

THE LONDON BUS PRESERVATION TRUST



NEWSLETTER

JANUARY 1990

THE LONDON BUS PRESERVATION TRUST

COBHAM BUS MUSEUM, REDHILL ROAD, COBHAM, SURREY, KT11 1EF, TEL: 0932 64078
CHARITY REGISTRATION NUMBER: 293319

Officials & Committee Members

Chairman: David Hurley, Valerie Road, Worthing, West Sussex.
Treasurer: Julian Bowden, Forde Avenue, Bromley, Kent, BR1 3EU.
Secretary: John Bedford, Albany Court, 38 Alexandra Grove
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Committee Members:
Alan Cross, Rollswood Drive, Solihull, West Midlands, B91 1NL
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Eric Chambers, Mansfield Close, Darwall Drive, Ascot, SL5 8NW.
Tim Nicholson, Bridge Close, Cippenham, Slough, Bucks, SL1 5JF.
Tony Peters, c/o Cobham Bus Museum, Redhill Road, Cobham, Surrey,
KT11 1EF.
Win Wickens, Brent Close, Chatham, Kent, ME5 0TG.

DATES FOR YOUR DIARY:

1990

January 31st - Deadline for comments to DVLC regarding Driving
licences for Cars and Motorcycles.
February 9th Deadline for nominations to committee and items for
the AGM agenda to be in the hands of the Secretary.
March 3rd 2pm - AGM at the Red Lion, Westminster Road, S.E.1.
April 8th COBHAM BUS MUSEUM OPEN DAY.

In introducing the first newsletter for 1990 can I begin by wishing all members and their families a healthy and happy New Year. During 1990 I think that the Trust will progress further on several fronts from a successful base put down in 1989. More Trust vehicles became mobile in 1989 and 1990 will see the mobility of the TD and other individually owned vehicles, e.g. WTC's Q and C94.

Improvements to our museum premises are planned; gates, extension, etc., which should improve the working environment. Plans for the Open Day are progressing following a meeting of the Open Day Sub-Committee. After discussion at the Trust Committee it has been decided to endeavour to operate a "PSV" service. The details are being thrashed out, i.e. registration, etc., and there will be a combined admittance and bus ride programme to minimise the "free rides" who have taken advantage of our previous system.

The general format remains the same, using the Co-op car park and the participation of London and Country at Addlestone. In this connection I must acknowledge the continued financial support of London and Country. Phillip Millard has been successful in obtaining a donation from Mobil Oil in order to repaint the special advert on the back panel of RT2775. I am sure you will join me in thanking him for his initiative.

I am pleased to report that some progress has been made with regards to Brooklands. On two dates prior to Christmas, fund raising lunches were held at which I was present. Prince Michael of Kent led a team of us in "chatting up" potential sponsors. Internal transport was provided by ST922 on both days, thus showing the flag for the Trust and proving our commitment.

STOP PRESS STOP PRESS STOP PRESS STOP PRESS

Reproduced overleaf is an extract from a consultation document issued by the DVLC during December. Previous consultative documents relating to the harmonization of EEC driving licences have consistently stated that the rights of existing drivers of ordinary licences will be retained. I am aware that Clive Clark and Derek Grossmark of the Federation of Historic Vehicle Clubs are making urgent submissions to both the DVLC and the Department of Transport. Following a discussion at the Committee meeting on 11th January I have also made a written submission on behalf of members to support "Federation" action.

4. There will be a definition of 'category' (Regulation 3). Provision will be made for the issue of duplicate licences containing the counterpart (Regulation 13). Existing licences which express entitlement in terms of 'groups' will be construed as expressing entitlement in terms of 'categories' (Regulations 14 and 15). A new Schedule 3 will define the 'categories' of vehicles for driving test purposes. The Schedule and Regulation 14 also provide for an increase in the weight of a motor tricycle (category B1) to match the description on the driving licence.

5. The meaning of Heavy Goods Vehicle is redefined to match the new definition 'Large Goods Vehicle' in the Road Traffic (Driver Licensing and Information Systems) Act 1989, the relevant parts of which will come into force from 1 January 1991. This and certain other 'tidying up' amendments are necessary because of the introduction of a unified driver licensing system, which is described more fully in the separate consultation exercise.

6. Regulation 17 inserts a new provision which will permit the holder of an old or new style licence to drive a bus with more than 16 passenger seats as a learner and subject to provisional licence conditions. This is necessary because from 1 June 1990, ordinary driving licences will NOT give cover to drive passenger carrying vehicles with more than 17 seats in all. From 1 January 1991 a provisional passenger-carrying vehicle Driving Licence will be introduced and this will overcome this particular problem.

RESPONSES

12. Any comments on these proposals would be welcome and comments should be sent by 31 January 1990, at latest please, to

Mr G C Davies
Policy Drivers Branch 1
D9N
Driver & Vehicle
Licensing Centre
Swansea
SA6 7JL

Tel: 0792 782913

7. Drivers of passenger carrying vehicles with more than 17 seats in all other than those driving with a permit issued under the provisions of section 19 of the Transport Act 1985 will be required to hold PSV/PCV entitlement from 1 June 1990. There will be no 'Grandfather rights' for drivers of these large buses.

TD95? LOOKS LIKE SOME CHARABANC TO ME!

By Malcolm Lewis

This was my first thought when Bill Cottrell first showed me where I could be of assistance, back in October 1984. The red bonnet, Leyland radiator and driver's cab did remind me of a Leyland R.T., which was familiar to me, but otherwise I was unaware of the TD type until then.

A poster, which I saw outside the then standing Weybridge Station in March 1984, was the first I knew of Cobham Bus Museum's existence. The proclamation of a free vintage bus service between Weybridge town centre and the Museum could only be experienced. My first reaction was disbelief.

The Open Day arrived and the proclamation on the poster was indeed fulfilled as the day progressed. Having a ride in an R.T. and seeing R.F.'s on the road brought back childhood memories of the early 70's when I was living in St Albans. For instance, I can remember RMC4 on the 341 route, R.T.'s and later rattly MBS's on the 354 route; both routes that terminated in Marshalswick, which was the estate where I lived.

But the real highlight of the 1984 Open Day for me was a ride on Bill Cottrell's (as I found out much later) Q. I had read about the Q type and how innovative it was for its time so to actually ride in one made me thrilled, like a five year old receiving a new toy for Christmas.

I was so impressed by that Open Day that when my HNC exams were behind me I wrote to the Museum asking if I could be of any assistance. I had in mind the more menial but necessary tasks, such as cleaning of vehicles, but I was to get another surprise.

After a letter of acknowledgement from Tony Peters I received a letter from Bill Cottrell inviting me to come to the Museum on any Sunday from 10am onwards.

It was in October 1984 when I nervously walked through the entrance gates and through the door into the Museum. I felt less nervous when Bill introduced himself and said, as far as I can remember, "What can you do?" I am not really a mechanic but I said that I could do odd jobs. "Like drill holes?" or something like that, Bill said.

So Bill led me to TD95, which is where I began this story. I was introduced to Peter Plummer, who very soon had me scraping the floor to remove old glue and get an even surface, so that cork tiles could be glued down later on. So this was Cobham Bus Museum's second pleasant surprise for me - I had become directly involved in the Museum's major restoration project.

Between that Sunday until about a year ago I was down most Sundays including through some bitterly cold winters when wearing layers of clothing and continuous strenuous work was

the best way to keep warm. During this period I could see my little contributions plus more major contributions from others, not least Stan, (I still don't know his surname!) taking shape. A sort of assembled 3-D jigsaw puzzle where worn out pieces are replaced and other pieces removed, cleaned up and repainted (if necessary) then put back.

I shall never forget the feeling of pride and joy that almost brought tears when I witnessed TD95 being driven out of the Museum building in April 1987 for the first time since its restoration began. I had my second-hand pocket camera which fortunately produced some reasonable pictures.

Moving last year and commencing a Chemistry degree course has prevented me from being the once regular Sunday helper, but I am pleased that newcomers have appeared since the recruitment day so steady progress is still being made, mainly on the interior.

I have enjoyed every moment in contributing towards TD95's restoration and I look forward as I am sure we all do to seeing her completed and on the road.

PHOTOGRAPHS IN THIS NEWSLETTER.

FRONT COVER: TD 20 (HGF 978) at Muswell Hill on 3rd May 1953.

BACK COVER: (1) LT 1164 with spare radiator ex STL 917. The chassis to the left is petrol-engined STL 388 awaiting a tower wagon body. Taken at Aldenham Works on 27th December 1948.

(11) TD 114 (JXC 307) somewhere in North West London (on the 240A route!!)

All photographs by Alan B. Cross.

Don't Forget!

Please renew your subscriptions using the enclosed form and return to Win Wickers, the Membership Secretary, , Brent Close, Chatham, Kent ME5 0TG.

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the London Bus Preservation Trust will be held at the Red Lion, Westminster Bridge Road, London SE1, on Saturday 3rd March 1990 commencing at 2.00pm.

In accordance with the procedure for the election of the Committee, set down in the current constitution of the Trust, the post of Chairman, Secretary and Treasurer and up to six Committee members will be elected at this Annual General Meeting.

NOMINATIONS

Nominations for these posts should be made on the enclosed form and returned to the Secretary by the date shown. If you wish to make more than one nomination please photocopy the form.

A member who is nominated for a Committee post, may if he wishes make a written statement in support of his nomination. Candidates' personal statements should be made on a separate sheet - not exceeding 100 words - and be returned with the nomination papers. They will be circulated to all members with the Agenda and Voting Papers.

ITEMS FOR THE AGENDA

These also should be submitted on the enclosed form and returned to the Secretary by the date shown.

A.D.HURLEY
Chairman

NOMINATION FORM

I _____ (Name)
of _____ (Address)

being a paid-up member of The London Bus Preservation Trust wish to nominate:-

Name: _____

Address: _____

for the post of _____ who is also a paid-up member of the
Trust and has agreed to be nominated.

Signature of Proposer: _____

Date: _____

ITEM FOR INCLUSION ON THE AGENDA

I _____ (Name)
of _____ (Address)

being a paid-up member of the London Bus Preservation Trust request the item written below/
attached to be included on the Agenda.

Signed: _____ Date: _____

To be valid, these forms should be signed and returned to the Secretary - J.L. Bedford, -
Albany Court, 38 Alexandra Grove, North Finchley, London N12 8NN, to arrive **NO LATER**
THAN 9th February 1989 (first class mail please).

SCOOTERS

John A Gray

Here are some observations on Olde Alan's ruminations on the s.d. LT "Scooters", which were officially classed "LT.L" in all but cabside/bonnet plate references, so, it was said, to distinguish from the shorter double deck LTs, referred to everywhere as LT.

He reminds us of their allocations. My clearest recollections of them were working Finsbury Park - Crouch End(!) - Crouch Hill - Muswell Hill, that mountainous route 212, where they crawled up the hills, boiled at the top, and screamed down the other side, back-firing in random attenuando. However long did an exhaust system last in those days? At Sutton and Kingston they led a more restrained and dignified life on the 213, 218 and 219, better suited to their gentlemanly gait; likewise on the 237 out of Hounslow. Edgware's on the 251 always seemed of a generation earlier than the so-modern styles of Underground stations they served, such as Arnos Grove. Old Lodge Lance sounded a perfect place for them to go (234, presumably ED or TC, at Purley) since, with a little imagination, they could look rather like an old lodge; the once I saw them in the claustrophobic surroundings of the 208 out of D seemed quite wrong. They could neither breathe nor assert their stride in places like those. They need space.

Uxbridge frequently received my visits as a youngster in the period mentioned, yet I can't recall seeing Scooters serving there. The usual red half-cab single deck routes 222, 223 and 224 (at first there had been a red normal-control s.d. route too!) usually found work for Converted Ts, occasionally supported by square-cab 1T1s or wide-indicator-boxed Tilling Ts, borrowed from Kingston, till the frowning 14T12s arrived on the scene.

Now, about disposals. A well known and true tale describes how one was rescued from premises in the Torquay area quite some years ago. The LT was alleged to have been there since about the end of World War II. So that would reduce Alan's total in 1948 by one to 189 if accurate. This same bus - I don't know its number - has been in the news again in the last year, in changes of ownership and residence, details unknown to me. But at least it survives, though surely in a condition of some decay.

In his recent book London's Cast-off Buses, Keith Jenkinson portrays two Scooters in subsequent service in Yugoslavia - unbelievable! Despite rather kinder weather down there, it's unlikely any are still extant in some neglected spot ... isn't it? Anyone been/going out there to confirm? (While there, please look out for signs of any STLs, Ds, postwar STDs, 14T12s, etc, all of which must have combined to make Yugoslavia second only to Ceylon, as it then was, in taking quantities of retired London vehicles.)

OLDE ALAN'S RANDOM RUMINATIONS.....by ALAN CROSS

TD class - a postscript. By way of supplementing the article on the TDs here is a bit of history on our own TD 95.

Regn. No. JXC 288 Chassis NO. 484505. Engine 4½ x 5, 6 cylinders
Axle Ratio 4.8 Weight 6Tons 10Cwts. Code 1/1TD2 Body No. 2864

Chronological history per L.T.E. records:-

13/09/48 Chassis into stock ex Leyland Motors
06/05/49 Mann Egerton to Chiswick Works
11/05/49 Licensed - K
27/06/51 Transferred to MH
14/08/52 In for overhaul
10/09/52 Outshopped from overhaul to MH
16/01/53 Transferred to EW
03/08/54 Seating reduced from 31 to 30
30/04/56 In for overhaul
18/06/56 Outshopped from overhaul to AR
18/06/56 to 30/06/56 delicensed at AR
01/07/56 Relicensed - AR
26/11/58 Transferred to UX
10/06/59 Transferred to EW
19/06/61 to 12/07/61 Delicensed at EW
13/07/61 Relicensed - EW
10/10/62 Transferred to HL and delicensed
28/08/63 Transferred to FW, still delicensed
13/12/63 Sold to A. C. Collier, Bromley Technical College, Bromely, Kent.

It is said that the bus was used for a trip to Russia in August 1964. In May 1968 D. T. Boshier bought TD 95 for preservation and the LBPG subsequently acquired her for further preservation in April 1976.

A CHRISTMAS STORY OF LONG LONG AGO. Are you sitting comfortably? Good. Once upon a time almost within living memory there used to be a pretty good bus service at Christmas time. This is all about a trip made just after Christmas. Monday the 27th December 1948 was a bank holiday so, not having to go to work, it was a good chance to go out with the camera to see what could be shot. Along with a close friend we had already decided to do a Rather Special Trip. We met up at Morden Station and went on the Northern line to Edgware. It was a singularly good day, misty, with snow on house roofs, and frosty, with no sun. Sunday services were operating and we were very lucky to photograph at Edgware, within a few minutes of each other, the only metal bodied Park Royal G (G 150) and the NCB rebodied G 30 outside the station. At the same time we got out of sequence metal framed Park Royal STL 2231 (RD on 114) and STL 2129 (also on 114). The latter, although in the metal framed batch, was odd because it only had one opening window per deck on the nearside (like utility Ds and Gs when they were new), presumably a result of wartime damage. It was from Edgware that our Rather Special Trip started, since we were Aldenham bound, to see what could be seen since the Works would be completely closed today because of the Bank Holiday. We had heard that interesting things were happening to vehicles at Aldenham and rather than rumours passed on by other collectors (and no doubt embroidered in the process), we wanted a first hand glimpse. There was not a soul to be seen on the Watford-by-Pass and we were able to break through the hedge separating the pavement from Aldenham Works and get into the grounds. By one of those great good fortunes and patron saint of bus spotters has seen to it that someone had left a window open - and what better way to get into the locked works than via an open window! This brought us into a long bay with parked buses in it. It was deathly still, every sound, every foot-fall on the concrete floor echoed around the silent Works. We dare not be heard, for surely we could hear a night-watchman doing his rounds, or was it just the fabric of the building making odd noises, like a house does at night? In this bay were a

number of LT scooters and a few of the 1T1 type of the T 1 - 50 range. There were also some petrol STL chassis which (we were to discover later) were about to become overhead tower wagons to replace the old NS ones. The LT and Ts were waiting to go to Marshall's of Cambridge to be completely rebuilt, though again we did not know it at that time. LT 1164 was also there, with a smashed front (T plates and 236 blinds) and the chassis of LT 1141 with just the cab remaining of the body. Hasty scribbles in our notebooks. Here is a strange sight. ST 1040 with RG cab code, has had the stairs removed, the staircase well closed off and seats fitted where the stairs were and on to the back platform. No one will ever be able to go upstairs again! (Being converted to staff transport bus). We try to take photos, they have to be time exposures because it is so dull inside. Rest our cameras on the dusty cold concrete floors, lie full length on our tums trying to peer through the viewfinders, press the shutter-release and hope for the best. Perhaps something will come out.... (Some of them actually did come out!). Quite a lot of body rebuilding going on, not only on STLs but even on LTs and STs which surely will be withdrawn quite soon. LT 859 was one noted, along with STL 1086, 2148, D 221, STL 1093 and others. At this time also the re-inforced strapping was being applied in numbers to ST, LT and STL types and a lot of the buses noted must have been in there for that purpose. ST 443 had chalk markings "To be staff bus" on it, so that was about to suffer the same fate as ST 1040 noted above. Around the corner was one of the two RT mock-up bodies - 0961023 in grey livery with the chassis no. in small white figures along the cab side where the fleet number would normally be. It was resting on wooden cradles. In an adjacent bay were some of the new staff canteen Bedford articulated trailers being painted into Green Line colours from primer. Every now and then we were sure there was someone else moving around quite close to us. We crept cautiously around buses, peeping out to see if the coast was clear, but we never saw a soul. Some weeks later we found out that another bus enthusiast was also there in Aldenham the same day, doing the same thing as us and probably trying to avoid us as we were him.

Close by the canteen trailers was the other RT mock-up, this time still in it's chassis no. 0961037. This RT chassis had strange wheels, not at all like the standard RT ones. The chassis had "3RT3" on the dumb-iron plate, but no RT number. Having ventured as far as we could we made our way back to the open window and out into the cold afternoon winter air to get a bus back to Edgware Station. We were well pleased with our trip and there was the excitement which all bus enthusiasts experience at having done something and seen things which we were busting to relate to our fellow spotters when next we met them.

Here's wishing the Seasons Greetings to you all.

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THE NEWSLETTER: Members contributions are always welcome. Any material for inclusion in future newsletters should be sent to the Newsletter Editor, c/o, Cobham Bus Museum.

The views expressed in this newsletter are not necessarily the views of the London Bus Preservation Trust.

