and hopefully its active place in the running fleet for 1997.

RT60 – YOUR HELP REQUIRED

Trust member and owner of RT2043, Roger Stagg, has taken up the initial reins towards the organization of a central London event in 1999 to celebrate 60 years of the RT bus, which is now only two years away. He is anxious to contact not only all owners of RT family vehicles that can be running by 1999, but others, particularly in the London Bus fraternity to assist in organizing the event. Preliminary intentions are that although the event would principally be a celebration of the RT bus, the interest should be spread wider as 1999 will also represent the centenary of mechanical powered public service road vehicles in the Capital. As such it is hoped that a complete spectrum of the development of the London Bus could feature.

If you are an RT owner or a London Bus preservation enthusiast and are interested in being involved with RT60, which could possibly be the last major central London private transport event before EU bureaucracy takes over, then contact Roger Stagg at Teston Road, Offham, West Malling, Kent ME19 5NE or telephone 01732 627 (evenings 7.30 – 9pm only) as soon as possible.

1999 will be here before we realise it!

VEHICLE NEWS – NOVEMBER

Peter Plummer

STL2377 Your committee are currently exploring the avenues of raising funds possibly through grants to enable the lower deck to be professionally reframed.

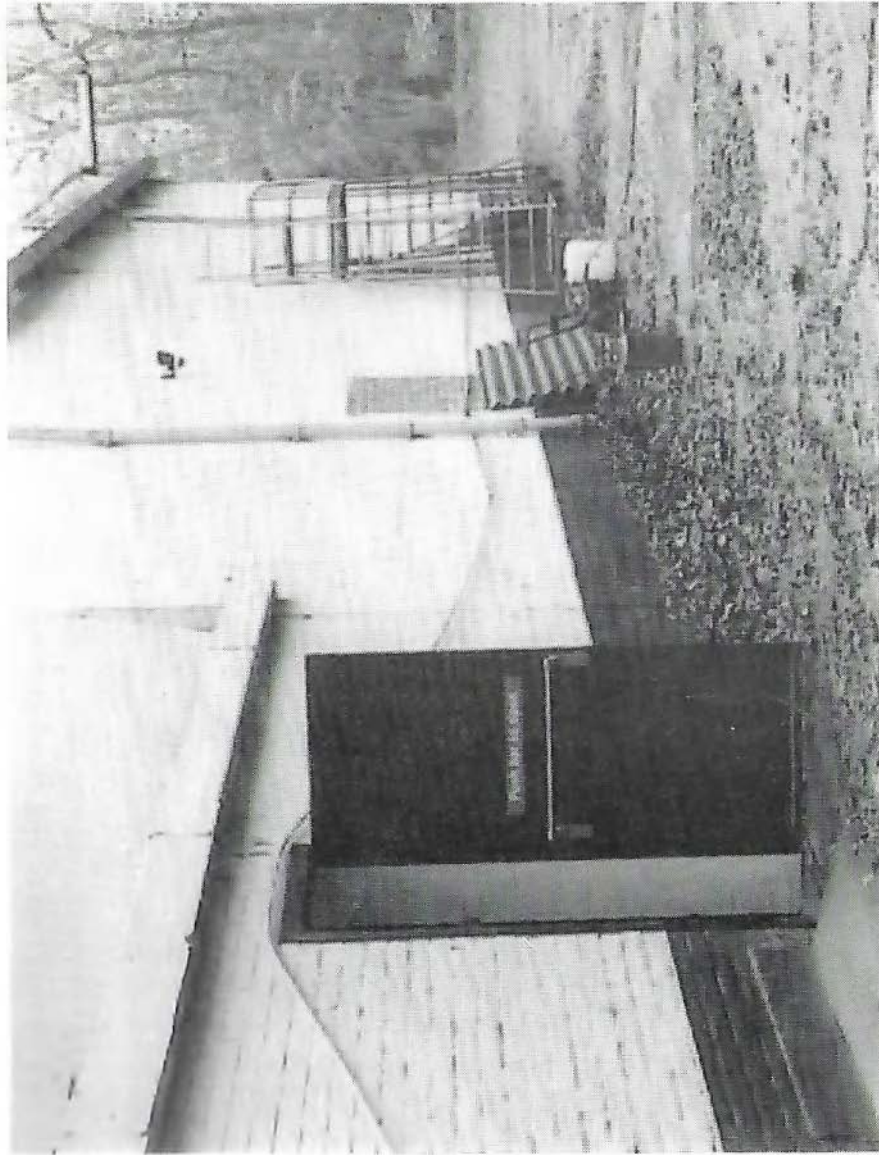
T504 The engine overhaul has progressed well under the direction of Andy Baxter, Simon Kaye and Bill Cottrell. The engine bay has been cleaned and painted by Philip Millard and the rebuilt engine was fitted on 24th November. Assistance on this project has come from 'Ginger' John Messer and new volunteer member, Tony Lewis. In October, a rare opportunity was taken to purchase a spare 8.8 litre engine, the dipstick of which Andy compared with T504's own engine which revealed that the sump has been regularly overfilled by some 2 gallons of oil which could explain some of the problems!

RT2775 John Clarke has arranged for two steel rear wheel-arch "hoops" to be made and these now await fitting. A few rear body panels have been fitted by Dave Bray and myself. Meanwhile, the paint stripping of the whole vehicle has continued by Brian Dabbs, Alan Davidson, Dave Bray and Raja Kalsy. Ian Barrett has made a new steel pillar to platform capping, now almost unobtainable from stock these days.

P3 The area around the tool locker on the offside has been re-timbered and some steelwork has yet to be fitted before the new locker floor can be fitted. Andy Baxter has rectified several electrical faults. Volunteers Brian Down, Dave Bray and myself have made up the workforce over the last quarter.



Back for T: Andy Baxter and team re-united T504 with its engine during November. Note the clever utilisation of light defraction from Simon Kayes forehead into the engine bay, thus saving on electricity. These boys are so ingenious! (photo: Bill Cottrell).



West Side Story: The new fire exit on the Redhill Road side of the building has been installed and further along the two former wooden doors removed and neatly bricked up. (photo: Bill Cottrell).

MINI-BUSES (PART 3)

Alan Bond

After an exasperating two years with Ralph's Coaches I took my leave and returned to the Bee Line, who had by now removed all their operations to Slough. In the process the minibus fleet had increased by two MCW Metro Riders and these augmented a motley collection of vehicles. The Mercedes 609s were still in use, and getting more and more appalling every day, while the bread vans had long gone.

Later acquisitions started with two Ivecos with automatic transmission. This pair were an absolute disgrace. The kiddie car steering wheels were similar in diameter to those that the boy racers fit to their souped-up Minis and small wheels mean less leverage which equals heavy steering. In that department they were more than a match for a mark one Bristol VR. Ventilation was almost non-existent and in summer they were warm enough to roast the Sunday joint. The transmission and brakes gave constant trouble and they were heartily disliked by all and sundry and everybody heaved a sigh of relief when they departed this world for, as far as I know, (hopefully) they went for scrap.

Next on the agenda was an experimental Mercedes 609D with Plaxton bus body and automatic transmission. At first the gear selector on this was restricted so that only drive, neutral and reverse were available to the driver. After months of leaping about as the gears changed up and down at all the wrong times and speeds, the engineering hierarchy relented and allowed us to use all the available gear positions but this, as usual, defeats the object of automatic transmission. This little beastie is still with us but at least it is driveable and, whisper it gently, fairly reliable.

The two Metro Riders were a different kettle of fish altogether. The transmission on these consists of a four speed Allison (I think) gearbox with torque converter coupled to a Cummins engine of unknown capacity. The acceleration is rapid but very, very, very noisy as the engine has two speeds, idling or flat out and, as if this wasn't

enough, when the gas pedal is released you are freewheeling, effectively in neutral. Now I know that they have compressed air brakes and retarders but to me this is not on and I am glad that I have not had to drive one on an icy road. Few drivers have a good word to say about these "Basils", as they have been nicknamed. The electric doors are a constant source of trouble and a daily breakdown in that department is almost guaranteed.

Among our most recent acquisitions are a handful of Mercedes 609s with Reeve Burgess bodies ex-London Buslines and these, too, have automatic transmission of a similar type to the earlier Plaxton bodied vehicle. The driver's door has reverted to the offside as on the Robin Hood version but there the similarity ends. The driver's access footstep is just about big enough to get a size 3 shoe into and, as most drivers I know, apart from the wife, have size nine and over, compatibility is not the byword. Still, having struggled into the cab things should get better, but they don't. Where the door frame meets the door pillar there is a nine inch wide blind spot about 15 inches from the end of the driver's nose and you can hide a 38 tonne artic in it as I know from my own experience. As usual the transmission changes up far too early and on our madcap schedules this means late running unless the hold facility is used to enhance the acceleration, once again negating the advantages of the automatic transmission.

The latest concoction to be foisted on Slough's long suffering busmen is the "hand-me-down" RW type, 29 of which were surplus to Centrewest requirements. These have replaced almost all our Leyland Nationals and all of the manual gearbox Mercedes and what a motley collection the new intake are too! The type classification RW is supposed to mean Renault (actually they are of Dodge design) Wright (the Irish coach building concern). Many drivers insist that the true meaning of the RW is Right W****r but I would disagree with this as I am convinced that they are named after the initials of the designer, the famous R W Crap. Whatever, the RW class are an ergonomic disaster area and one of our lady drivers is convinced that they were designed with a one legged dwarf in mind, so cramped and

uncomfortable is the cab. The passengers are, once again, boarding behind the driver's back and this problem is exacerbated by the double width doors such that when busy it is totally impossible to keep an eye on those who wish to sneak on without paying and this means more lost revenue. The driving position is so low in relation to the passengers that a feeling of insecurity is engendered in most drivers and I really do think it was folly in the extreme to remove the safety screens which were fitted to the cabs when they were in use in London.

The transmission is now of the three speed type with no override and the performance suffers badly as a result as they change up far too early and this combined with the air/hydraulic braking system and built in retarder means that on an icy road these vehicles are going to be lethal due to the total unpredictability of the braking system. Thus far in their careers they have always been used on roads that have been treated with salt at the first sign of a frost but on the routes that we operate far too many roads remain untreated even in the most adverse conditions. The time bomb has been set and the clock is ticking away on a countdown to a fatality for which some poor unsuspecting driver is going to carry the can. It won't be little me for I have made it clear that I will exercise my right not to drive on if I consider the road conditions to be unsafe.

Now, with a bus as small as this it would be reasonable to expect that you could change the destination blinds without trouble but on the RW even I have to stand on the driving seat. Incidentally, these blinds are brand new and in full, glorious Johnston and they are undoubtedly the clearest blinds we have ever had since LT days. I have suggested that we keep the blinds and throw away the buses but as usual good ideas of this type go unheeded by the mismanagement.

One of the universal complaints about all these minibuses is that of overheating in the summer. No, I don't mean the engines but the drivers. Like a lot of minibuses, and sad to say, far too many conventional buses and coaches as well, the windows are extended well up into the roof line. Now, as far as I know very few busmen have

had trouble with low flying aircraft and therefore visibility at high angles is not necessary. All this glass produces the greenhouse effect and on a hot day the cab temperature can, and does, reach 110 degrees Fahrenheit and more and conditions like this are extremely debilitating for any driver. To make matters worse many of the full width sun visors were replaced by the little Leyland National type and these are about as effective as a magnifying glass. Fortunately this nonsense has been stopped and the proper type had been re-fitted to the older Mercedes before they were peremptorily withdrawn with the arrival of the RWs and, needless to say, the RW has a sun visor that is of absolutely no use at all except on bright moonlit nights.

The RW also suffers from a fault that makes it impossible for the driver to turn off the cab heater and it was my misfortune to have one of these on one of the hottest days of this last summer. After two hours of this I almost collapsed with heat exhaustion and dehydration which cost me four hours' pay. Like Queen Victoria, I was not amused. The RW has a cab vent each side over the front wheel arches and it helps to be able to open the one on the driver's side but, of course, Murphy's Law operates in these circumstances and in the summer they were jammed closed but I expect that by the start of the winter the engineers will have come to grips with the problem and they will all be jammed open. None of this, however, does anything to solve the main problem which is one of too much unnecessary glass.

I suspect that this has far more to do with fashion than utility and it is a design fault that needs serious attention as the driving position on many buses gets lower and lower. I have heard the excuse that the design needs to be able to cope with drivers of all sizes but I have yet to meet any bus driver who is nine feet tall. It is certainly time that somebody took all these doodling whizzkid designers and banged their heads together firmly to knock a bit of sense into them. Let them study the RT for a while and perhaps then they will discover how to do things properly. Maybe then we would see a little less of this fashion nonsense and get buses fit for the job. Some hopes!

So, there you have it, the minibus in all it's glory. If anyone decides

to preserve one of these little horrors I think that they would do well to have their head examined but, having said that, I suppose it would be a useful exercise to show people exactly how a bus should NOT be designed. I rest my case !

DRIVER TRAINING UPDATE

Mike Nash

The restoration of P3 is likely to continue well into 1997. Therefore, to get the Driver Training facility into gear I have decided to loan one of my Bristol LHs to the Trust for this purpose until the Reliance is ready for action. The mechanical team have given KPB 881P (ex. Blue Saloon) the once over and decided that not much work is required for the MOT so it is hoped that it can be active before the end of January.

Alan Bond, who is co-ordinating this facility, will be getting in touch soon with those members already on the waiting list and he is keen to hear from other members who require tuition, whether or not they intend to take their PCV or just wish to use the experience as a stepping stone to being type-trained on Trust vehicles. You can ring him on 01753 497.

Meanwhile, Alan will be compiling a feature for the next issue on PCV rules and regulations and exactly how the scheme at Cobham will be operated.

DEADLINE FOR CONTRIBUTIONS TO NEXT MAGAZINE IS 20th FEBRUARY

DOWN MEMORY LANE (via Oxshott)

Reg Alfour

During the year 1972 I was connected with the Road Safety Movement. This brought me into contact with a member of staff from Matthew Arnold School and their road safety quiz team which had been drawn away to play against a school at Ewell. Transport? How do you get two teams, junior and senior together with supporters to Ewell. (the juniors were from Buckland School which is only a stones throw from Matthew Arnold and which supplied the latter with most of its pupils).

'Problem solved' said the head of Matthew Arnold; 'why not take them in the school bus – you'd have to drive it of course'. No problem thought I. The school bus just happened to be an RF of which the school had two. On the appointed day the teams and supporters duly assembled and boarded the bus. The head from Buckland decided he would come too, to cheer on his team. 'Which way do you propose to go?' asked he. 'Hampton Court and Tolworth Tower' replied I. 'There's a shorter route than that' said the head. 'Can the bus get through that way?' I asked. 'Oh yes, it's a bus route most of the way' said the head. 'Well you'll have to direct me, I don't know that way at all' said I. 'No problem' said the head, 'I come that way every day to school'.

Now, at that time I wasn't a bus man and didn't know the cardinal rule – never take directions from a passenger. Anyway, off we went and everything was going well with the teams busy quizzing each other, parents chatting away and the bus running well – that is if you can say running well when you can feel every bump on the road surface through the steering wheel! It was like driving a pneumatic drill.

I was getting conversant with the pre-selector gear change and was beginning to enjoy the drive when it happened. 'Just after you cross the rail bridge turn left' said the head, 'it's a bit tight!' Best take a good position thought I, especially as the bridge is narrow. Tight? He

said tight – it's b***** tight! That's what I call a road that joins yours at less than a 90° angle! So there I was with the front of the bus in vegetation. Handbrake on. Select reverse. Coordinate release of handbrake and accelerator – look around – all traffic stopped (well, they would be with a few tons of RF across the road). Steady now! Watch the back end on the retaining wall – there was not much footpath on the bridge. Select first and shunt forward again. My god, this steering's heavy. Here comes the shrubbery again. Stop. Select reverse. Oh no! The flag's dropped, its stark message there for all to see. STOP!

There isn't anything else to do. You can't move until the air builds up. Apply brisk revs to build up the air – never mind the smoke. The traffic either side has very kindly stopped waiting for me to complete the manoeuvre – well, it takes time to build up air on an old system. One impatient motorist isn't going to wait in this fog any longer (what's the Clean Air Act?). Have you guessed what happens now? Right! The air has built up sufficiently for reverse gear to come in – and who hasn't applied the handbrake?

'Daddy, why is that Cortina driving down the railway lines?' No, it wasn't as bad as that but it was a good job the bus hadn't had a repaint as there could only have been a micron between disaster. After having cleared the junction and got on our way I said to the head 'You told me you could get down here'. 'I have no trouble' he replied, 'I use this road every day'. 'Driving what?' I enquire. 'A Mini' says the head.

Yes, I learnt a lot about bus driving that day!
(Real name withheld to protect the guilty member!)

NEW MUSEUM TELEPHONE NUMBER

01932 868665

This replaces all previous numbers

SPRING 1961 MEMORIES OF A BUS SPOTTER

Phill Cruise

It is a crisp, misty spring morning and best of all it's Saturday, so no school and my best mate John and I are off on our regular bus spotting trip, courtesy of a 2/6d Red Rover ticket. We are waiting at the number 11 stop in Harwood Road. Three RTWs pass by on the other side on their way to Brook Green or Shepherds Bush, Wells Road. The record for nose to tail 11s is six and the route is known locally as the "banana route" for obvious reasons. After what seems like eternity, but is probably only five minutes (how times change!) an RTW is seen in the distance passing through the junction at Fulham Broadway and after clearing the stop near the Midland Bank accelerates uncharacteristically towards us. As it pulls up at the stop we see that the driver is Fred Fisher, John's cousin and the bus is his favourite, the "one legger" RTW375 out of Riverside. The cab side window slides open and Freddie asks us where we are off to and we explain that we're off to North London in search of trolleybuses. We jump aboard and are greeted by Fred's regular conductor, Ernie who chats away to us in between collecting fares.

We travel along the King's Road and see plenty of RTWs on the 11, usually in groups and the odd Hackney "dub" on the 22. As it's a Saturday, Battersea has put out one or two RTLs to give a little variety to its contribution to the route. Past Beaufort Street, RTs from Streatham on the 49 appear, together with Holloway 19s and Battersea RTLs.

We make our way via Sloane Square up to Victoria and the Biros are working flat out to get all the "cops" down in our notebooks.

At Victoria Station, masses of RT family vehicles are moving in and out and several are laying over on each route. There are always plenty of Cricklewood vehicles on the 16s. As we travel up Victoria Street frequent 24s pass by on their way to Pimlico interspersed with RTs on the 134 and 29s. Living in Leyland territory around Hammersmith it's

always good to see plenty of the AEC breed. Up near Westminster Abbey the 88 with its RTL rolling stock joins us from the right. Parliament Square is always packed with buses and Whitehall means a few definite "cops" are going to be made. An immaculate Plumstead RT speeds past on its Plumstead Common getting some exercise after less arduous shuttling between Erith and Woolwich on the 99 and 122A. Behind us a dented and travel stained New Cross vehicle is on its way in the opposite direction to Camden Town. RTs abound on such as 163, 12, 3, 29, and 159, RTLs on the 77, 88 and 168 and RTWs on the 24 and "our" road.

There is the usual Brian Rix farce on at the Whitehall Theatre. We stay on the 11 right through to Liverpool Street, travelling through the congestion of Trafalgar Square which seems to have plenty of tourist traffic even this early in the year and along the Strand, past the Savoy and Stanley Gibbons, the short turns at the Aldwych with the usual immaculate Mortlake RTLs, the best in the fleet. Once into the City things are a little quieter. An EPB, or could it be a SUB rumbles across the bridge into Holborn Viaduct Station. St Paul's looks black and grimy, still bearing witness to years of London smogs and the tribulations of war. The Mansion House, Bank and Broad Street pass by and soon we are at Liverpool Street which in reality is Broad Street Station. We bid farewell to Fred and Ernie after a short chat and head up the road and round the corner into Bishopsgate.

Just ahead is our next steed, an Edmonton depot K2 which is in the process of doing a U-turn right across the oncoming traffic in order to take up the stand outside Liverpool Street Station.

We decide to travel as far as Stamford Hill on the 649 in order to "bunk" the depot and jump on to the K2 which in common with most of its brethren looks good for many more years service. Taking our seat at the front right hand side of the top deck for maximum spotting vision we note down the numbers of RTWs on the 6, 8 and 22, RTs on the 47 and 78 and the next two Ks on the 649. Soon the bell rings twice and we accelerate off at a rate of knots to the accompaniment of swishing wires and singing motor. The journey is quiet apart from the

clonks at junctions and MG and compressor sounds. We soon reach Dalston and are gleeful of the discovery that the Balls Pond Road is not merely the product of a TV scriptwriter's imagination. We are copping lots of lovely trolleys too. Passing Stoke Newington we see some old friends, the Mortlake and Tottenham RTLs on the 73 stand lined up on the green.

Far too quickly Stamford Hill is reached. It is chucking out time at the local Synagogue. Scores of orthodox Jewish men and boys throng the local shopping centre. They all wear long dark coats, old fashioned looking hats and they all are in dire need of a haircut. They make a strange sight to us *C of E* schoolboys whose only alien religious experience is the turn out from the Catholic church in Hammersmith Broadway across the road to the pub. We decide to trace SF depot by the foolproof method of looking for a set of wires that track off the main road seemingly to nowhere. This method never failed and it works today after a fair walk. The depot has the corporate LCC tram shed look and we manage to bunk inside under cover of some stored RMs which are due to enter service at the next conversion. We are writing down numbers like mad keeping one eye open for the depot foreman or any other adversary but nearly forget that depots have traversers in them which require a deep pit to run up and down in. Shortly before stepping backwards we fortunately remember and take time to study this steel platform with electric tram motor and controller to drive it across the shed. Amazingly we still have not been discovered and slip out while the going is good making our way back to Stamford Hill Broadway and copping some new RMs working out of Highgate on the circuitous 253 as we go. Next on the spotting itinerary is Edmonton, to hopefully make up more cops in our Kl, 2 and 3 sections and see all the remaining Pls. It doesn't take long as we manage to catch a 649 straight away and before long on our right we see a line of trolleys at the top of Tramway Avenue. We jump off and cross over the road to the Trolleybus Cafe from which a crew are just leaving on their way to take over a 679 or 649. There are plenty of trolleys about now but there is urgency to cop as many as possible

because very soon on 25th April the 627, 659 and 679 will be no more. A short walk down Tramway Avenue takes us to the depot. You can't miss it, the road doesn't go anywhere else! This depot looked more modern than SF as though it had been comprehensively rebuilt in the 1930s. We manage to get in after a long loiter till the coast is clear and our notebooks are looking very healthy indeed. Some of the rare Pls have been seen and are virtually identical to the L3s apart from a few inches in height and Leyland hubs. Returning to the top of Tramway Avenue we run across the main road and jump on a 679 to complete our long journey and reach Hertfordshire at Waltham Cross. Strange (to us) RTs are seen operating the local bus routes from Ponders End Garage and we even see some country area examples on the 310. What an excellent day!

MUSEUM BUILDING

Peter Plummer

Progress on the painting of the north and west side of the building interior now gives an insight into the effect of our chosen colour scheme. Dave Kriesler with sons Peter and Simon have shown superb effort with the painting and installation of an excellent LONDON TRANSPORT roundel with raised brass letters which became redundant at Thornton Heath garage on take-over by the Cowie Group.

A fire exit has been installed in the museum's west wall and two derelict wooden doorways removed and apertures bricked up adding to security. Volunteers on the cleaning and painting have been; Alan Trenchard, Dave Bray, Peter Harwood, John Broadhurst, Tony Lewis, John Bedford, John Rawlins, Kevin McGowan, Richard Hussey, George Townsend, Brian Hine, Alan Hine, David Mulvey, John Green, Paul Wheeler, Gerry Andrews and myself. Omitted last quarter was the effort by Hugh Harland who has repainted the exterior of the cab of the 1939 tube stock adjacent to the car park.

ALDENHAM – THE EPILOGUE.

Chris Sullivan

By the time that you read this the buildings that comprised Aldenham Bus Overhaul Works will be a memory. Tower Demolition moved onto the 56 acre site on 17th March and at the time of writing, early December they are just feeding the last of the hardcore into the crushing machine. The hardcore is to remain on the site for use in the new Centennial Park, an estate of light industrial units which is to be built on the site.

I was fortunate in that I had unimpeded access to the site whilst demolition was in progress in order to record on camera the various stages and in the process was able to rescue a large number of artefacts including the sign from the south side of the building which reads LONDON TRANSPORT ALDENHAM WORKS together with the huge, nearly six feet high, roundel. I have placed these items on permanent loan to Cobham and hopefully they will be on display in time for our next open day in April 1997.

After removing the letters from the building, no mean task for me as I am terrified of heights, they were lifted down from the roof in the bucket of an earth moving machine and Bob Nuttall, owner of Tower Demolition said to me "if you do not move them in one go they will get nicked, either by souvenir hunters or the gypsies". As they would obviously not all fit in the back of my car I borrowed RML 2487 from our Borehamwood depot and the letters, all 28 of them plus 56 mounting rods completely filled the lower deck of the bus. I then posed the bus against the remains of the high bay for photographs and drove out of the works. Surely this must make RML 2487 the very last bus to ever visit Aldenham.

The retrieval of the roundel was a little more complex as the only way it could be freed from the wall was with cutting gear. It was held with a crane whilst the stays were cut through then lifted down and placed on the roof of my long suffering Granada. The problem was that when I got home I had to plead with my neighbours to help me

lift it off the roof of the car. The accompanying photograph shows that the crane is inside the factory but by this time the roof has been cut away and only the exterior wall is left standing.

The sign and roundels from the front of the high bay went to the LT Museum and at present they are stored at Ash Grove garage but I understand that these items together with the rest of the reserve collection are likely to go on public display within the next few years.

In addition, in July 1995 my wife and I visited the works on two successive weekends with a video camera and took over an hours worth of footage which we hope to edit into a forty minute tour around the works with music and commentary. You may also like to know that member Tony Beard is writing a book about Aldenham for Capital Transport although I have no idea of the publishing date.

BOOK REVIEWS

THE FIRST RTs

Alan Townsin and Tony Beard. Capital Transport. £19.95.

Seventeen years ago, Ken Blacker's book *RT* was published by Capital Transport. It quickly set the standard for readable scholarship being comprehensively detailed though anything but dry. Earning for itself the sobriquet *The Bible* there has been some demand for it to be re-printed; we know second-hand copies can change hands for six or seven times its original published price.

Now comes the book, jointly by respected author Alan Townsin and determined preservationist Tony Beard, giving the 'nuts-&-bolts' story of the 2RT2 type, developing and expanding the three relevant chapters of *The Bible* interwoven with a deal of new information. The first chapter tells how the RT was conceived in the 1930's and how RT1, as it came to be numbered, was developed. A chapter is devoted to the 5RT5 project (RTC1) – the most detailed and interesting version of the story I've ever enjoyed reading.

Profusely and relevantly illustrated with a fair number of seldom, if ever seen photographs supported by full captions, the book does a virtually perfect job of succeeding those parts of Blacker's *RT* it surely sets out to do. Its nine appendices cover everything from the anticipated statistics to unexpected film appearances while a final chapter gives many care and maintenance tips useful to all RT preservationists.

John A. Gray

THE HEYDAY OF THE TROLLEYBUS - 2

Geoff Lumb. Ian Allan Publishing. £11.99.

This, the second trolleybus volume of the now familiar landscape colour albums from Ian Allan brought back many happy memories of early bus spotting expeditions in London and the south of England in the early Sixties. And with all the photo's in colour this is a rare treat for we trolley enthusiasts. As a member of a bus preservation society it is tantamount to treason to admit that some of my favourite vehicles have three axles underneath and two poles sticking out of the roof but I'm afraid this is so.

There are three pages featuring London vehicles, from a short wheelbase B1 from Sutton, to a Hammersmith P1 via a Highgate L3. The P1 on the 630 travelled past my school and I can remember 'copping' the HT L3s and riding on the 617 and meeting most of the rolling stock when it moved on to Fulwell to replace the superb Q1s.

Memories of Portsmouth Corporation Transport appeared next and I was there in 1961 too. There are shots of both the Brighton undertakings and you can see that the Corgi OOC trolley is really more like the pre-war variant. Holidays in Bournemouth in 1964, 1965 and 1966 are recaptured in the three views from this town. One of the very modern Sunbeam MF2B/Weymanns vehicles is seen at Christchurch having arrived on one of the long routes from Bournemouth Square on which I spent many happy hours during those carefree holidays.

Reading always seemed like London in miniature as far as its

trolleys were concerned and provided some consolation after George Cohen had done his worst at home. My last reminiscence came with the shots of immaculate Maidstone trolleys at the Bull Barming and near the depot. What a loss was this Corporation transport system, like so many others.

For those of you that spent earlier years north of Watford there are many wonderful colour photographs from all over Britain. Most are of very high quality and those that are of a lesser standard are included due to their age and rarity. To see all these fine vehicles running on pollution-free 'juice' home produced in our own power stations, it is too easy to become angry at the short sightedness that resulted in their far too early demise. Buy this book, sit down with a good drink, look at the photos and dream.

Phill Cruise

SHEPPERTON RF OPERATING DAY STATISTICS

	Bus single journeys	CBM-SS		SS-CBM	Total carr	Mileage	
		Total seats	Pass carr	Pass carr		Loaded	Empty
RF10	6	198	63	64	127	45	5
RF366	8	312	140	117	257	60	6
RF368	8	328	132	132	264	60	6
RF534	8	312	93	122	215	60	6
RF643	8	312	69	83	152	60	6
RF626	8	312	115	104	219	60	6
RF672	8	298	74	82	156	60	6
Totals	54	2072	686	704	1390	405	41

Peter Starks, Speedwell Way, Horsham, West Sussex, RH12 5WA

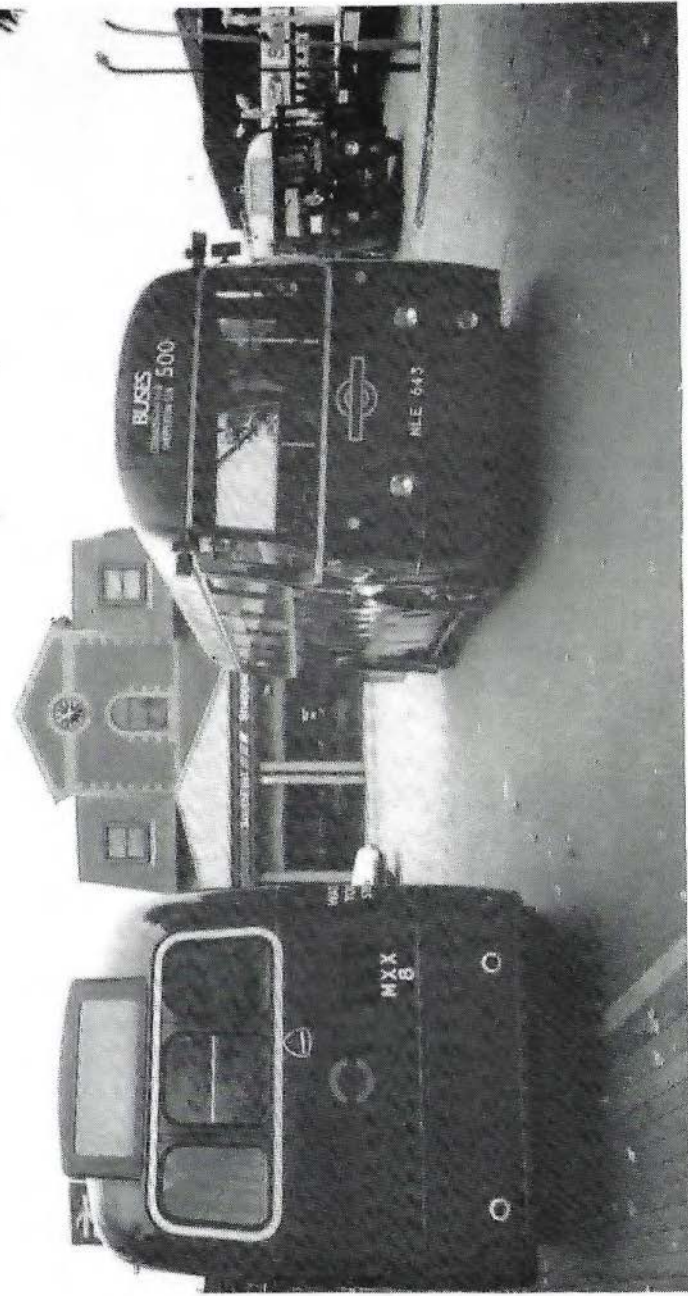
BOYHOOD MEMORIES OF GUILDFORD BUS OPERATIONS

David Fogwill

I was born in Guildford 3 years before the outbreak of World War 2 and from my earliest memories I have always been interested in buses and coaches, mainly the London Transport operations to the south west of London by their country department. These memories date from about 1942/43. I joined LBPT as recently as March 1996 and I wonder if members would find my memories of Guildford's many and varied bus operations of these years of interest, after all, there were seven bus operators in those days which continued up to about 1952/53. At this time I can recall that all the London country department buses had camouflage grey roofs and just occasionally an STL came through from Leatherhead in full war-time grey livery.

The main operators at that time were London Transport to the east and north of Guildford and Aldershot and District, affectionately known as "Have a Shot and Risk It", to the south and west of the town intermingling with London Transport to the north. The other five operators were independents who ran either local routes or a single route to outlying villages. The five Companies were Yellow Bus Services, Brown Bus Service, Safeguard, Hammond and Tillingbourne. Of these Companies only two operate today, Safeguard and Tillingbourne. I will now go into more detail of routes and types of vehicles used.

London Transport Country department ran 8 routes from their depot, in Lees Road Guildford (GF), the long distance routes in association with other LT depots along the routes. Although the Green Line route was in war time suspension during my earliest memories, I will start with this route because it was the principal operation from the Guildford garage. Green Line route 715 ran between Guildford and Hertford every 20 minutes and both GF and Hertford (HG) ran coaches on it. From the resumption of post war operations until 1951, the coaches used were of type 6Q6 and what



Regal Day at Shepperton: As reported elsewhere this issue, the Buses 500/Display Day was a great success despite poor weather. In this busy scene at Shepperton Station can be seen RFs 366, 643 and towbus 332, leant on which is just visible the "Tall Controller"; Peter Starks, whose team are to be congratulated for organising another great event. (photo: Colin Shepperd).



Sign of the Times: As per his article, Chris Sullivan was able to rescue the huge roundel and associated lettering from Aldenham Works before its demolition and has placed them on permanent loan with the Trust. It can be seen above being craned down to safety whilst below, another large roundel rescued from Thornton Heath Garage and restored by Dave, Peter and Simon Kriesler has taken pride of place near the museum foyer. (Photos; Chris Sullivan and Bill Cottrell).



Deserving of rescue? A Devon operator has recently disposed of former LT Metropolitan-Scania's MD47 and 48 and Donald Allmey found them languishing in the yard of Hardwicks, Barnsley. MD47 (below) is obviously beyond help but MD48, still in original dual-door form, can be rescued for just £1,300 with a spare engine. Contact Donald quickly if you're interested on 01895 760 0836 555.





Advertising the point: Ian Allan and Stephen Morris stand on either side of the specially made rear advert carried by RF534 for "Buses 500". Stephen, who is the editor of "Buses" magazine, also shared driving duties on this particular vehicle. (Photo: Andy Izatt).

fine vehicles they were too. A rare 10T10 did find its way onto the 715 and I can remember making at least one journey from London in a 10T10.

Undoubtedly the highlight of my boyhood was the two spells of duty that RTC1 did on the 715. I travelled from Guildford to Esher on it during the first week of operation and for a special treat a return journey with my mother to Oxford Circus, and the conductor had to be asked for the time of the return from Hertford to Oxford Circus for the trip back to Guildford. It was the height of the rush hour. When 13 or 14 years of age I was allowed to make the round trip to Hertford, having faithfully promised that I would not disembark in London. How times have changed! Would I have been allowed to make that trip as a 13 year old today? I made this journey twice, once during a total eclipse of the sun, and, the coaches of course were 6Q6s. On the second occasion on the return journey, I missed RTC1 by just 20 minutes when it made an unexpected sortie onto the 715. I was still waiting in Guildford Bus Station for my bus home when it arrived in Guildford. What a disappointed boy there was. As I am sure you all know, in 1951 RFs arrived and stayed on the 715 for just 13 years until it became a double deck operation with RMCs and RCLs, but that event moves beyond my boyhood memories.

The 408 was right up to the mid 1980s a double deck route from Guildford to Warlingham via Croydon, with the occasional bus running through to Chelsham. It was a joint operation with GF, two buses, Chelsham (CM) one bus and Leatherhead (LH) providing the remaining buses to maintain a half-hourly service. They were all STLs mostly with the series 14 style body with the roof number box. An occasional ST from LH did run on the 408. There was a local journey run on the 408 between Guildford and Merrow Church; this ran half hourly and one of Guildford's series 5 front entrance STLs was used. I can remember for a few weeks in 1946/47 an open staircase ST ran on this local route. As a boy, I made several trips to Warlingham in the STL days. In 1911 RTs came to Guildford on the 408.

The other double decker route during those far off days was the

415, which ran from Guildford to Ripley every half hour and was most definitely a preserve of the front entrance STL 5s. By 1952/53 the RTs had come to this route also. From about this time for just a few years some rush hour buses travelled further to the village of Ockham, but obviously were not sufficiently used.

Route 436 has operated between Guildford and Staines for over 60 years (it now goes right through to Heathrow Airport) and, ran through Send, Woking, Addlestone and Chertsey; the 438 service to Kingston via Merrow and Clandon to Burnt Common then operated a joint half hourly service with the 436 as far as Addlestone and then on to Kingston via Weybridge and Hampton Court. Both routes were hourly and as already stated gave a half hourly service on common sections of the routes. GP and Addlestone (WY) both ran buses on these two routes and they were either 4Q4s, 5Q5s or 9T9s until 1952/3 when RFs took over. Briefly, at about that time route 438 was replaced by route 463 between Guildford and Walton and both the 436 and 463 became lowbridge double deck operations, initially with the Godstone STLs but these were soon replaced by brand new RLHs. Although not coming to Guildford, there was an offshoot of the 436 from Staines to Ripley, the 436A; GF did provide buses for this.

Route 425 was a half hourly service between Guildford and, Dorking running, via Shalford and Chilworth and then along the A25 to Dorking serving the villages along that road, a joint GF and Dorking (DS) operation. 4Q4s and 9T9s were the buses used until both garages had their RF allocations.

The remaining London Transport route in operation in Guildford in my boyhood was the 448, a joint one with Tillingbourne. It was a half hourly service that required three buses, London Transport providing two to Tillingbourne's one. London Transport used C class Leyland Cubs and Tillingbourne either an Albion or Tilling Stevens normal control 20 seater. In 1953 the Cubs were replaced by the Guy Vixen GS class. The route was via Merrow, Newlands Corner, Shere and Gomshall to Peaslake. Two or three buses per day went on through the Surrey Hills to Ewhurst, where they linked with route 23

of Aldershot and District. A rear engined CR Cub was seen on the 448 but I do not recall ever travelling on it. There was a short local turn, but only running two or three times per day.

My home in those days was very much in the heart of London Transport's Guildford operations and I spent hours standing in the Epsom Road with my ABC of London Transport published by Ian Allan Ltd, collecting fleet numbers. The only other company to operate in my part of town was Tillingbourne. I knew of the other bus companies and the types of vehicles used but never became as familiar with their routes so I will not go as much detail as I did with London Transport.

The other main operator in town was Aldershot and District, I in fact went to the same junior school as the son of the then General Manager of A&D, a Mr P N Grey who also lived almost opposite me. From their Guildford garage Aldershot & District ran services to Horsham via Cranleigh or direct via the Leathern Bottle, a pub on the main Horsham road. A service to Ewhurst via Cranleigh, which as I have already written, linked up with the occasional LT 448 at Ewhurst. These services left Guildford along the Shalford Road.

Along the Portsmouth Road, services left Guildford for Petersfield, Hazlemere and, Chiddingfold, all routes passing through Godalming. A local route to Onslow Village went up the Farnham Road and A & D route 31 to Farnham, which went all along the Hog's Back. There was also another route to Farnham that passed through the villages to the South of the Hog's Back.

There were at least three routes to Woking, one of them going on to Chertsey Bridge, and another to Camberley. Aldershot & District's main route was between Guildford and Aldershot along the Aldershot Road via Normandy and Ash, plus a local route to the Fairlands Estate and Wood Street. There was also some one-man operated 20 seater routes to villages along the Surrey/Sussex border.

The Aldershot & District bus fleet up until the mid 1950s was 100% Dennis until a number of single deck AEC Regals were delivered, one of which is now preserved by Guildford and West

Surrey. The double deckers in the war period and for a few years afterwards were all Lances dating from about the mid-thirties. In 1949, they began to replace these with the Lance 3 series, and there is an excellent photograph of one of these in colour in the Dennis Centenary book. In the mid-sixties these in turn were replaced by Dennis Lolines. The single deckers were Dennis Lancets also dating from the thirties and remaining in service until the delivery of the Regals. The one man operated buses were also Dennis normal control vehicles seating 20 and I think they were built on the standard 40/45 cwt chassis. These were replaced in the early fifties by similar buses on the Dennis Pax chassis.

Now I will turn to the five independent Companies that operated in Guildford in the 1940s and I will begin with Yellow Bus Services, who had a garage in Worplesdon Road, Stoughton. A "Jet" petrol station now operates on this site. This bus Company ran two local routes in Guildford, one from the town centre to Stoughton and Rhydes Hill and the other from the town centre to the Bellfields Estate. Their buses were pre-war Dennis Lancets with half cabs but an unusual feature of the design was that there was no canopy over the engine compartment and near side front wing. This company went out of business in the early 1950s, and their routes were taken over by Aldershot & District.

Next comes Safeguard, one of two of the five independents that is still operating today. In my boyhood they ran two routes, one from the town centre to Westborough and the other also from the town centre to Northway, both travelling via Aldershot Road. I cannot remember the type or make of buses that they operated but for a short time I can recall that on the Westborough Road they ran a second or third hand wartime utility bodied Guy Arab double decker. When the Park Barn Estate was built in the early 1970s the Westborough route was extended onto this estate. This route is now shared with Guildford & West Surrey. The Northway route is now run by GWS.

Tillingbourne Bus Company at the time of my story was very small and based in Chilworth and I have already told you that they operated

one bus on the London Transport route 448 to Peaselake. Their other route was in two parts, the main, an hourly service from Guildford to Farley Green deep in the Surrey Hills going via Shalford, Chilworth and Albury. Whilst this bus was in Guildford it had time to run a local route up Warren Road via London Road station and, St Luke's Hospital then along One Tree Hill Road to terminate at the top of Halfpenny Lane from where it was a short walk to the top of St Martha's Hill. The buses operated on this service were either the Albion or Tilling Stevens 20 seaters. Today this Company is very much larger and operates routes into the Surrey Hill villages between Guildford and Redhill.

Hammond Buses ran a single route as a family concern, from Guildford to Wonersh via Bramley and Shalford. Their buses were normal control 20 seat Dennis dating from the early 1930s and I think they were built on the standard 40/45 cwt chassis of the period. They were the first company, after the war to cease operating.

The last of the bus companies that operated in Guildford in those post-war days was Brown Bus Service. Their only route was from Guildford to Forest Green via Shalford, Chilworth, Shere, Gomshall and Holmbury St Mary. The bus used was a pre-war 20 seat normal control Bedford in the 1960s the owner changed to McCann and I cannot remember when they stopped running.

Since the end of my story many changes have occurred in the Guildford bus operations which most readers are probably aware of. In 1970, London Transport released its country and Green Line-operations and so was formed London Country Bus Services Ltd. At about the same date Aldershot & District and Thames Valley merged to form Alder Valley. London Country and Alder Valley were soon to become part of the National Bus Company's network. In 1970 ABC Taxis started running two local bus routes under the trade name of Blue Saloon. On the break up of the NBC, the south-west region of London Country became London & Country Bus Services Ltd. and the Thames Valley half of Alder Valley became Bee Line. More recently Alder Valley was sold, London & Country buying the Woking,

Guildford and Cranleigh operations and together with their own Guildford routes formed a new company called Guildford and West Surrey. The remaining part of Alder Valley was bought by Stagecoach. Only last March, we learned of the sad events of Blue Saloon and their routes passed to GWS.

This article is merely boyhood memories and the mists of time may have led to some errors but I have enjoyed writing them and I hope you enjoy reading them.

THE MUSEUM HAS LOST SOME WORDS

Can you find them?

Find these words: PLATFORM; DIESEL; DRIVER; WINDOWS; STAIRS; TICKET; GREENLINE; RADIATOR; BLINDS; CONDUCTOR; BUS; CAB; TYRE; BELL (compiled by Sue Jones)



1997 OPEN DAY VOLUNTEERS Sunday 6 April

The response to my appeal in the last Cobham Bus Museum magazine has been on the slow side – 32 to date. My thanks to those who have responded. I am sure that many of you intend to respond, but have not got around to it yet. Please do not delay as our requirements this year are higher than ever and your input is the only way by which we can judge our ability to successfully manage the event.

If you have lost or misplaced the pink form which accompanied the last edition of the magazine don't worry, please send your input on any piece of paper to me.

Please indicate your preferred area to support. Your preference will be met where possible, but your continued support if assigned to something different will be appreciated. Please remember that if you have a "private" arrangement with one of the Project Leaders then let me know and I can cross check that your arrangement is properly logged by them.

The Project Leaders will have their rosters published and mailed by Saturday March 22 - so don't worry if you don't hear anything until then.

The importance of your contribution has been stated many times, but once again it is only your support that will make the event a success which in turn provides the funds for our museum.

Thank you

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

ATTENTION ALL ROUTEMASTER OPERATORS & OWNERS

The Routemaster Operators and Owners Association was set up in December 1988 to pool knowledge and operating experience, to collect and make available technical information, to look into past and future developments, to assist in the procurement of spare parts as well as to cater for the historical and preservation interest. Membership is open to all operators and owners of Routemaster type vehicles as well as to suppliers of parts or services for these vehicles.

Members are currently sent quarterly Newsletters in May, August, November and February which contain all the latest news affecting the operation and ownership of Routemasters as well as technical bulletins and other information. A Suppliers Supplement is regularly produced that includes all known suppliers of parts for Routemaster vehicles. Training courses and other meetings are usually held during each year, and members are entitled to any discounts that have been negotiated with the suppliers of parts to or services for Routemaster vehicles. Bodywork fixings have been produced and currently four sets of solvent fix transfers are available to suit these vehicles. Why not write off now for further information?

Routemaster Operators and Owners Association
Graham Lunn, Pooley Ave, Egham, Surrey



WANTED URGENTLY!
INFORMATION ABOUT ROUTEMASTERS ABROAD

NEWS FROM VIC

Vic Chivers

Some good news is that two more RF's have been rescued, both having been stored for many years at Fifield, near Windsor. RF269 (unmodified coach) and also the vehicle that worked alongside my own RF41 at Southwark Children's Foundation, RF 573. Both are going to be preserved in LT livery so I'm told.

The ceiling of RF41 has now been repainted. Being ex-Green Line it has wood panels instead of metal which is a lot easier to work on.

Elsewhere, RF213 is back on the road and RF308 is due back in active service soon too. This is an ex-HA vehicle which I drove as a staff bus in the 1960s and 1970s. A good fast motor and I believe it still is!

Finally what is happening with RFs 146 and 218. I gather there are plans to make one good coach out of the pair?

Editor's note: RF146 has recently passed to long time Cobham member John Huxford. It has a badly corroded chassis but a good body whereas RF218 which is used by Ian Barrett as a store shed has the reverse. John intends to separate 146's body from the chassis and hopes to be able to repair the latter. However, it maybe that 218's chassis will have to be exhumed if 146's is deemed beyond repair. Whatever happens, John intends to retain 146's identity so the suggestion that RF701 be created won't now happen!

FOR SALE 1974 Triumph 2000 Mk.2 Automatic. Runs well, many replacement parts. Reasonable body but requires offside sill (supplied). Minor front nearside damage. Genuine reason for sale. Owner will donate one third of sale price to Cobham in recognition for the assistance provided in keeping it running.

Malcolm Lewis; 01344 204. Evenings preferably 7 to 8pm.

25TH ANNIVERSARY ROAD RUN

Make sure you mark your diary NOW for Sunday July 6th. For that is the date when Cobham Bus Museum unites with the Routemaster Operators and Owners Association (RMOOA) to stage what will undoubtedly be one of the biggest events in 1997 in the south.

The RMOOA held a very successful London to Brighton road run in 1995 and this follow up is guaranteed to be even better. And thanks to the assistance of Graham Lunn, Cobham has been invited to celebrate its 25th anniversary in style by joining in with this prestigious event.

The 'London Transport South Coast Run' will depart from Millbank, just down river from Westminster and proceed via the scenic A24 to join the popular South Downs Bus Rally at Shoreham. So it's two events in one and all London buses and coaches are eligible, whether state of the art or simply in a state!

All vehicles will gain free entry at Adur Park, Shoreham and will receive two plaques and two programmes. This promises to be a huge day so we want more than 50 Cobham members out with their own buses and non-owning volunteer drivers to take Trust vehicles. Also owners and operators are invited to help with running the special service to Worthing Pier.

See next issue for full details of *THE* event not to be missed in 1997 or write to Graham Lunn at Pooley Avenue, Egham, Surrey.

FOR SALE RT/RF/RM spares. Send for lists. Also, original varnish fix transfers for most LT vehicle types. Interior and exterior. Please write with your requirements.

Squirrel Preservation, Harcourt Avenue, Penhill Park, Sidcup DA15 9LN

SHORT TURNS

Compiled by Mike Nash

How to get mugged...

A special drinking mug has been produced to mark the demolition of Aldenham Works. This limited edition item features artwork comprising an RT and an RM, and the famous lettering from the side of the building which will soon be on display at Cobham thanks to member Chris Sullivan. The mug retails at £3.95 plus £1 p/p and is one of a number of bus related designs available from 'The Image Team'. Call them on 01703 606 for full details.

Clocking in...

Our famous Leyland Clock which originally stood at the side of the A30 in Hook from 1931 is being renovated by member Alan Davidson following a long period of neglect (the clock, not Alan!). There were originally seven of these countrywide of which no two were identical. Five are known to survive and Alan hopes to return ours to its former glory during 1997. Well done Alan for setting an example to other members who may also like to undertake an individual project at Cobham.

Going Underground...

Another active member during the summer was Hugh Harland who visited Cobham with 'Swiftly' for a few weeks and immeasurably improved the appearance of the 1938 Stock tube cab which was originally donated to the Trust by Donald Allmey. Hugh has offered to adopt the cab and has plans to further enhance it as an exhibit at Cobham during 1997.

Free transfers...

The Trust is grateful to Vic Chivers for his generous donation of 1940's and 1950's transfers to be used on T448 and for a Green Line RT and RMC should such vehicles be obtained by Cobham in the future. Vic is still looking for photographs and relevant information about his own Green Line coach, RF41. Ring him on 01279 309 if you can help.

New Year, New Rules...

From January 1st 1997, driving tests throughout the European Union will be harmonised. Thus, drivers who pass their car test after this date will no longer be entitled to drive minibuses, medium sized goods vehicles or to tow large trailers unless further tests are taken. However, such drivers may still drive 9 to 16 seat minibuses as volunteers for a non commercial organisation. The rumour that those who applied for a restricted PCV (grandfathers rights) before 1st October 1992 can now update to full PCV entitlement without further test has been denied by the DVLA.

Rod's still waiting...

We announced in the last issue that we plan to celebrate Cobhams 25th anniversary by releasing a compilation video of museum footage through the years. Well, Rod Lucas, who is co-ordinating the project hasn't exactly been inundated with material for consideration from members. So please, if you have some good quality footage of Cobham related events, particularly in the earlier years, whether on cine or video, do get in touch with Rod ASAP on 01737 703 or write to him at Dorking Road, Tadworth, Surrey KT20 5SA. We're counting on you!

Others follow 007's lead...

Following Alan Bonds' letter in the last magazine where he pledged a monthly donation to Cobham to assist with the purchase of outside help, several more members have responded in similar fashion or by making lump sum donations. In addition, two members have come forward offering financial assistance with the restoration of their favourite vehicles to speed up their return to the road. Drop the Treasurer a line if you wish to do something similar and require a standing order form or if you wish to 'adopt' a particular vehicle in terms of its upkeep.

Get 'em while you can...

More recently joined members will be unaware that the magazine in its present form only commenced in Spring 1993. Before that you were lucky if you got one news sheet a year! For those interested, I have a limited

number of backcopies available at £1.50 each including postage for issues 7 to 13. One set only of the collectable numbers 1 to 6 is available for a donation of £20 whilst numbers 1,2,4,5 and 6 are available in very limited numbers at £2.50 each. Alternatively, a loan set is available for copying in return for a donation to the Trust. Cheques payable to LBPT please and orders sent to Stroudwater Park, Weybridge, Surrey KT13 0DT. What better way to contribute to the Trusts funds. Unless that is, you buy a...

Cherished Membership Number...

Several members have donated a sum to the Trust in return for a 'cherished', i.e. low membership number. A few more are now being made available as follows; 'Lucky' 13 – £25, 15 – £20, 20 – £15, 25 – £15. Much cheaper than a cherished number plate and the money goes to help with Cobhams progress in our 25th anniversary year! Secure your cherished membership number by writing to me without delay to the above address.

The Definitive List...

The PSV Circle are busy compiling a list of all preserved buses and coaches for publication early in the New Year and it is with much pleasure that I have been able to assist one of their editors, Peter Bates with information from both the Trusts and my own records. It is hoped that once released, the publication will stimulate much further information so that a much more complete and detailed edition can subsequently be issued. I plan to review the booklet within these pages as soon as it is made available. It's certainly something to look forward to and will hopefully answer many of those 'where are they now?' type questions.

MEET THE COMMITTEE

New Committee Member Dr. Graham Ruddock

Although I joined the committee earlier this year I have been a member of the Trust, and previously the Group, since 1978. This was when I was part of a syndicate of five people who purchased RF518 direct from London Transport. Two of this syndicate now own the RF, myself and Peter Starks, another long standing member of Cobham. I also own LT1059 in partnership with fellow committee member Ian Barrett.

One of my contributions will be to help with the museum development side of things, putting my administrative and managerial experience to good use on behalf of Cobham. I am currently working on plans for developing display materials and exhibits to inform visitors about our collection and how it reflects the development of the London bus and the London bus network. This is a vital aspect of any Museum and will become increasingly important as we move towards, and obtain, full museum status. This part of a museum's role is officially known as interpretation. An ugly word, perhaps, but one that stresses our function not only in telling visitors what they are looking at but also putting the exhibit concerned in perspective, showing how it fits into the history of transport in London and explaining why it is the way it is where this helps.

During my membership at Cobham I have been involved with the Open Day for many years. My job is to help to organise the parking of buses and other vehicles and the other site used for the open day. Over the years this has been at Addlestone, Sandpits, Sainsbury's, Apps Court and now Brooklands. You may have noticed me, I'm the well built gentleman with the worried look trying to squeeze yet more vehicles into the site or wondering how to move bogged down buses at Apps Court when our wrecker is itself stuck in the mud. (Answer: winch the wrecker out using its own winch, a nearby tree and prayer and then keep it on the gravel – but that Open Day is a long story and one for another time.) My job is in educational research and as a bus

preservationist I am certainly no mechanical genius. I have learned a lot over the years, particularly about how to take the inside of an RF body apart, restore it and put it back together again. I am currently learning the same techniques for the outside of an RF body. I will then move on to restoring the Scooter, LT1059 – now there is a challenge.

If we haven't met before I'll be at Brooklands next year, probably with the same worried look and surrounded by buses, cars and assorted other vehicles still trying to get a quart into a pint pot.

FROM THE NEWSLETTER –25 YEARS AGO

Compiled by Bill Cottrell

RTW 185 is reported as acquired by Mr F Clayton...

...Prince Marshall has acquired the single-deck B body from J.B. Atkinson and requires a Y-type chassis on which to mount it (it is one of only a few so mounted originally). J.B. Atkinson on the other hand has acquired a B-type double-deck body which he proposes to mount on his B214 chassis.

August 1971

This newsletter chronicled the recovery of the aforementioned double-deck B-type body from a field in Horley and records the identification of the single-deck body as originally from B5103. This was gleaned from the body number which could be identified on one of the original seats.

G351 won the "Best in its Class" trophy at the Manchester to Harrogate rally.

September 1971

We are negotiating for the bulk supply of engine oil and others which are likely to work out at about 55p per gallon

One of the RTs sold to Morphy Richards some time ago, RT593 (the other was RT1596) HLX410 with Weymann RT3 body has appeared in West London after going undetected since 1967.

Former LT and Belfast Daimler GYE98 (D93, Belfast 476) new Harkness body in 1956 and withdrawn 11/70 was acquired by the Irish Transport Trust in March 1971.

October 1971

1036TV was reduced to chassis/cab at Silver End with all the surplus parts removed from the site in one day...

ST922 was brought down from Southport to LPC at Hounslow by John Christie, Malcolm Bowers and 754P, so that its reconstruction can commence for next season.

Four RLHs have been ordered from the Group by an organisation in Hawaii and the first two, 33 and 47, are being painted at LPC.

Ted Brakell's RTW75 has been repainted, and he has also acquired the former Morphy Richards RT3, RT593.

A late piece of news is that Prince's Dodson bodied independent Dennis open-topper is about to have restoration commenced for the 1972 season... since our last report a suitable chassis has been acquired.

Christmas 1971 (Written by Lynn Allmey)

We had apparently arrived when the car stopped, but it looked like any wooded country lane to me, however through the trees was an enormous garage. It turned out to be the much discussed property the Group are hoping to buy to house homeless vehicles. After a quick polish of my rose coloured glasses I agreed that it is indeed a fantastic place. It has ample storing facilities... an office space, washroom, and of course room for many



Regent on the Ramp-age: Ken Wade has been the first member to make use of the monthly work space scheme at the museum. His Regent III, ex. Morecambe 73 is pictured on the ramp undergoing a chassis clean and paint. (photo: Bill Cottrell).



Temporary Trainer: KPB 881P, which saw some 20 years service with Blue Saloon of Guildford, is now destined for a new role as Cobham's driver trainer until P3 becomes available. The Bristol LH6L will undergo MOT work and a tidy up during January and will hopefully be active soon after. (photo Mike;Nash).

buses. I have it on good authority that it will hold 40 buses or other similar types, and those members who have not yet staked their claim should do so like yesterday as space is already at a premium.

Tailpiece...

B214 mentioned in the 25 years ago piece will probably have passed to new owners by the time you receive this newsletter. It was due to be auctioned in early December by Brooks as the erstwhile owners, the Dutch museum from whence STL441 came, have decided it was too much of a "Bitsa" for their interest. They have bought to replace it the Milnes-Daimler restored as a Brighton bus, and sold to America after completing the London to Brighton Run many years ago. The Dutch museum is also offering RTL139 for sale in "as withdrawn" condition, except for a damaged engine. Anyone seriously interested can contact Bill Cottrell for further details,

Finally, Happy Christmas to all members and their families, and a special hello to the person doing the 25 year spot in the year 2021.

Editor's comment: Bill's compilations make for fascinating reading and no doubt bring back many memories for our long term members. Perhaps we have a member who would enjoy compiling current vehicle finds, rescues and movements for inclusion in the magazine. Drop me a line if you fancy such a task.

LETTERS

From Peter Gomm, Chairman, RT/RF Register

Thank you for sending the Register's copy of Cobham's magazine. I enjoyed the mix of articles and am really looking forward to seeing the Dinky STL back on the road (in green?).

The article on the service fleet brought back happy memories of passing through Baker Street Station every working day in the middle

of the fifties and the vehicles parked on the forecourt. I see Ken Duke mentions 1037J but not 1019J, which was the same body on the chassis ex-SRT45 (STL2551), the transfer to RT1420's taking place in June 1956. The original registration of EYK 396 was a lone one among a series of service vehicles; did someone know something in 1938? Although of course, as with both 1019J and 1037J it carried trade plates.

Carlton Crescent, Luton, Beds. LU3 1EW

Editor's note; It goes without saying that any members who own or are enthusiastic about RT/RF family vehicles are recommended to join the Register. Annual membership is £15 and Peter will be pleased to hear from those wishing to enrol.

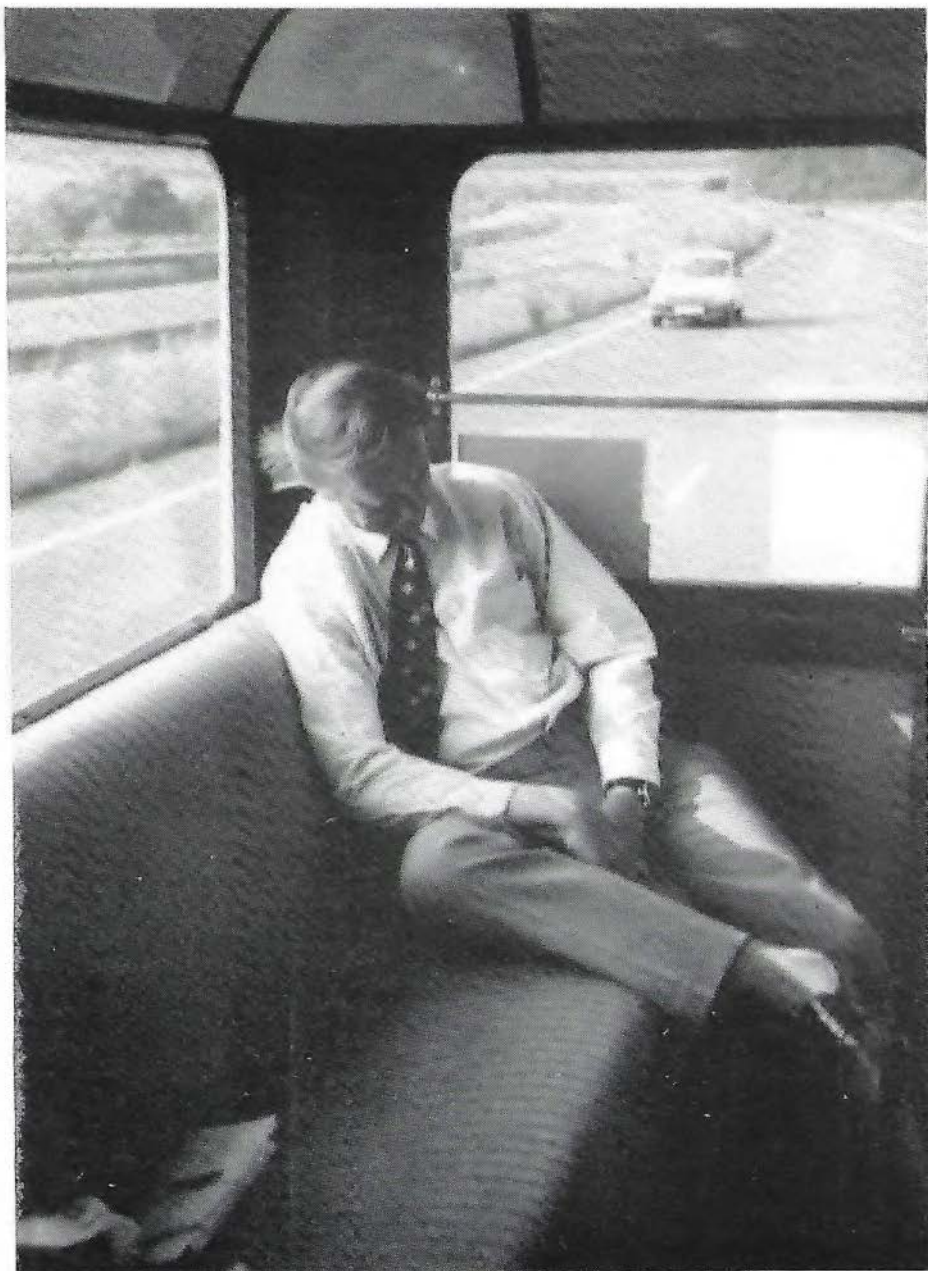
From David Boshier

I can't help feeling that a response should be made to the comments made by Roger Stagg and yourself relating to the item on page 42 of the Autumn Magazine.

For me and I am sure many others, Kingston has always been long associated with London's single deck types. LGOC T and single deck LT (scooters) once provided the backbone of its operations. They were to be superseded by Mann Egerton 1/1TD2 of which TD95 was one of the initial batch of new vehicles derived to Kingston during 1949. They were joined in 1953 by the majority of the earlier Weymann 1TD1, having been replaced by RFs at Muswell Hill. Of course, Kingston and Norbiton operated both types with the last of the Weymann variant (TD17) being withdrawn from K in March 1958. TD12 was the Norbiton trainer for nearly two years and was also withdrawn in March 1958. With the demise of the first batch of TDs it opened the door for the yet more RFs in the town. However, the Mann Egerton TDs survived at Kingston until March 1962 with the withdrawal of TDs 87/90/112 and 131. TD95 was at that time still



National Rescue: The first dual-purpose "Suburban Express" Leyland National to enter Green-Line service, SNC117, has been rescued from Northumbria for preservation. It joins all-over "Sainsbury" liveried NFN 84R, ex: East Kent, also recently rescued from Stagecoach South. More on these next issue. (photo; Mike Nash).



Sleeping Beauty: Always the life and soul of the party, our Chairman is pictured nodding off in the back of T31 on the way back from an event. (Photo; not disclosed).

operating from Edgware and was one of the last batch of 11 to be withdrawn in October 1962.

Kingston was therefore by this time largely dominated by the RF with examples operating in the town in central red and country Lincoln green on bus and Green Line work. Whilst Roger Stagg is doubtless correct in pointing out that double deckers also worked in the town, Kingston could never have been described as a major stronghold of the RT family. I would suggest that Kingston would be somewhat inappropriate as a location for an RT day! Possibly a more appropriate location might be the Harrow area with HD/EW/AE/ON/SE/AC all operating members of the RT family into the town. I am sure one could easily come up with other suburban areas of London very easily which might be just as appropriate. In fact the forthcoming celebration planned by East London at Leyton on May 10th 1997 marking the entry into service 50 years ago of the first post-war RTs will be a good opportunity for RT owners to fly the flag! Come to that, an excuse for TD95 also to put in an appearance sporting 236 blinds (Leyton operated TDs on the route from mid-1949 with Tottenham Garage)

The comments made by your goodself concerning the number RTs putting in appearances at rallies are totally unjustified. In fact the RT30 celebration at BUS of YESTERYEAR saw a large contingent of the RT family.

BUS of YESTERYEAR even brought together the only two Cravens bodied examples ie RT1431 and 1499. However, only two examples of the RF family and they were of the shorter version ie RF10 and 19, not one standard example arrived... must be a record! The Classic Automotion event produced a wonderful display of the RT family and I gather Showbus, Duxford was also well supported with RT family vehicles. Even the small Metroliner Harrow Weald Garage Open Day sported 3 RTs and not an RF to be seen! I have to say that your Rarely Turn up cliché is quite wrong.

Blythe Park Road Egham Surrey

Editor's note: David is quite correct, of course, and my comments served only as bait to stimulate some lively debate within these pages. Isn't that the role of a good editor?! As you will read elsewhere, with RFs now firmly associated with our October Display Days, it is hoped that the RT family can perform similar duties from now on at our August Display Days. So it's over to the crowd with a bit more on top!

From Jonathan Wilkins

Thanks for your very prompt response to my membership application. I enclose my Member Details as requested, sadly there is nothing of interest for you in the way of vehicles or assistance. It is a matter of some sadness that I will be unable to visit regularly, as a natural consequence of my remoteness. I grew up in Hitchin in the 1960s and 1970s, making a daily journey to school by RT, RMC, SM, MB and LN classes over the years, from which my affection for LT vehicles arises. When I was more independent I was a regular Rover, exploring Herts and Bucks in particular. I had relatives in Warlingham, and it was a particular challenge to circumnavigate the Red area when the family visit schedule allowed. My favourite route was via Croydon, Leatherhead, Guildford, Staines, Slough, Berkhamsted, Hemel Hempstead, St.Albans, and Hatfield. Just once I splashed out on a Golden Rover ticket and went the other way via the Tilbury Ferry

I was particularly pleased to read of the restoration of SMS369, since these vehicles were the ones that I rode most often. Heresy, I hear you say. In defence I would say that they represented the new, shiny and interesting, whereas the RT was old, familiar and much less shiny. RMCs were fun, but they didn't last long enough on our service to make much impression. In retrospect, the ride on top of an RT is probably the best experience in bus travel – so the early 70s was a wonderful time of providing both.

My membership is therefore a way of maintaining a link with my spiritual home, whilst helping in a small way to preserve it. My

parents are still in Hitchin, but they are threatening to defect to the Welsh borders. RF Operating Day may be my last chance to ride real buses for a long while. Hope to see you in action.

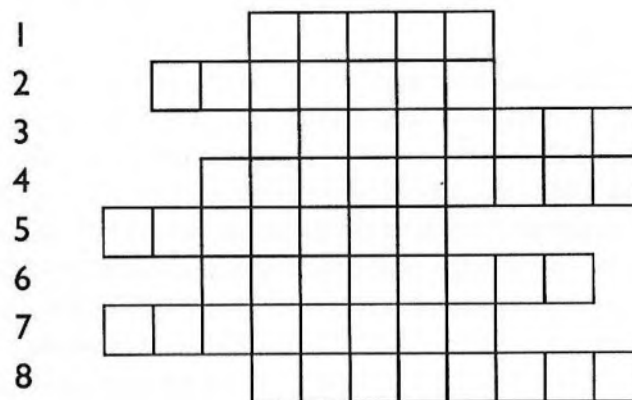
Gannock Park, Deganwy, Conwy LL31 9PZ

BUS GARAGE QUIZ

Ken Duke

All the answers are (or were) LT garages or depots. Once the grid is completed, there will be a vertical spelling of another famous location connected with London Transport.

- 1 RTs here were not red, but more colourful than the name suggests.
- 2 Its namesake is in the East End, this one's much further out of town.
- 3 This garage will always be associated with certain STLs.
- 4 Did it finally go to a watery grave?
- 5 This can be heard in Battersea.
- 6 The big garage at the foot of the hill.
- 7 A famous sporting association has a connection here.
- 8 The adjoining road and café were a clue to LT's presence.



Answers inside rear cover

DISPLAY DAY AND SHEPPERTON RF OPERATING DAY

Simon Kaye

Sunday 20th October saw Cobham hosting its final Display Day of 1996, this time held in conjunction with Ian Allan Ltd, who were celebrating publication of the 500th issue of *Buses* magazine, and the Shepperton RF Operating Day. Throughout the day a free RF operated service linked Cobham with Shepperton Station, where Ian Allan's bookshop was open for the occasion.

My duties for the day were very much on an "as required" basis and arriving at around 7 a.m. I was interested to note that some of the stallholders had already arrived and were waiting to be let in! Before this could happen there was much to do and while the kettle was boiling the museum was emptied of vehicles, those due to work in service being positioned outside and others arranged for display within the grounds. The gates were then opened and we retreated to the canteen to observe, in a scene not unlike a supermarket trolley dash, the stallholders securing their pitches.

The museum's recovery vehicle 332W, formerly RF332, was dispatched to Shepperton where it was to act as control point for the bus service, and soon visitors were arriving by bus and car and we were in business.

Before long I was summoned to act as conductor on RF 534 with Mike Nash and worked a round trip to Shepperton on route 500. All of the buses on this service had been fitted with specially made destination blinds and looked very authentic. Considering that the weather was at best "fair" there were large numbers of visitors around and the buses were kept busy all day. The various stalls, including our own museum shop, appeared to be well patronised and the refreshment stall, run by Debbie Morris, did good business. During the afternoon Alan "007" Bond and myself operated a number of local demonstration runs with museum vehicles including T31, TD95 and STL441. These were enjoyed by a number of visitors including Ian

Allan himself who visited the museum and, after being welcomed by our Chairman, took a trip on T31. An additional attraction at Cobham was a collection of vintage London taxis brought along by Keith White and friends.

As the light began to fade so the inevitable rain began, giving those stallholders who had elected to be positioned outside the chance to demonstrate their wet weather equipment. Still the buses ran with near-full loads. There is something very nostalgic about the sight of old buses running after dark, with saloon lights glowing and windows steamed up. All too soon the end arrived and, as the stallholders began to pack up, a final run was made to Shepperton with TD95, mainly for those who had become so emotional at the sight of RFs running in the dark that they had missed the last one!

Eventually all the buses were back in the museum and the doors closed after a long, successful day. I'm sure that those who muttered "never again" the loudest will be there even earlier next time!

POSTSCRIPT...

Thanks to all who attended on 20th October and made it such a success. As expected, the RFs performed impeccably throughout the day, doing the job for which they were designed. I understand from Stephen Morris that Ian Allan (*Buses Magazine*) was very pleased with the operation and standard of professionalism shown by the RF Owners Club. Cobham Bus Museum gained by having an increased number of visitors. With two successful RFOC operations under our belt, we have started what may become a regular event for some time to come.

The statistics are set out on page 27. An average loading of about 66% was achieved on a dull and damp day. Although 8 extra journeys were run, these were only done to avoid customer discomfort. RFOC days are designed for the RF owners to have fun and enjoy themselves with their RF. Next year's venue is already being investigated. If you would like to be involved, please let me know as it will be very popular – Peter Starks.

ARE YOU AN ANORAK?

A light-hearted self assessment quiz by Dave Jones.

In view of all the "self assessment" quizzes which litter leisure magazines, we thought it about time to produce our own, to see if anyone out there is truly an "Anorak". Answer the following questions honestly and then check you score at the end. Most of all, have fun!

- 1 Do you read this magazine from cover to cover, including the Committee's post codes?
 - (a) Yes, and I can tell you what garage Dave Jones' post code started work at.
 - (b) No, I only read the interesting bits.
 - (c) No, I just look at the pictures.
- 2 Does your duffel bag contain:
 - (a) A bottle of Tizer, two Mars Bars, hedgehog flavour crisps and a 1979 Ian Alan ABC?
 - (b) A four pack of XXXX, M&S sandwiches, and a Psion organiser?
 - (c) It's a Nike bag and it's got my squash gear in it!
- 3 When you spot a bus which you have not "copped" before, do you:
 - (a) Lick your pencil before crossing it off in your 1979 ABC?
 - (b) Lick your finger before entering it in your Psion?
 - (c) Have no idea which buses you have seen and which you haven't?
- 4 Can you recite the names and codes of all the CRS garages extant in 1957?
 - (a) Yes, while drinking a glass of Tizer.
 - (b) Possibly, given a few hours notice.
 - (c) Uh, A, B, C, um, D, E... !
- 5 Do you know the bonnet number of the RT which jumped the gap as Tower Bridge opened?
 - (a) Yes, and the driver's name and what he had for breakfast
 - (b) No, but I know where the book is which the answer in it.
 - (c) When did this happen?
- 6 Do you know the name of all the pubs featured in LT central timetables?
 - (a) Yes, and what beer they serve.
 - (b) Only the ones with real ale.
 - (c) I don't remember where I drink.
- 7 Do you know the CU numbers of the TDs?
 - (a) Yes and the bonnet numbers.

- (b) No, but I know a man who does.
 - (c) What's a CU number?
- 8 Do you know which wire was which on trolleybus overhead?
 - (a) Yes, and who made them.
 - (b) Positive and negative?
 - (c) What's a trolleybus?
- 9 When shown a picture of Wombwell Diesels circa 1978, do you:
 - (a) Recite the number of all the RTs which went there.
 - (b) Burst into tears.
 - (c) Think what an eyesore it was.
- 10 You're in the Fox at Keston when an RT backs into your car, do you:
 - (a) Congratulate the driver and never have the damage repaired?
 - (b) Deny you have a car until the bus has gone?
 - (c) Sue the driver for all he's got?
- 11 You're in the White Swan at Kew Green. On which route would you have once seen a crew operated Dennis Dominator?
 - (a) I know, I know, route 27 and it had a Voith gearbox and and and...
 - (b) Who's this Dennis bloke?
 - (c) Another pint of ESB, please.
- 12 When watching the last episode of "The Young Ones", do you:
 - (a) Tape the RM going over the cliff so you can watch it over and over again, admiring the structural integrity of the vehicle?
 - (b) Hide behind the sofa?
 - (c) Wonder when Cliff Richard is coming on?

Now the scores. For every (a) answer, give yourself 5 points, for each (b), 3 points and for each (c), 2 points. Add up the total and...

If you scored more than 45, you are a serious case indeed; 30 to 45, well, you're probably just about okay to be let out on your own; less than 30, don't worry, they've still got your size in navy blue with a fur-lined hood at C&A.

PLANS FOR 1997

Bill Cottrell

At the November committee meeting, the committee formulated its plans for next year. The plans make certain assumptions about income, particularly open-day, and may have to be modified subsequently. It has been decided to accelerate improvements to the building to attain Museum Registration, and seriously start the body rebuilding on STL2377. We hope to gain grants to accelerate these projects but the budget proposals make no assumptions about this. The key projects highlighted by the committee are as follows

- Draw up plans for proposed extension adjacent to the canteen, over the existing out-building.
- Improve lighting in the paint bay.
- Stage I of boundary fence replacement.
- Improve display areas to advance the educational aspect of the museum.
- Investigate the possibility of three-phase electric installation.
- Draw up plans for improved toilet facilities and associated work.
- Purchase and install compressor, planer-thicknesser, trestles and boards.
- Start mechanical restoration of G351.
- Complete current phase of restoration of P3 and 702B, continue coachwork on T448, RM3 and RT2775.
- Buy wood for STL2377, seek grant to do major work on the bottom deck structure to match funding allocated by Trust

If we can achieve all the above, we will be well on target to meet the aspirations of the 5-year plan.

LONDON BUS PRESERVATION TRUST

COBHAM BUS MUSEUM · REDHILL ROAD · COBHAM KT11 1EF · 01932 868665
MAGAZINE EDITOR MIKE NASH · REGISTERED AS A CHARITY NO 293319

Chairman Peter Plummer Northdown Road, Longfield, Kent DA3 7QN.

Treasurer Bill Cottrell Shaftesbury Avenue, Middlesex HA2 0AW. 0181 8240.

Secretary John Bedford Albany Court, 38 Alexandra Grove, London N12 8NN

Committee Ian Barrett, Cox Lane, West Ewell, Epsom, Surrey KT19 9NA.

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

Richard Hussey, Hillcross Avenue, Morden, Surrey SM4 4EX

Rev Simon Douglas-Lane, Church Street, Hampton, TW12 2EG.

Paul Morris, 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 above), who will pass them to the appropriate person. Your co-operation will be appreciated.

ANSWERS TO BUS GARAGE QUIZ

1 Grays; 2 Bromley; 3 Godstone; 4 Riverside; 5 Barking; 6 Highgate;
7 Mortlake; 8 Edmonton. (ALDENHAM)

REAR COVER: T31 is seen breezing past former B.O.C. Bristol KSW6B UHY 360, whilst RT593 looks on as the three depart from Bus of Yesteryear at Staines. (photo; Graham Smith)

Staines
Day Centre

