

# COBHAM BUS MUSEUM

## MAGAZINE



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No. 9

SUMMER 1995

# THE LONDON BUS PRESERVATION TRUST

COBHAM BUS MUSEUM

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Charity Registration No. 293319

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## TELEPHONE CALLS

The large number of telephone calls being received by some committee members is causing excessive disruption at home, especially during the late evening. For the future, telephone messages for committee members – except the magazine editor – should be channelled through Bill Cottrell (see number above), who will pass them on to the appropriate person.

Your co-operation in this will be appreciated.

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Please send all magazine contributions and advertisements to the Editor. Due to the introduction of new typesetting technology, it would be much appreciated if manuscripts were typed, although this is not essential and all contributions are, of course, welcome. Views expressed in this magazine are not necessarily those of the Editor and Committee. When contacting the Committee, please enclose an SAE if a reply is required.

Front cover: T31 has now officially joined the Trust's collection. For more details about this superb vehicle, see the feature in Buses – Focus on Bus Preservation, available from most newsagents at only £2.75

## EDITORIAL

IT feels more like three weeks than three months since I last sat down to write my editorial. So much has been happening that for those of us in at the deep end, it's been something of a roller coaster ride comprising both fun and frustration.

Of course, the highlight of recent weeks was, without doubt, our highly successful Open Day, and before anything else, I should like to thank Stephen Morris, Gavin Booth, Peter Durham and Zoe Schofield of 'Buses' and 'Classic Bus' magazines for efforts beyond the call of duty in terms of publicity and the production of the superb Souvenir Programme. Their combined support raised Cobham's profile to new heights and we look forward to working with them for many years to come.

A full report on Open Day can be found in a glowing four-page feature by member Michael H C Baker in the June issue of 'Buses', but for those who haven't read it or didn't manage to get down on the day, we enjoyed simply glorious weather which resulted in an estimated 5,000 visitors. There were more buses, more stalls, and for the organisers, more pressures than ever before. But aside from some largely unavoidable problems which for a while upset the bus service, the day ran smoothly and there was (almost) universal praise from those in attendance. That said, even with 50+ helpers, we were stretched to capacity and will definitely need more volunteers next year.

Elsewhere, progress continues apace with much heavy tackle having been moved into the new extension, and STL2377 having taken centre stage in the dedicated workshop area. Visitors to Open Day may have noticed an abundance of contractor's equipment and associated debris to the rear of the building. This is because a section of nearby Byfleet Road has been rebuilt and your editor, who has a number of useful contacts at the local council, managed to do a deal with the appointed firm whereby storage space in the museum grounds was offered in exchange for some resurfacing work around the museum site. This means no more muddy car park, plus other improvements – work we could never otherwise have afforded.

As you will read in this issue, there have been a number of star performances from particular members, but we would like to see more helpers coming along at weekends. Apart from anything else, the buses need a regular wash and brush up, so why not come down and spend some time on

your favourite Trust vehicle? You will quickly feel part of the team.

At the time of writing, details have just been confirmed regarding the Annual General Meeting which for the first time is to be held at Brooklands Museum on Saturday, 1 July, with a Bar-B-Q/social evening back at our museum afterwards. It will be a busy weekend as the next day sees our second 'Display Day', to which, we hope, plenty of members can attend. Regarding the AGM, it is essential that members use the opportunity to express their views and to vote wisely. You know the names of those who have been working hard for Cobham's future – and those who haven't. Make sure your vote is the right one for the Trust.

Changing the subject, I was very pleased with the previous issue of the magazine, which gained very favourable feedback from members. However, for the first time since becoming editor, I have been somewhat short of material with which to compile this issue. Special thanks are therefore extended to my old pal Alan '007' Bond, whom I can always rely upon to deliver the goods. But a few more of you need to start putting pen to paper for me. I want photo's, features, vehicle histories, in fact, anything which might be remotely of interest to fellow members. My letterbox should definitely be more active now there are more than 300 of you! Perhaps those I would most like to hear from are the members who, in their 'Members Details' form claimed they couldn't play an active role due to geographical location. Well you can! Let's see some fresh names in print.

Finally, those of you who still haven't returned to me a 'Members Details' form will find another one enclosed with this issue. Please complete and return it to me WITHOUT DELAY.

That's about it for now, other than to remind you to mark those events in your diaries, especially our Display Days. But most of all, please send in something for the magazine and help give your editor an easier life. See you at a rally somewhere!

Mike Nash

## CHAIRMAN'S REPORT

MEMBERS of the Trust committee had a third informal meeting with the directors of the LBPG Ltd at the offices of David Morgan on Wednesday 10 May. It was agreed that it was reasonable to expect the merger of the LBPG Ltd and the LBPT to take place by 31 July and the new charity brought into being then.

We were also asked to consider some additional conditions and the LBPG Ltd directors were requested to re-consider proposals made on 1 June 1993 and 18 August 1994. I would hope that honour and integrity would allow the merger to proceed without further delay.

The Open Day was remarkably successful, due to two main factors – the generous support and sponsorship by 'Classic Bus' and Ian Allan's 'Buses' magazines, and the excellent weather. The number of visitors this year, in the region of 5,000, put a severe strain on only 52 volunteer members, supported by around three friends of members, a total of only 55 (more than last year), who were spread out along the eight mile route from Cobham Village, Cobham Bus Museum, Weybridge Station and Apps Court.

The W H Smith film crew, who were making a video, was on site the day before Open Day and over-ran the estimated filming time. This resulted in vehicles to be displayed at the museum not being in position at the start of Open Day itself.

A major problem on the day arose because, of the 22 Class VI vehicles scheduled for the bus service, no fewer than seven failed to turn up or suffered early failure, although a few were substituted later. However, the bus service controllers did their best to overcome this, and also the disruption caused by a serious accident involving two cars in Byfleet Road during the day.

Our own shop performed well, selling a new range of products, some of which are dedicated to the Trust. My thanks to all who participated in support of the event; a list of names is included elsewhere in this magazine.

With the Open Day behind us, we now concentrate our attention on progress towards full museum recognition and achieving the necessary improvements to the site which are required to fulfil the statutory requirements of the Museums and Galleries Commission.

On site, progress generally is on target and the builder, Bill Strickley, with Ian Chidlaw, has offered to draw up plans for the new clubhouse to replace the existing, out-dated canteen. It is essential that this project is advanced as

quickly as possible – our insurers have already made adverse comment on the present balcony structure, which is built mainly of combustible materials and regarded as a fire hazard in a building to which the public is admitted.

In conclusion – congratulations to our Secretary, John Bedford, whose vehicle, Ipswich Corporation Transport No. 16, was awarded the AEC Trophy at Brighton on 7 May. It was also awarded 2nd prize in the class for post-war double-deck buses.

Peter Plummer

## MEMBERSHIP CARDS

To save on postage costs, membership cards will be sent out to members with whichever issue of the magazine follows on from the date of renewal. For example, those whose renewal was due on 1 April 1995 will have received a card with this issue.

Those paying by standing order will have their transaction processed on one of the four dates, whichever is the most appropriate to their previous renewal dates, these being 1st January, 1st April, 1st July and 1st October. Those who continue to renew by other means are requested to do so promptly.

## MUSEUM GROUNDS

A crane was hired to move the train cabs 'Ajax' and the 1938 tube stock to their new positions on brick piers at the rear of the building on 25 March, so clearing most of the obstruction to the roadway down the west side of the building. The remains of the Yarmouth Regent's body were dismantled on 19 March and its chassis, together with that of Q69, were moved to create space in the car park for the Byfleet Road construction contractor's mobile offices and equipment.

In return for allowing the contractors to use our facilities, they have repaired areas of the yard to the south of the building and will leave the rest of the site with a much improved surface.

A concrete apron has been laid around the new extension by our builder, Bill Strickley, to facilitate access by the forklift and towbus.

Peter Plummer

## MEMBERSHIP NEWS

To say I've had a busy time since the previous magazine is an understatement! An amazing 66 new members have joined us and a special team point must surely be awarded to Roger West who managed to sign up 28 of the 32 who joined us on Open Day. Our new members include Kevin McCormack, the author of those delightful pictorials 'The Heyday of the London Bus' of which the second is reviewed elsewhere in this issue. Alan Hallpike has previously been involved with the Trust's own STL2377 and he was thrilled to see the progress being made with it when he joined on Open Day. Tony Blackman is a well respected preservationist whose name is synonymous with the popular Halifax-based Nocturnal Heart of the Pennines Rally. Finally, Ron and Gavin Cotton have already established themselves as regulars at the museum, a lead which I wish more of our members would take. We need all the help we can get!

279	Ian Dale	Guildford	MG
281	Martin Wort	London SW2	MN
282	Edwin Kingsley	Putney	PW
283	Pat Chapman	Haslemere	CB
284	John Cattermole	Guildford	WC
285	Andrew Newstead	Ely, Cambs	CB
286	Michael Wardley	Bournemouth	CB
287	Keith Mossman	Wooton, Glouc	CB
288	Gerry Evans	Surbiton	CB
289	John Slater	Bradford	WC
290	David Mulvey	Guildford	MN
291	Kevin McCormack	Ashtead	CB
292	Christopher Hart	Carshalton	
293	Neil Smith	Woking	MW
294	Marie Bennett	Teddington	
295	Andrew Boath	Southall	RMA53/59, PD3, Atlantean
296	Mike Budd	West Hoathly	
297	P Burrows	Beckenham	
298	Mrs Joan Chappell	Ashtead	
299	Timothy Clarke	Cowes, IoW	
300	William Allmey	Enfield, Mdx	DA
301	Andrew Coxhill	Ewell	
302	Norman Davey	Reading	
303	Karl Griffin	Orpington	RF495
304	Alan Hallpike	Bristol	
305	Michael Halls	Felixtowe	
306	M Harries	Dorking	
307	John Hartnell	Reading	
308	Peter Hennessy	Woking	

309	D Hill	Bromley	RTW467	
310	David Jackson	Sutton		
311	D Lelliott	Fetcham		
312	Graham McQueen	Cheshunt		
313	Martyn Mance	Croydon		
314	Tom Melliush	Aylesford		
315	L Morey	Uxbridge		
316	Richard Nardi	Harrow		
317	Paul Nicholas	Worcester Park		
318	Shawn Pankhurst	Chertsey		
319	John Danes	Epsom		
320	K Reid	Ashford, Kent	RT3316, Bedford OB	
321	B Rutland	Tolworth		
322	Andrew Seary	Croydon		
323	P Thompson	Brentwood		
324	Ray Watmore	Hailsham		
325	R Williamson	Studley		
326	R Wingrove	Strood		
327	Richard Wilkinson	Staplehurst		
328	Barry Martin	Feltham		
329	K Porter	Claygate		
330	Tony Blackman	Halifax	5 x Regents	PP
331	D Yates	Ilford	RTL453	
332	Michael Butler	Epsom		
333	Bob Lewis	Brierley Hill	Various	MN
334	D Tringham	Leicester		
335	Ronald Cotton	Bracknell		
336	'Ginger' John Messer	Northolt	WC	
337	Martin West	Cranleigh		
338	John Elson	Uckfield		RM
339	Gavin Cotton	Bracknell		RC
340	Robert Vince	Cobham		JB
341	Keith Cockram	Huntingdon		
342	John Edge	Reading		
343	Ken Wade	Ottershaw	RLH32, Reliance	
354	Tony Moth	Hambledon	RF354	

Recruited by: CB: Classic Bus feature; DA: Don Allmey; JB: John Bedford; MG: Martin Gibbons; MN: Mike Nash; MW: Mark Winston; PP: Peter Plummer; PM: Pam West; RC: Ron Cotton; RM: Roger Mayo; WC: Bill Cottrell. Will those new members who have not yet returned their 'Members Details' form to me please do so without delay.

Mike Nash

## MEMBERS' VEHICLES

Following on from the last issue, the other vehicle owned by the 1702 Preservation Society to which member Robert Wilkin belongs is of course RT1702, the history of which he has kindly supplied.



RT1702 (KYY 529) – BUILT 1950 BODY PARK ROYAL 3675

Delivered new to LT in July from Park Royal, RT1702 was registered on 24 July 1950. Immediately, work started on converting the bus to a mobile exhibition for its forthcoming tour.

On 28 July 1950, RT1702 and RT3114 were shipped from Hull on the SS Tinto. At about the same time, RT1692 and RT3070 were shipped from Milwall Docks on the SS Silvio. The four buses, London Transport's first ambassadors abroad, were now on their way to tour eight European countries – Norway, Sweden, Denmark, Germany, Holland, Belgium, Luxembourg and France – to publicise the 1951 Festival of Britain. All four buses completed the 4,000 mile tour without any mechanical defects.

While on show, the buses had over 122,000 visitors. RTs 1692, 1702 and 3114 were exhibition buses showing views of Britain, whilst RT3070 gave free rides. On their return to Britain on 30 October 1950, the buses and their crews were met by the then Foreign Secretary, Mr Ernest Bevin.

Following the tour, RT1702 entered service for the first time at Mortlake Garage, working routes 9 and 73. In May 1951, the four buses were reunited again at Old Kent Road garage to work LT's first Round London Sightseeing Tour, Service J, during the Festival of Britain. In June 1952, Service J became Excursion 1, which the buses worked from Victoria Garage. From 1954, RT1702 worked from Holloway, Seven Kings and Hornchurch Garages, working routes 14, 27, 86, 134, 148, 150 and 165. Finally, in 1966, RT1702 was transferred to Catford Garage to see out its final years with LT, working routes 1, 47, 54, 75, 94, 108b, 124, 160 and 180.

RT1702 was overhauled at Aldenham Works in August 1954, June 1958, July 1962 and August 1966, with an extra repaint in November 1969. As a 'GB' bus, it kept its original body number throughout its life with LT, unlike most RTs, which had bodies exchanged upon overhaul.

In July 1972, RT1702 was purchased from LT by three Catford staff, Messrs D Denton, L Field and R Wilkin, who formed the 1702 Preservation Society. They started on the restoration work which would see the bus returned to its former 1950s condition.

RT1702 has been to many special events, for example, on 11 May 1976, London Transport used it to celebrate the 25th anniversary of the Round London Sightseeing Tour. The passengers were charged the 1951 price of 2/6d (12½p)! RT1702 also took part in the 25th anniversary of the Festival of Britain held at the Victoria and Albert Museum and opened by the Queen Mother on 24 November 1976. The bus was used to take the dignitaries and the press from the Royal Academy to the opening ceremony, and then as a static display outside the Victoria and Albert Museum for the duration of the exhibition (26 November 1976 to 3 April 1977).

RT1702 was involved with South London's last RT route, 94, Catford and Bromley, on 28 August 1978, and also the last service run of the RT with London Transport at Barking on 7 April 1979. It was also invited to LT's 150th Year celebrations in 1979, and several open days at garages, Aldenham and Chiswick Works. It was also at Woolwich for the launch of Selkent Travel in July 1985 and has since been operated in service by LT to commemorate withdrawn routes and the last crew-operated routes in South London. During the last week of these at Catford, RT1702 was operated on routes 75 (9/3/92), 47 (10/3), 185 (11/3), 54 (12/3) and 36B (13/3), alongside Selkent's RM2046, to commemorate the last conductors in Selkent.

RT has attended many bus rallies since 1972 and has won first prize at Southend (1974), Hayes (1974/75), Weymouth (1976), Bromley (1978),

and Merton (1978). In 1979, it won best post-war double decker at the HCVS London to Brighton Rally, the 'Tulip Rally' in Volendam, Holland, and also took part in the Calais Rally in France. RT1702 still continues to win prizes and attends LT Open Days and garage closures. These days, it is garaged at Catford Garage with grateful thanks to Selkent. □

### JOTTINGS FROM A REVENUE INSPECTOR OPEN DAY 1995

Fewer customers this year, around 25, were discovered without our programme as ticket to ride, somewhat fewer than last year. Despite, at £5, the higher price, they coughed up with good humour. Very few seemed to be intent on travelling free; they, too, paid up. I overheard hardly any derogatory remarks about the frequency of buses – much of the conversation centred on the range of types available and that a greater proportion this year was of the vintage variety.

One elderly couple arrived only in the early afternoon from the distant north-west especially to enjoy our event, but went to Cobham in Kent in mistaken assumption. Perhaps we should consider next year's publicity specifying Cobham, Surrey . . .

John A Gray

### ACKNOWLEDGEMENT OF OPEN DAY ASSISTANCE

Thanks are made to the following members for their superb assistance and dedication: Bill Ackroyd; Roy Adams; Margaret Barrett; Ian Barrett; John Barrett; Graham Batten; Andy Baxter; John Bedford; 'Blackie' Blackburn; Brian Blackburn; Alan Bond; Graham Brazier; John Broadhurst; Ian Chidlaw; John Clarke; Bill Cottrell; Brian Down; Simon Douglas Lane; Tim Gaskell; Martin Gibbons; Alan Goodey; John Gray; John Greene; Andrew Hayward; Steve Hemmings; Brian Hine; David Hurley; Chris Hurley; Cliff Jones; Raja Kalsy; Dave Kriesler; Malcolm Lewis; Barry Lloyd; Rod Lucas; Kevin McGowan; Philip Millard; Paul Morris; Debbie Morris; Mike Nash; John Pimlott; Peter Plummer; Colin Prince; Graham Ruddock; Colin Shepperd; Ron Spencer; Roger Stagg; Peter Starks; Jeff Stoute; George Townsend; Lydia Townsend; Roger West; Pam West.

Friends of members who made a valuable contribution worthy of mention are Pamela Morris, Pamela Johnson and Pam West's sister on Trust sales stalls.

Assistance on other days or in a supporting role: Don Allmey; Malcolm Bennett; Vic Chivers; Alan Davidson; Ron Cotton; Gavin Cotton; Les Duplock; Peter Duplock; Alan Hine; Alan Low; Geoff Rixon; Richard Stanton.

Apologies if I have missed anyone's name.

Peter Plummer

## STEAM ON THE MET 13th & 14th May 1995

Alan Bond

At the request of member Simon Kaye, who is more or less the driving force behind this event, the Trust and some of its members provided a display of preserved buses at Rickmansworth on both days of this weekend. The Saturday saw our Chairman and Treasurer attend with their own vehicles and the Sunday saw the display augmented by a few extra vehicles. STL441, TD95, Q83, RT593, RT 1702, RT534 and RT672 were on show over the weekend along with RT4712 from the LT Museum Collection, the latter bus now being much refreshed after the disastrous outing at Cobham. After a prompt start on the Sunday your correspondent who had the honour of piloting TD95 yet again, blotted the copy book somewhat after a sudden urge to adjust the nearside mirror. Unfortunately my cunning plan led me astray and I lost contact with the rest of the convoy until we met again at Rickmansworth but after that the day settled down to what amounted to a peaceful idyll. I can think of few nicer ways of spending a Sunday afternoon than watching steam trains go by and on this occasion it was nice to see two BR Standard class 4 locomotives, one of them a 4-6-0 tender loco and the other, one of those delightfully rugged and racy looking 2-6-4 tanks designed by the team at Brighton works, The third loco was a comparatively modern GWR 0-6-0 pannier tank of the 94xx class which was the swansong of the type that was the maid of all work on the GWR for nearly a century. As well as steam train rides there was a bus service laid on to service the canal festival on the nearby Grand Union Canal and this was using tour preserved buses in the shape of RM2059 in its Delaine livery, a Reading Regent III, the Brighton and Hove Bristol KSW and one very nicely restored RMC Green Line coach.

I have to confess a particular liking for RT4712 not so much just because it is an RT but because it looks so authentic. A little imagination can conjure up a picture of it having just arrived in the garage off service and then it really does not seem like sixteen years since I stood at Barking on the last night of RT operation and watched the few remaining RTs going doggedly about their duties. I also have a sneaking admiration for the Brighton & Hove KSW and again it seems only yesterday that Old Steine was full of them intermingling with Brighton Corporation's beautiful AEC Regents, the snarling Gardners of the K types contrasting starkly with the refined snort of the AECs. I do remember a run up the Lewes road on a pre-war 8.8 Regent which was

chasing a BH&D Lodekka on learner duties and I often wonder why, despite stopping for passengers, we managed to keep up with it quite well unless, of course, it was in the hands of a novice driver. I spent most of Sunday sitting on the TD and listening to much favourable comment on its appearance. Many people just cannot believe that it dates from 1949 but I suppose that nowadays it is difficult to retain a sense of proportion with so much rapid and adverse change going on in the name of progress. Infant admirers were in force a-plenty and mums and dads were at pains to point out to their offspring that they should treat the vehicle with respect. With any luck perhaps we shall see some of these youngsters as members in years to come? We can but hope.

I fully intended to travel on one of the steam train journeys but I always seemed to arrive at the station when the open saloon set was passing so, being an aficionado of the side corridor coach, I never rode at all. These quirky habits of old fashioned railway enthusiasts for old fashioned carriages are often hard to understand but I like to stand in the corridor as it gives me access to a window through which I can hear the loco working. When all is said and done I felt the usual sense of euphoria each time a train passed and I was able to feast my eyes on the engines and enjoy the sounds and smells of steam working.

I haven't yet asked Bill what he thought of the jazz trio who spent most of the day playing on the station platform but I was most impressed by their repertoire and ingenuity. It made a nice change from the usual trad band but then I'm quite happy as long as it's 'sweet and hot and got plenty rhythm' and these boys had all three in abundance.

A quick wander along the platform and there in the bay was a partially restored three car set of Shenfield electric stock and this was a signal for more nostalgia as I remember these well from visits to Stratford with my father and later from 10/- day trips to Southend. I got to chatting with one of the people responsible for the preservation of this item of stock and the conversation progressed from memories of the Stratford Empire to Max Miller and Tessie O'Shea and finally to the 3 cylinder Stanier 2-6-0 tanks on the Tilbury line. Just how these conversations develop the way they do is beyond me but I admit to wallowing unashamedly in nostalgia and enjoying it to the full. Ah well, perhaps I'm getting old.

For the record Simon and his team have turned this event into a true family day out and I wish them every success with it in future years for this is the way to go in order to attract new blood to keep our heritage in perpetuity for future generations to enjoy. □

## THE BRISTOL BUS: PART 5

(and other funny types)

Alan Bond



Although not a successful class with London Transport, a number of Bristol LHs soldier on in the London area and it is hard to believe that they are now approaching 20 years of age, thanks to the simplicity of the ECW bodywork. BL19 is seen in the early 1980s at Brent Cross

### TYPE LH

After the RE, the next type to arrive on the scene was the LH and we had one of these on our hands in the shape of 411, (XBD 411J). This was among the very few semi-automatic LHs outside London and to look at it, it appeared to be a miniature version of the RE. The reality was rather different, for the Leyland 0.400 engine was very noisy and the sound insulation should have been a lot better than it was. On the plus side the performance was spectacular and this thing would take off like a scalded cat and go like the wind. Like the RE the compressed air brakes were progressive and positive and, if you could stand the noise, it was a bus you could get to grips with. On the minus side the ride was appalling and the light weight made it rather prone to skidding. The great failing was in the rear axle where the drive into the differential was rather flimsy. This would have been fine had it not been for the semiautomatic transmission. In order to eliminate stalling when a gear was engaged it was necessary to set the engine speed a little on the high side and this gave



rise to a very sharp kick when first gear was selected. It did not take much of this before the rear axle failed and it was always a constant source of weakness on this early batch. Later modification alleviated the problem but did not entirely eradicate it and I believe that it was one of the reasons for the early demise of the BL class from LT service and to date there is still no suitable replacement for the RF.

### TYPE VR

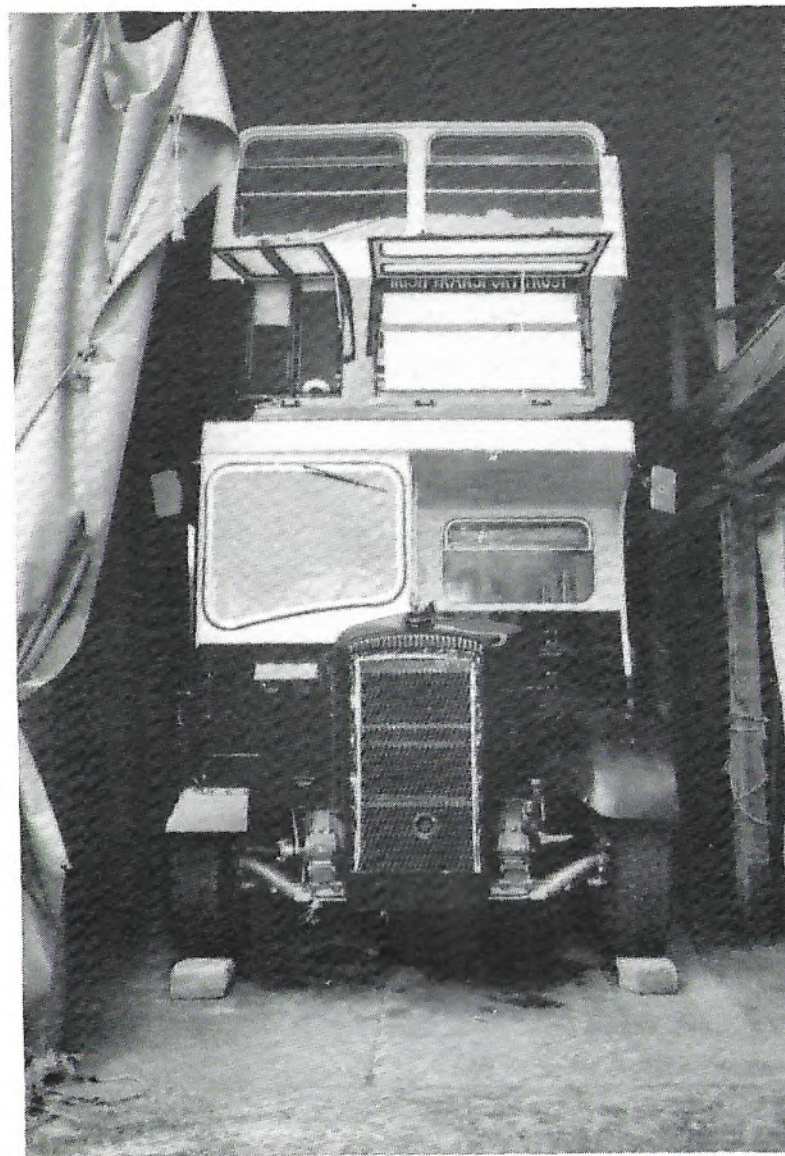
The next, and last, type to arrive while I was with UCOC was the famous VR. The early prototypes had led to the production mark one, better known as the VRTSL6LX. All this means vertical, rear engined, transverse, short, low floor with Gardner 6LX engine. We were not overly impressed with the new type. Heaters there were, but they were no better than those in the LS. De-misters likewise. Vertical windscreens gave the same problem as the RE except that, due to the narrow cab, even less of the driver's windscreen was usable after dark and to make matters worse the white colour scheme was used again. It seemed as if the driver had been slotted in as an afterthought for he was pushed as far as possible to the offside and was given no means of sustenance. What we did not need was summer only vehicles and our first two, 750/1 (RRP 750/1G), were shunned by most drivers who preferred to work on the older buses any time.

For once there was, no complaint about the performance, the 6LX had seen to that, and semiautomatic transmission was the only system available. Full loads were coped with like never before and everything would have been fine if it had been easy to get the things around corners when loaded. Things rapidly reached the point where weekly visits were made for the steering to be greased and even this became less effective as the steering components became affected by wear. Eventually, but much later, a proper system of power steering was designed for the VR and the later vehicles were much improved as a result.

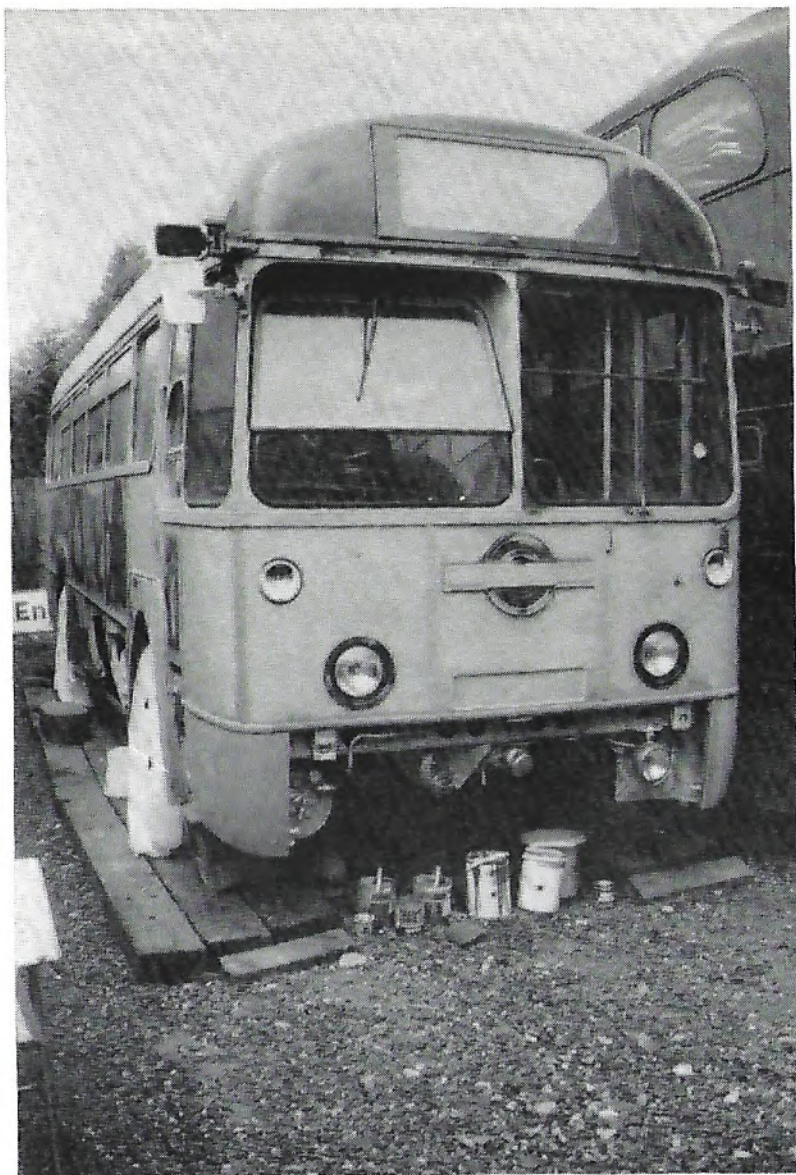
### Bedfords and Fords

Early in 1971 I severed my connection with UCOC and instead went to work for Buckmaster Coaches in Leighton Buzzard. The chief points of interest there were the prototype Leyland Atlantean, XTC 684 and, best of all, RTW497. Apart from these two the rest of the fleet was mostly Plaxton bodied Bedford VAS, VAM and VAL with a couple of Duple bodied Fords thrown in for good measure.

## PHOTO GALLERY



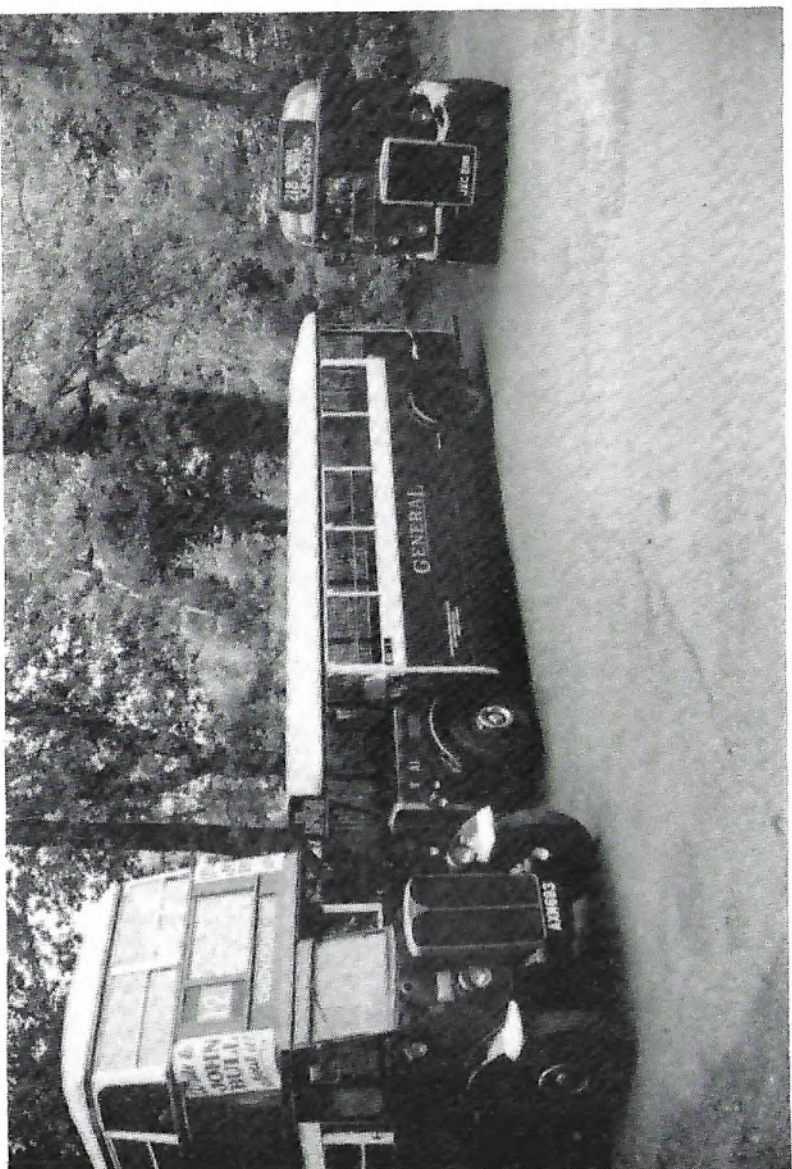
D93 (GYE 98) was originally a utility bodied Daimler CWA6. Subsequently purchased by Belfast Corporation, it was rebodied in 1956 by Harkness Coachworks. Restoration should be complete by the time you read this.



Only a handful of unmodernised Green Line RFs survive, but one which has is RF280, owned by John and Gill Hinson and Andy Wylie. It is pictured undergoing final preparation just prior to its debut at St Albans event on 4th June.



Well known member Donald Allmey was down to help when the two chassis were moved to the rear of the building. Seen here perched on the remains of Q69, Donald was later impaled onto a tree when the ex-Yarmouth Regent chassis made a bid for freedom. Luckily, there was no damage to the tree!

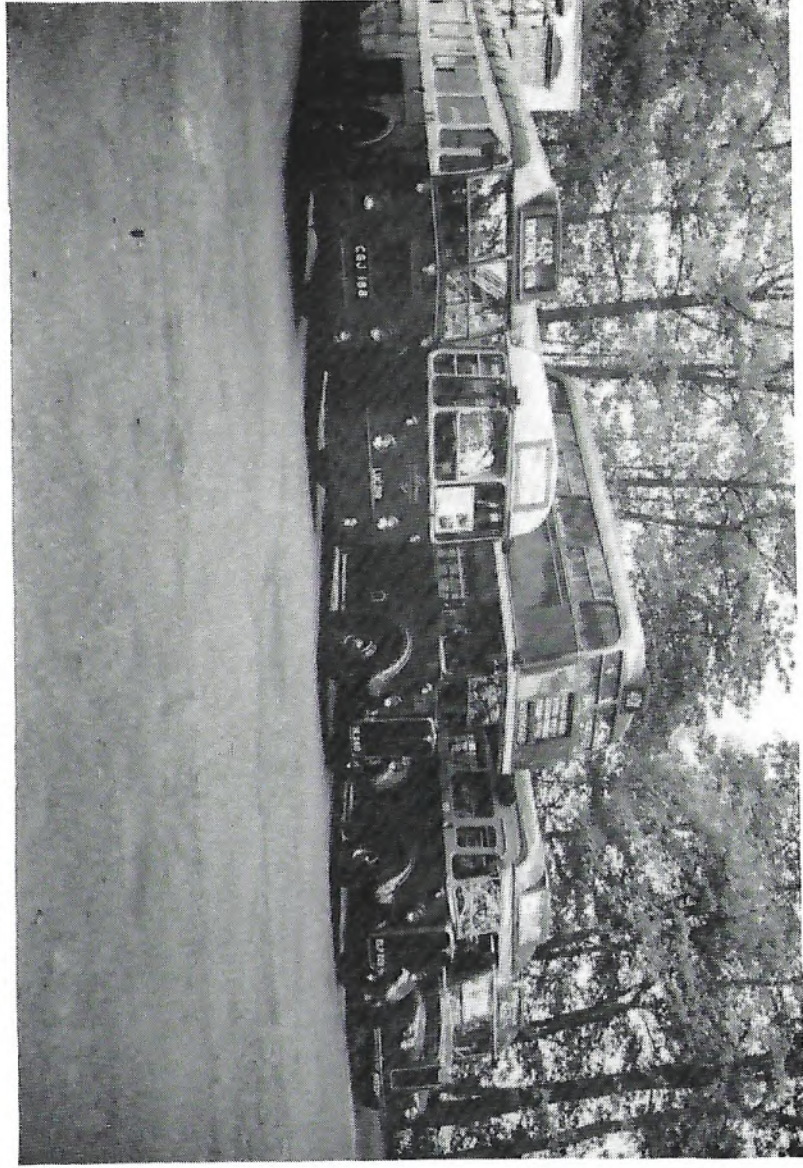


STL441, T31 and TD95 were all active at our first Display Day.

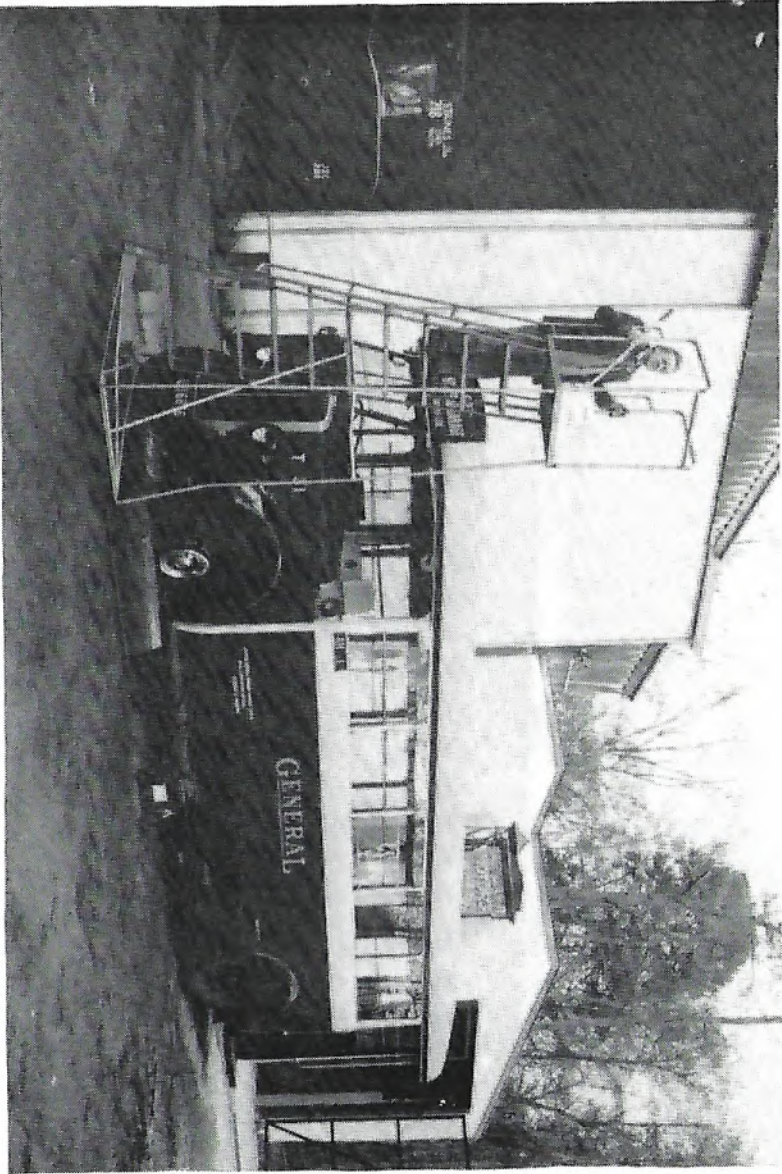


The 1938 stock tube and class 50 cabs have been moved to the rear of the building so that the area nearest to Redhill Road can be further tidied. Ian Barrett and Jeff Stoure can be seen assisting National Rescue with this delicate operation.

Also seen at the Display Day were Q83, RF10, RT593, T504 and GS34,  
which made a fine sight for visitors.



Cobham and its members provided seven of the eight buses on display at  
Rickmansworth on 29th May. Seen in this fine line-up are TD95, STL441,  
T593, RF534, RF627, RT1702 and Covent Garden's RT4712.



T31 was thoroughly cleaned in readiness for Peter Durham's visit, the results of which you will have seen in various publications. John Bedford can be seen about to wash down the roof of this superb addition to our fleet.

I had never driven a Bedford before and I was initiated into the fold by being allocated a VAM with Plaxton body. MCG 34F was my mount for the entire season and I was not impressed. Downhill it would run like the wind and, in the days before speed limiters, it was capable of nearly 90 mph under the right conditions. Tours, excursions and private hire and a bus service from Stewkley to Leighton Buzzard were our business and I used this beast on all of them. It would be no exaggeration to say that it would not pull the skin off a rice pudding. One of our summer jobs was to act as relief coaches to the Midland Red services from Digbeth to and from the Kent coast resorts of Margate and Ramsgate. The snag was that they had the benefits of Leyland Leopards and the BMMO CM6 and we would have needed a three hour head start to maintain the scheduled timings that they found so tantalisingly easy. Despite starting out first we always arrived at our destination hours after the service car and, as a consequence, our customers were not happy.

For myself, I was much happier driving the RTW on school and works journeys and as nobody else wanted to drive it, and some didn't know how, I used to get plenty of opportunity. I remember that the flywheel gland was leaking when I first started to drive it but I pestered the workshop so much that they agreed to change it and then we had a mechanically sound, if rather leaky, RTW. I do know that I was the first person to ever take RTW497 to a bus rally when I entered it for the Bus of Yesteryear rally at Waterloo in May 1971. It won no prizes but it was nice to take the old girl home for the day.

As far as XTC 684 was concerned it was her swansong and I only drove her twice before the CoF expired. Prototypes are never as reliable as the production vehicles that follow and XTC had her share of problems. I think most were glad to see her go but she lingered on out of use at the top of the yard in Leighton Buzzard for some years before being rescued for preservation. I have not seen her for a good many years but I hope she is still around – who knows? One day I may get to renew my acquaintance with her.

At the end of the 1971 summer season I was laid off by Buckmaster coaches and I gravitated to Armstrong's Coaches of Woburn Sands. The depot was alongside the canal at Fenny Stratford and housed a motley collection of Duple and Plaxton bodied Fords, one Caetano bodied Bedford VAS and, best of all, a Duple Bodied OB. The registration of the latter, JDV 754, was of Devon origin and I have long speculated on its previous history but nothing has come to light. I often wonder what has become of this lovely vehicle. It would be nice to think that it has lasted but, again, I have no further history for it.

Having tried the Bedford with Buckmasters I was now ready to try my

hand at the Ford R192 and R226. I don't think anything could have come as more of a shock. The only description I can think of as befitting these peculiar vehicles is rubbish. I have never driven anything as bad as a Ford PSV. They are noisy, uncomfortable, sluggish and unreliable. They have quite the worst gearchange I have ever experienced and suffer from chronic understeer. How anyone could apply the description Luxury Coach to one of these abortions is beyond me. For the ride is the worst I have ever experienced. The five speed gearbox is not the easiest to manage but it is a piece of cake compared with the later six speed version which has to win the prize for the worst gearbox ever. On any properly designed five or six speed gearchange, there is normally spring loaded assistance to set the gear lever opposite the centre of the gearchange gate. On the six speed ZF for example, the gear lever naturally springs back to a neutral position between third and fourth gear. The sequence of upward changes then becomes easy. Light pressure to the left and forward selects first gear. Second is obtained by moving the gear lever straight back while continuing the light pressure. From second to third the procedure is easy, just move into neutral, release the gear lever momentarily and push forward into third. Fourth is just as easily found and fifth and sixth are selected by applying pressure to the right. Most ZF boxes give the capability of finger tip gear changing and I have driven AEC, Reliance, Leyland Leopard, Dennis Javelin and Volvo fitted with it and had little or no trouble depending on the age of the gearbox. The Ford six speed box has no such spring loading and, as a consequence, gear changing is very much a hit and miss affair with the emphasis very firmly on the miss. How anyone could be so stupid as to design a gear change as poor as this is a complete mystery to me and I would most certainly like to have a quiet word in that particular person's shell like!

The Bedford OB, on the other hand, was a delight to drive even if a trifle old fashioned. It still had its original 3½ litre petrol engine and crash gearbox and it would go like the wind if the gears were used to the full. On the minus side the steering was a trifle heavy but I have yet to discover if this is normal for an OB or peculiar to this example. Sad to relate this bus had no heaters of any kind and in the winter it was bitterly cold for driver and passengers alike but such was its attraction for me that I would wrap up well and take it on the Plysu contract from Woburn Sands in preference to my regular Caetano bodied VAS.

This VAS (PPP 443H) was luxurious as far as finish was concerned but the Caetano body was, and is, very heavy and the performance suffered as a result. Coming down Shap on the M6 I managed to persuade this vehicle into

the 90 mph range but going the other way I was reduced to a screaming climb in first simply because it was so under powered. The five speed gearbox had a recurring fault in that it kept losing the fifth gear selector if a particular driver used it. I never had any trouble with it myself but as soon as this guy drove it you could guarantee that the top of the gearbox had to come off to retrieve the selector and thus restore fifth gear to use. I never did find out how good or bad the suspension was on this motor for it had one of those spring cushioned driving seats which floated up and down. I know that I always had a good ride but I couldn't speak for the passengers.

A slight digression from the Bristol saga this, then. In the next instalment I shall return to our old friends, though in a slightly more general sense. □

## BOOK REVIEW

Mike Nash

### THE HEYDAY OF THE LONDON BUS – 2

THOSE nice people at Ian Allan have agreed to supply your editor with an occasional book for review in these pages, and what better to start the ball rolling than to appraise what's been written by our own member, Kevin McCormack. The latest in a delightful series of landscape colour albums, this one contains a fascinating collection of shots ranging from early post-war up to 1979, when the final RTs and RFs bowed out of service. The work of several noted photographers is included, not least some superb portraits by our own Geoff Rixon.

Such is the sheer variety of vehicle types included that it is difficult to pick favourites, and of course to do so must be purely subjective. From a personal viewpoint, many of the scenes were of familiar haunts from my own Red/Green Rover days, and the backgrounds held much fascination as there seemed to be an old Vauxhall lurking on almost every page! Kevin has been careful to compile picture captions which help bring the book to life for non-enthusiast readers, and as such it is likely to stimulate anyone's interest in London buses.

At £10.99, I rate this book as excellent value and can see no reason why the series can't be continued for as long as material is available. For RT/RF fans, it's an essential purchase and I was particularly pleased to see the shot of RF441 at Thames Ditton, resplendent in its white roundel livery. Proof to all those silly people who try to tell me that the livery carried by my own RF was never actually used.

I for one am looking forward to volume 3. How about it, Kevin?

## LETTERS TO THE EDITOR

FROM STEVE HEMMINGS

OPEN DAY

May I congratulate the Trust Committee and everybody else involved in the organisation of the Open Day on April 9th.

We were fortunate to be blessed with superb weather which from my standpoint as a "fat controller" at Weybridge Station certainly brought out the crowds and kept the service buses busy, the crews of which again stand out for congratulations, they did a marvellous job keeping everybody on the move from the Museum to Apps Court Farm and points in-between.

In my role as a controller, I (on behalf of the Trust) received nothing but praise for the day and I can only endorse these sentiments.

Well done the committee and everybody involved, your hard work and planning over the months was well rewarded. Looking forward to 1996 with an "early" offer to be involved.

*Downside Gardens, Potton, Sandy, Beds SG19 2RE*

FROM ROY ADAMS

In the last magazine I noted that member Colin Elsdon was the proprietor of a Hotel in Yorkshire. As my wife and I had fancied seeing the Yorkshire Dales for some years, and were contemplating a few days away after Easter, I phoned Colin, and my booking for a room was accepted immediately.

On arrival we found the Hotel to be a lovely old Inn, in beautiful quiet countryside, but just ten minutes walk from the centre of Ingleton in the Peak District. The rooms (and we saw inside three of the eight available) were very beautifully furnished, and had all the amenities usually associated with much more expensive accommodation. Colin is a very genial host, and the service and courtesy provided by him and his staff was impeccable. People who know me will know that when it comes to breakfast, I am just as critical of quantity as of quality. I was unable to fault either. A full english breakfast with all the trimmings was provided, with no shortage of anything. When our bill was made up, the promised Cobham Member's discount was deducted., without it ever being mentioned.

The Ingleton Peak District is really lovely, with plenty to see and do, including the odd London Bus, courtesy of Colin, and John Knox, RT owner,

who also lives in Ingleton. My wife and I enjoyed our visit to the Marton Arms Hotel in the Dales very much, and I am sure we will return.

*London Road, Wick, Bristol BS15 5SJ*

PS Mike, the above are our genuine observations, and NOT an arrangement with Colin, should you decide to put them in print, which of course is why I wrote.

FROM DAVID JONES

I am writing to pass on some information which may be of interest to any members visiting Luxembourg.

My employers, Stagecoach East London, recently took part in a bus exchange with AVL, the municipal transport operator in Luxembourg, sending a specially prepared Scania (!) to the city with a driver from my coach section. The driver brought back some mementoes of his visit, one of which was a guide to the transport museum which is sited at the AVL depot in Rue de Bouillon. Apart from some magnificent metre gauge trams, the collection includes an immaculate Jonkheere bodied Regal IV. The museum also has many display cases, including one containing a sectioned AEC A220 11.3 litre engine which is turned by a visitor activated electric motor, a rare tribute to the breed. The operator had quite number of AECs in the fleet during the 50s and 60s, as listed below:

Fleet Nos.	Model	Body make	years in service
8-12	Regal IV	Jonkheere	1952-1969
16-17	Regal IV	Van Hool	1953-1971
38-42	Regal IV	Jonkheere	1958-1978
43-46	Regal IV	Jonkheere	1959-1979
47-49	Regal IV	Van Hool	1960-1974
101-116	Reliance	Van Hool	1960-1972

The above information is given in the very comprehensive history of Luxembourg transport which the museum produces. It is interesting to note that the last batch of Regals outlasted the Reliances by two years, but as a Regal IV owner I am biased. Also as part of the museum collection is RM1180 which, according to my driver, drives better than any RM. he has driven in 30 years service. His photos show it to be immaculate as well.

Finally, East London is still running AEC powered RMs (sorry to have to mention them again!) i.e. RM613, RMC1456, RMC1485, RMC1461 (in full Green Line livery), RMA5 and RMA8.

All but RMC1485 are at Upton Park garage and can be seen on route 15, whilst RMC 1485 is at Bow for route 8, with occasional forays around the country on the Cliff Richard Tennis Trail.

Keep up the good work on the Magazine.

*Epping Close, Romford Essex RM7 8BH*

From William Montgomery (275)

First of all, I must apologise for not replying to you sooner, but my brother's ash-framed PS2 bus has been driving me mad just recently.

I have just enjoyed reading the last two magazines very much indeed, so has my father. I particularly liked the Bus Buying Guides, especially that featuring the Routemaster. I hope soon to purchase a Routemaster for myself, and now I know what to look for on vehicles I inspect.

I will be pleased to send you an article on D93 (GYE 98) in due course. For the moment, enclosed is a photograph taken during the restoration. It is hard to believe that the chassis is now 50 years old, such is its excellent condition. Many of its components still bear their Chiswick identification plates.

I do hope to be able to visit Cobham during the summer to see for myself the tantalising vehicles the museum contains. Regards for now.

*Orby Grove, Belfast, BT9 6AL*

**DR SPANNER WILL BE RETURNING  
FROM HIS HOLIDAYS  
– NEXT ISSUE**

## **ROUTEMASTER HERITAGE TRUST** – an update

**HAMPTON COURT GARAGE**

MANY of you will know the Trust is trying to purchase the freehold premises at Summer Road, which will give us all a long term secure future. Whilst trying to raise money from vehicle owners and Trust members, we felt that a wider appeal was needed to those who have perhaps little interest in buses but who would like to own shares in the premises and help the Trust.

The Trust is attempting to raise £300,000. To do this, 600 'shares' of £500 each are being offered. Vehicle owners are allowed to purchase a maximum of 27 shares, value £13,500, and this will give them a bus storage space for ever, with no rent to pay. It is anticipated that we will have space for 20 vehicles, perhaps 22, and for those owners of buses who do not purchase their full entitlement of shares, each share purchased will give them a £5 per month discount off the proposed monthly rental of £135 per month. Thus anyone with 10 shares costing £5,000 would pay rent of £85 per month (£135 less £50). To those bus owners paying £100 per month rent, wherever you garage your bus, after 11 years 3 months paying rent, you could have owned your space outright at Hampton Court, (£100 x 135 months = £13,500).

Now, if the value of the building goes up, then so does the value of the shares. For example, in 1988 the premises were valued at £750,000, if say in five years time the building is worth £350,000, then each share would be worth £583.33. If share owners wanted to sell their shares the Trust would agree to purchase them. Not only does a holder of shares have a potential growth on the value, there could also be an income as well. If groups of people pool their shares, then for each 27 shares owned, this gives you a garage space free and through the Trust, vehicles owners could be found to rent this space from the group holding the shares. So if a group of people owning 27 shares totalling £13,500 – rent their space to a bus owner at £135 per month – this will give them a yearly income of £1,620, which represents a 12% return on their investment. If the space was rented at £100 per month, this would give them £1,200 per year, which represents an 8.88% return on their shares. Many vehicle owners pay these levels of rent and with Building Society rates currently at around 5%, the offer of shares is very attractive.

The good news doesn't end there either! With the premises being so close



to Hampton Court Palace, we would need to open regularly to cater for the tourist trade. A Museum Shop, Tea Room, Lecture Theatre etc. etc. could all provide, not only an income from tourists, but an interesting job which may appeal to Trust members who have retired and can spare the time to run these attractions. There is a nice kitchen area in the building and offices and rooms that we could convert if required. Open Days would regularly be held and Social Events for members and their friends would also be held. The Trust could even provide members with a bus to restore and in the Summer months, trips to rallies would be a regular feature.

So please, if you can help by purchasing shares, please do and they will be legally registered in your name. Remember, you could expect to receive both income and growth on your investment. Please help the appeal by contacting Bill Ackroyd on 01483 060, Hawthorn Road, Sendmarsh, Ripley, Surrey GU23 6LH, or any Committee member of the RHT. □

## OUR FIRST DISPLAY DAY

VERY MUCH AN EXPERIMENT THIS SEASON, our first display day on 13th May was a fairly low-key affair, not least because it had been little advertised in the press and was also on a Saturday. Despite this, it was definitely a success, with fine weather and a steady trickle of visitors during the day. The only visiting vehicle was RF534, but there were around a dozen sales stands in attendance, as will be the case in the future.

In the afternoon, Bill Cottrell, Martin Gibbons and I took TD95 and STL441 up to Brooklands to collect fifty or more visitors from the Transport Trust as previously arranged with member John Butler. Back at our museum, Bill gave the party a guided tour, during which they were subjected to his usual patter of jokes. They all seemed to enjoy their visit, and on the return journey we went by via a route which encompassed the Basingstoke Canal and Brooklands 'Byfleet Banking' (no, not Natwest!). The Transport Trust kindly made a donation to our cause and have promised to keep in close contact with our activities. Elsewhere, John Greene and Dave Buckingham worked the bus service with Evadne (that's RT3491 to you and me). Roger and Pam West co-ordinated the shop activities and John Pimlott manned the recruitment table and bullied (sorry, encouraged) a few visitors into joining.

All in all then, a successful and relaxed day, and a good practice run for Sunday, 2nd July, which we expect to be much busier. Well done to all those who helped on the day.

Mike Nash

## 25 YEARS AGO

extracted by Bill Cottrell

Mid-May 1970 . . .

This newsletter reported the preparations for the first Group rally at Stratford on Avon.

On 30th April 'Ole Bill', the LGOC B43, recently renovated by London Transport, took to the road for what may prove to be its last journey, from Streatham to the Imperial War Museum where it is to be a permanent exhibit.

It is also reported that the RTs stored, supposedly unserviceable in Washington State are RT2060 and 3 979, both top-box. Allan (Pommer) has sent us slides of RT2437 and Lodekka RFM446 on arrival at Port Newark . . .

The last BEA RF4, MLL740 has been repainted at the former tram depot into the new BEA livery for further service.

Mid-June 1970

This newsletter reported extensively on the Group organised rally at Stratford on Avon, the first mention of finding of D142 and LT1076, and of other buses that subsequently passed into and out of preservation.

Alan and Lynn (Allmey) nipped off to Paris in the lull following Stratford and by a strange coincidence looked in on the Malekoff Museum and RT2657, also on STL2108 about 9 miles East of Paris. This is the bus given in 1956 to the Poor People of Montmartre by the Soho Association but which was never allowed to run. It stood around for some time and 5/6 years ago was bought by a garage owner to serve as his office, where it still in use, minus engine and seats, but in good condition as it has a roof over its head and a good coat of paint. It has to be removed from its present location within three months, or be scrapped . . .

Prince (Marshall) has been trotting the dusty trails of southern England and has inevitably turned up ANOTHER Scooter-LT 1076 . . .

The Stratford booklet talked of the MISSING LINK and along now comes a 4-ton Dennis double-decker open-top 48 seat ex-London Public Omnibus Company, complete right down to the 1932 fare board out of H garage. Some doubt exists as to the precise identity of the bus as the body number does not tie up with the registration number. Either way it is ex-Public, original operator either Paragon or Dominion.

Stranger still, a similar Christopher Dodson body, less seats and top deck, LGOC body 14336, has turned up in Suffolk whilst an ex-Redburn single-deck Dennis MH7786 with Strachan body in very sound order was reported . . .

## DIARY DATES

SOME of the Trust's vehicles have already attended rallies this season and more outings are planned on which seats may be available.

Ring the museum on a Sunday for further information (01932 864078). We had originally planned a trip to the Kidderminster/Severn Valley Railway event on 8 October, but as it clashes with the more local Staines '95 event, the latter would seem favourable. However, at the time of writing, the RT/RF Register could not confirm whether Staines '95 was definitely going ahead, so you will need to ring Cobham for an update.

Make sure you read 'Buses' and 'Classic Bus' for further details of these and many other events. We do hope to see plenty of members at our 'Display Days' which are a good opportunity to get to know the regulars. Mark your diaries now!

Mike Nash

Saturday 1 July	AGM at Brooklands and Bus-B-Que afterwards at the Cobham Bus Museum (full details will have been sent separately)
Sunday 2 July	Cobham Bus Museum Display Day
Sunday 9 July	Southampton, 13th Royal Victoria Rally, Victoria Park (01703 213)
Sat/Sun 8/9 July	Carlton Colville 'London Weekend' (01502 459)
Sunday 23 July	Routemaster 'London to Brighton Run'. RM3 is attending!
Sunday 6 August	Sevenoaks 'Kentish Vehicle Rally' (01732 074)
Sunday 13 August	'Bus of Yesteryear', Thorpe, Surrey (01784 955)
Saturday 26 August	Delaine Running Day
Monday 28 August	(Bank Holiday) Cobham Bus Museum Display Day
Sunday 24 September	Showbus '95 at Duxford (01494 147)
Saturday 30 September	Cobham Bus Museum Display Day
Sunday 8 October	Staines '95 RT/RF Rally (01223 487) Kidderminster Road/Rail Rally (see text above)
Sunday 22 October	Cobham 'Pre-hibernation' Display Day

## THE COBHAM SHOP

Pam West

APRIL 9th, SAW THE OPENING OF THE NEW GIFT SHOP AT COBHAM, WHICH PROVED TO BE A WELL RECEIVED ADDITION TO THE MUSEUM.

As well as a range of personalized items, we were able to offer 'Scotch' films for the first time, and these are still available from the shop at discounted prices. Our exclusive range of nine postcards featuring Cobham vehicles also proved popular, and it is hoped to expand the range before too long. Sales were also brisk for the 1995 limited edition model Routemaster, although there are still a few available.

We are now looking forward to the next Open Day, but for those who are unable to attend in person we are pleased to be able to offer items from our gift range by post. Postage & packing has been included in the prices of these items, and should this prove to be successful the range of goods available by post will be increased. Prices are as follows:

ROUND BUTTON BADGES	15p	LONDON BUS APRON:	
ENAMEL BUS PINS	65p	ADULT	£7.50
PENCIL WITH ERASER *	55p	LONDON BUS SHOPPING BAG:	
LEATHER KEY FOB	80p	ADULT	£7.00
PEN *	80p	LONDON BUS SHOPPING BAG:	
SCRAP PADS *	70p	CHILD	£5.50
COMB IN CASE	£1.00	BASEBALL CAPS	
RULER *	80p	(red, black, green) *	£7.50
TAX DISC HOLDER *	£1.00	LONDON BUS T SHIRT XL L M S	
LEATHER BOOKMARK *	£1.00	(printed front and back)	£8.50
PHOTO KEY RING *	£1.20	LONDON BUS SWEATSHIRT	
POSTCARD NOTEPAD *	£1.50	XL L M S	£15.00
BOTTLE OPENER KEY RING *	£1.80	LONDON BUS T SHIRT AGE 3-11	
TORCH WITH BATTERIES *	£4.75	(please state age)	£6.50
SET 9 POSTCARDS *	£5.00	LONDON BUS SWEATSHIRT	
COBHAM GUIDE	£4.00	AGE 5-11 (please state age)	
COBHAM POSTER	£2.00		
1995 MODEL RM Ltd Edtn	£13.00		

\* Personalised with the words "Cobham Bus Collection"

Please note that we are unable to accept orders with a value of less than five pounds. Cheques and postal orders should be payable to LBPT and crossed. Please allow 10 days for delivery.

Thank you for your support. We look forward to seeing you next Display Day, Sunday 2 July.

## VEHICLE NEWS

FROM PETER PLUMMER

February to May 1995

- RT2775 With the new rear riser installed thanks to the skills of Ian Barrett, Roger Stagg fitted the 'tail' to the chassis rails in preparation for the body to be reunited with the chassis within the next few weeks. John Bedford has effected repairs to the corroded lower deck 3-seat footrests and is preparing the rear end of the chassis for re-painting.
- STL2377 This vehicle took up residence in the new workshop on 30 April and was immediately raised high enough for the gearbox to be removed by Andy Baxter the following week. New volunteers Ron and Gavin Cotton prepared the fuel tank to be dropped out and have cleaned the unit inside and out; it was then painted by Roger Stagg. Chassis cleaning has been performed by Alan Davidson, Ron Cotton, Gavin Cotton, Philip Millard and Brian Hine. Andy Baxter has fitted the overhauled steering column and is preparing to strip and overhaul the gearbox. Other assistance by Alan Goodey and Bill Cottrell.
- T448 Brian Down and I have now completed all timberwork on the near-side, with only one window pan and glass to fit. The new mud shields for the near-side rear wheels, made by Brian Hine, were fitted, together with the rubber wheel-arch moulding, by Brian Down and I. The vehicle now has all its wheels on and has been lowered to the floor in readiness for moving close to the new workshop to enable new facilities to be shared. Rod Lucas has assisted in preparing parts for re-fitting.
- T504 Exhaust smoke levels continue to give Andy Baxter some concern, and the detection in the oil sump of water from the cooling system may require head gaskets, amongst other items, to be checked out. Vic Chivers, George Townsend and I have assisted in the production of two new sets of side route boards for Green Line services 704 and 712.
- TD95 John Bedford has obtained a nearside rubber headlamp sleeve from Manchester Museum. When this has been cleaned, painted and fitted, it will complete the odd jobs outstanding.
- 332W Martin Gibbons fitted a new curved glass windscreen to replace the old cracked one which would have become a test failure, and the vehicle was subsequently available to use on Open Day.

702B

I have been successful in locating and obtaining two complete headlamps, minus the bulb holders. Alan Davidson and Brian and Alan Hine have cleaned and painted the units which have now been fitted by Brian Down and myself. Please contact me if you know where Bedford 'O' type bulb holders can be obtained. The Scammell trailer is due to be housed inside the museum building during June.

Whilst we have a capable team of volunteers to handle mechanical aspects, we are rather short-handed in terms of those with bodywork and craft skills, so I would like to hear from any members who can help with projects such as T448 and STL2377. We also need people who can clean the fleet and carry out smaller attentions to detail on both the buses and the site. We're a friendly bunch and the canteen often sees a capacity crowd these days, so do come along and lend a hand. The kettle is always on!

## NEW PARTS EXTENSION AND WORKSHOP

During March and April, excellent progress was made with the mammoth task of assembling racking kindly obtained by Martin Gibbons and Roger Stagg, for the storage of engines and gearboxes, and the removal of heavy spares from the workshop area to the new extension.

When the workshop area was completely clear, walls and floor were painted before work-benches, racks and consumables were moved in. Dave Kriesler has started to install the necessary electrical equipment for lighting the workshop. These projects have been the main focus of labour this quarter and have been overseen by Bill Cottrell, Paul Morris and Andy Baxter.

# MEMBERS' VEHICLE FLEETLIST

I have been asked on numerous occasions to compile a list of members' vehicles, so here it is! Of course, quite a few of them are the subject of restoration projects so are not likely to see action for some considerable time. However, the prospect for long-term survival of these and many other interesting buses has considerably improved as a result of their owners having joined the Trust.

Original registration numbers are shown, but some vehicles such as Routemasters may have been re-registered. The list has been compiled from information held as at 20 May 1995 and it will be updated in next year's Open Day programme when I will also try to include non-London vehicles.

NB If your vehicle isn't listed, then you probably haven't sent me the details. Can all members keep me informed of their vehicle acquisitions and disposals

Mike Nash

<b>AEC NS</b>	<b>AEC Regent II</b>	RT2293 KGU 322	<b>Leyland Titan</b>
NS144	STL2692 HGC 225	RT2556 LYF 281	RTL326 KGU 284
NS524		RT2688 LYR 672	RTL453 KLB 648
	<b>AEC Regent III</b>	RT2794 LYR 964	RTL1050 LLU 829
<b>AEC K</b>	RT1 EYK 396	RT2911 MLL 658	RTL1163 LYF 104
K241	RT44 FXT 219	RT3143 KYY 872	RTL1323 MLL 685
K414	RT113 FXT 288	RT3148 KYY 877	RTL1427 NLE 701
	RT190 HLW 177	RT3183 KYY 912	RTW29 KGK 529
<b>AEC Renown</b>	RT227 HLW 214	RT3228 KYY 957	RTW467 LLU 597
LT1059 GO 5170	RT593 HLX 410	RT3314 LYR 533	
	RT604 HLX 421	RT3316 LYR 535	<b>Leyland Tiger</b>
<b>AEC Q:</b>	RT850 JXN 228	RT3491 LYR 910	TD89 JXC 282
Q83 CGJ 188	RT1206 KGK 675	RT3496 LYR 915	TD118 JXC 311
	RT1499 KGK 758	RT4028 LUC 187	TD130 JXC 323
<b>Leyland Cub</b>	RT1599 KLB 721	RT4139 LUC 488	
C4 BXD 628	RT1700 KYY 527	RT4317 NLE 918	<b>AEC Regal III</b>
C94 CLE 122	RT1702 KYY 529	RT4497 OLD 717	T792 HLX 462
C111 CLX 548	RT1705 KYY 532	RT4779 OLD 566	
CR16 FXT 122	RT1777 KYY 615	RLH23 MXX 223	<b>AEC Regal IV</b>
CR36 FXT 142	RT1790 KYY 628	RLH24 MXX 224	Prototype UMP 227
	RT1798 KYY 653	RLH32 MXX 232	RF10 LUC 210
<b>Daimler CWA6</b>	RT2043 LUC 291	RLH44 MXX 244	RF12 LUC 212
D93 GYE 98	RT2084 LYF 22		RF13 LUC 213
	RT2240 KGU 169		RF16 LUC 216

RF19 LUC 219	RF507 MXX 484	RM737 WLT 737	<b>AEC Reliance</b>
RF26 LYF 377	RF515 MLL 933	RM795 WLT 795	RW2 496 ALH
RF35 LYF 386	RF517 MLL 935	RM1001 I CLT	
RF41 LYF 392	RF518 MLL 936	RM1363 363 CLT	<b>Daimler Fleetline</b>
RF43 LYF 394	RF525 MLL 943	RM1403 403 CLT	XFI CUV 51C
RF48 LYF 399	RF530 MLL 948	RMC1476476 CLT	
RF113 LYF 464	RF534 NLE 534	RM1645 645 DYE	<b>AEC Merlin</b>
RF146 MLL 533	RF539 NLE 539	RM1654 654 DYE	MB90 SMM 90F
RF168 MLL 555	RF600 NLE 600	RM2059 ALM 59B	
RF226 MLL 763	RF626 NLE 626	RM2116 CUV 116C	<b>AEC Swift</b>
RF255 MLL 792	RF633 NLE 633	RM2156 CUV 156C	SM30 AML 30H
RF271 MLL 808	RF643 NLE 643	RM2180 CUV 180C	SM91 AML 91H
RF280 MLL 817	RF667 NLE 667	RCL2233 CUV 233C	SMS369 EGN 369J
RF319 MLL 956	RF672 NLE 672	BEA1 KGJ 601D	SMS637 EGN 637J
RF354 MLL 991	RFW14 LUC 389	RMA13 NMY 656E	
RF366 MXX 8	BEA MLL 740		<b>Ford Transit</b>
RF368 MXX 10		<b>Guy Special</b>	FS8 MLK 708L
RF429 MXX 406	<b>AEC Routemaster</b>	GS1 MXX 301	FS19 MLK 719L
RF433 MXX 410	RM8 VLT 8	GS26 MXX 326	FS27
RF444 MXX 421	RM116 VLT 116	GS32 MXX 332	
RF453 MXX 430	RM158 VLT 158	GS34 MXX 334	<b>Service vehicles</b>
RF457 MXX 434	RM196 VLT 196	GS56 MXX 356	738J AGX 520
RF463 MXX 440	RM254 VLT 254	GS62 MXX 362	971J CXX 457
RF479 MXX 456	RM291 VLT 291	GS67 MXX 367	1012B DBM 278
RF486 MXX 463	RMS97 WLT 597	GS76 MXX 376	
RF495 MXX 472	RM654 WLT 654		

REARCOVER: Team photo at Rickmansworth! From left to right can be seen our Chairman with little Jenny Jones, Alan '007' Bond, the Editor, George Townsend, Mark Winston, Andy Baxter, Sue and Dave Jones, the Treasurer, Debbie, Pam and Paul Morris.

