

# THE LONDON BUS PRESERVATION TRUST



NEWSLETTER

MARCH 1989

# THE LONDON BUS PRESERVATION TRUST

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

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## DATES FOR YOUR DIARY

18th & 19th March 1989 - CLEAR UP WEEKEND at Cobham. All are welcome  
to assist with preparations for the Open Day.  
9th April 1989 ANNUAL OPEN DAY at Cobham Bus Museum.  
21st April 1989 Social Meeting at Model Railway Club,  
Keen House, Calshot Street, Kings Cross, N.1.

## THE NEWSLETTER

Members articles and contributions are always welcome - Please send  
any material for inclusion in the May 1989 edition to the  
Newsletter Editor, c/o Cobham Bus Museum, by 1st May 1989.

The views expressed in this news-letter are not necessarily the views  
of the London Bus Preservation Trust.

## A COBHAM WEEK-END

A lot more members would like to be involved in the week-end activities  
at Cobham but time, work on own vehicles, week-end family commitments,  
distance of home from Cobham and a host of other reasons prevent such  
visits being possible other than on the very rare occasion. So what  
does go on at Cobham at week-ends? What follows is an informal  
description of a recent Cobham week-end. With Open Day approaching  
rapidly attention has focused on getting the premises and grounds  
tidled up, and routine maintenance done on the fabric of the building.

Saturday: A start made on clearing the gutters, found to be  
clogged up with moss, leaves and weeds. Eric was to be  
seen most of the day precariously perched at the top  
of a ladder which in turn was perched on the top deck  
of the Southport open topper. After seven hours most  
of one side of the guttering had been cleared and a  
trail of muck and sludge which had been dislodged lay  
on the ground and on the upper deck of the open-topper.

In the gardens dept, Alan and Roger continued the  
bramble and weed clearance in the car park areas to  
make more space for the Open Day stalls. Inside  
the museum Tim's legs could be seen poking out from  
under the front end of RM 3 where he was dealing with a  
technical problem. Outside again Dave K had a good  
bonfire going round by the compound burning up rubbish.  
Dave has been rewiring C94 and later in the day gave  
us demonstration that the lights now work again, perhaps  
for the first time in 25 years. Also the bell now  
worked, giving a satisfying "pling". Later in the day  
the Hon. Chair and his son arrived to give a general  
helping hand clearing up. It had been a mild sunny  
day, remarkable for the time of year and working outside  
was really warm work.

Sunday: Started damp but soon the sun was out again and another  
spring-like day ensued. Some 15-20% of the membership  
were present at different times during the day. There was  
considerable activity everywhere, not including the  
added attraction of colour TV in the canteen. This  
T.V offered combined colour and black and white, all at  
the same time, as well as intermittent fading. Perhaps  
it needs Rod's expert attention? This is a resume of  
some of the main goings on. Ian had picked up a sheet  
folding machine for a fiver and this was off-loaded  
from a van and assembled prior to its being stowed away  
inside. This meant some rearrangement round by the pallets  
and an excuse for Bill and others to exercise their skill  
with the fork-lift truck.

Work was continuing apace on TD 95. Peter P was to be seen working on the roof refitting a roof vent; Phillip and others were repainting parts of the radiator grill and fittings for the refurbished radiator. The painting of the interior was also continuing. The onslaught on the clearance of the grounds continued with Alan attacking the brambles with his scythe, assisted by Chris (Hon. Chairs son) who carted the rubbish away on a wheelbarrow to a new bonfire started by Dave H to burn up leaves and rubbish which was being swept up from the perimeter road. Dave also cleared out the gutter muck from the top deck of the open-topper. Blackie had brought down a mobile steam cleaning unit and he and Bill gave an impressive display of how to use it, cleaning down the chassis of Bill's Q 69. The result is that what was rather a messy exhibit is now an interesting and clean item ready for display at Open Day. Other members were at work on their own vehicles and were to hand to talk to the dozen or so casual members of the public who called in to look round the Museum during the day. There was a hum of activity (actually more precisely jots of noise) from all corners of the Museum, not least the fork-lift truck, Colin P grinding away at the wing of his Albion, and Colin W and Teare doing carpentry work on the upper deck of the STL tree-lopper. A good time was had by all in very convivial surroundings.

There isn't space to name all the members who gave a helping hand, but it is good to know ours is a genuine working Museum. Perhaps you might find time to pop in one day and enjoy the company of your fellow members in your Museum? Mind you, if many more turn up, especially on Sundays, there will have to be three sittings for lunch in the canteen!

#### RALLIES

Due to constraints on space within our newsletter, it is assumed that members receive notification of rallies through other sources (e.g. 'Buses', HCYS newsletter etc etc). It is therefore editorial policy not to list these unless specific requests are received from Rally organisers or the rally is specifically for London vehicles.

Specific rallies we have received notification of are:-

- 18th June 1989 - Tribute to LONDON TRANSPORT Rally at the British Commercial Vehicle Museum, Leyland  
Details and entry forms available from The British Commercial Vehicle Museum, King Street, Leyland, Lancs PR5 1LE.
- 6th August 1989 - RT Rally at Covent Garden celebrating 50 years of RT1 - Details from Peter Gomm, Carlton Crescent, Luton, Beds LU3 1EW. All RTs and their owners welcome.

SCRAPPING Q69. A MORAL DILEMMA.

Bill Cottrell

Ever since I bought Q83 in 1966, I have sought to get Q69 as a source of spares. In the meantime, I acquired a spare gearbox and diff which came from the famous double-deck Grimsby Q. I always thought that with a bus so different from any other type, it was essential to get as many spares as possible.

Firstly, for new readers, some background history.....

"Four youths buy old bus" screamed the headline at the bottom of page five, column three of the Evening Standard some six months after the happy event. The story referred to myself and three fellow bus enthusiasts and our successful acquisition in September 1966 of a 1935 AEC Q type ex Country Area single deck bus. Q83 had been sold in 1954 to the Sutton Coldfield Old Peoples Welfare Association who converted it to a ramp ambulance. This was achieved by cutting a door in the rear and fitting a folding ramp for wheel-chairs. At the same time, some seats were removed and a toilet and washbasin were fitted. Also many of the remaining seat were cut and altered to allow the carrying of stretchers. Fortunately, for the next twelve years, the bus was kept under cover, firstly by Midland Rod and subsequently at the AEC West Bromwich service depot.

We were lucky in that accomodation was found, enabling restoration to begin. The first problem to be tackled was removing the ramp, door and toilet facilities. This proved a problem in that a pattern was needed to work to. We gained permission to inspect the LT collections Q55 to make drawings, and also made the acquaintance of Vic Blackmore, the owner of Q69. We visited Q69 at Chadwell Heath. I had previously seen photos of it on a London to Brighton run looking reasonably smart. By the time I saw it for the first time it was suffering from neglect. Many of the windows were broken, most of the steel panels had rusted through and the bus was filled from floor to ceiling with old batteries, the weight of which had caused it to sink into the ground to its axles. I formed the opinion it would not be restored by its current owner, surrounded as it was by other erstwhile fine old buses also rotting away. I then began a long and fruitless attempt to buy it, realising that many of the fittings missing from Q83 were on Q69.

An early fault with our Q was lack of braking efficiency. This was mainly caused by leaking wheel cylinders that were scored and seized. I had hopes of buying these from Q69, but to no avail, it then took five years to find a source that could repair and make good my ones. Other problems were in the meantime solved, including correcting the excessively heavy steering which was caused by worn bushes in the steering box. These turned out to be a current part on RM's so the problem was easily overcome. However, there was one fault which would not go away.

At frequent intervals the engine would pressurise the cooling system. Water would find its way into the sump oil and also be lost out of the rad cap, eventually causing boiling.

Frequent renewing of the head gaskets kept this problem under control until after attending the ABC rally at Nottingham the bus boiled severely on a long one in ten hill. After that, the water was expelled from the radiator as soon as it was put in, changing the head gaskets on this occasion made no improvement. The bus was parked away for a couple years while I got on with other things. Then in the summer of 1988 I decided it was time to cure the problem once and for all. The engine was taken out of the Q and stripped. The sump was removed and the accumulated gunge caused by years of water and oil mixing were cleaned out. The pistons and con-rods were removed. I refitted the cylinder heads and rigged up a simple device to water test the block and cylinder heads, pressurised by a footpump. When this was done, water flowed freely into number three cylinder from the top at the joint. Further inspection showed that the number three liner had dropped reducing the effectiveness of the seal at the head. The next stage was to remove the liner, and a tool is being made to achieve this end. In the meantime, Q69 was moved from Chadwell heath to the premises of Ensignbus at Purfleet. In 1981 (or thereabouts) a rally was held at Ensigns and the opportunity was taken to get Q69 running. During those years several attempts were made by myself to buy Q69, but these were always thwarted by the owner, either making impossible conditions, or just outright refusal to sell.

Eventually, Q69 was evicted from Ensigns at very short notice and as he could not find a new home for the bus, Vic parted with it to Gordon Laming, he of the ex LT ABC Militant and other fine pieces of hardware. Gordon offered the Q to me, and I agreed in principle to buy it from him. However in 1988 when the moment came at short notice, I had just committed myself to a very expensive holiday and was somewhat short of the wherewithal to complete the deal. Fortunately, we worked an easy installment plan and the Q was lifted into Cobham by the Militant. That was when a moment of doubt came to me. Could I justify breaking up a pre-war bus for spares? Eventually I decided it was justified, and for the following reasons:-

- Q69 was identical to the LT museum's Q55.
- The amount of resources needed to put Q69 back into reasonable condition would be enormous.
- It would provide Q83 and Q55 with parts both vehicles need now to make serviceable.

By the time Q69 reached Cobham, it was in very bad condition. Most of the panels had fallen off, even some of the aluminium panels had corroded and turned to powder. Where the frame had become exposed, it too had rusted right through. A start was made right away in dismantling the body. Several useful items were put to one side, including handrails and many of the fittings and shaped parts that were still missing from Q83 in the area of the ramp conversion. Thanks to the assistance of several chums at Cobham, the Q was reduced to chassis level. Fortunately, Dave Hurley intimated that it would be possible to keep the chassis together to restore as an exhibit in its own right, thus saving me the trouble of dismantling it and the problem of deciding which bits to keep and store. During the dismantling of the bus a quantity of bell-punch tickets came to light, as did a 1914 halfpenny screwed into the bulkhead. I understand it was the custom to secure a coin in this way as some sort of good-luck token.

The situation now is to wait and see what progress I can make on rebuilding my original engine, or to fit the engine from Q69 into Q83. If I do decide on the latter course of action, I will put my original engine into the Q69 chassis to keep it complete.

# COBHAM BUS MUSEUM

Redhill Road, Cobham, Surrey

Open Day

Sunday

9 APRIL 1989

11 am - 5 pm

Admission £1.20 in conjunction with

**LONDON COUNTRY SOUTH WEST**

Open Day at Addlestone Garage  
with special display of vehicles in forecourt and a

**BUS AND COACH GATHERING**

in Co-op Superstore Car Park  
(opposite bus garage)

- TRANSPORT FLEA MARKET IN MUSEUM
- CHILDREN'S RIDES
- OPEN TOP BUS TOURS
- VINTAGE BUSES IN SERVICE
- LIGHT REFRESHMENTS



HOW ARE YOUR BODY NUMBERS?

A little while ago I was down at Cobham standing beside Colin Wickens STL 2692 talking buses to him when suddenly I realised I was doing what all good bus-spotters who are worth their salt did automatically in the "good olde days" 35-40 years ago. Perhaps modern bus spotters still do it, but I am talking about the days when STLs, LTs etc., were still in abundance on London's streets and when we bus spotters were still finding out about the mysteries of the London bus fleet for ourselves. This is the routine we followed in noting the details of each bus (provided it was stationary). Note the bonnet and registration numbers, read the body code plate on the nearside of the cab, the body number under the canopy in white numbers, the garage code in white letters inside the driver's cab (usually positioned over the cab entrance), the garage code outside the cab, also in white letters above the emergency opening on the nearside of the cab, the garage running code, the chassis code on the offside dumb iron brass plate, the bonnet number and chassis number on the nearside dumb-iron brass plate (more often than not these chassis plates were covered over in what seemed like thick pitch). A sturdy screw-driver was carried expressly to scrap off this pitch to read the brass plates, provided no one was looking! Then along to the entrance platform to note the paint date which was in small white figures below the fleet number. Other details which would be noted would be the route being operated and any unusual features about the body which would make the bus an "odd man out".

And so, I was standing beside 2692 chatting to Colin I started to go through the routine, subconsciously, without realising it..... bonnet and registration numbers, yes: body plate, yes: chassis plates? no go here because the post-war STL had, frustratingly, the AEC wings which extended down and covered the dumb-irons, as did the post-war Weyman bodied Ts. No doubt 2692 has her chassis plates still intact underneath. I told Colin what I was doing and he mentioned the body number had not yet been applied as he did not know it. Must remember to tell Colin it is 1069 when I see him again....Only a minor detail, but none the less important to a bus spotter of the old school. A London bus without it's body number seems undressed. Mind you, C 111 hasn't got her body number on display either, not because we do not know it, but because it will have to be specially written. The Interstation Cs and the CRs were unique in buses built by the LPTB/LTE in having black body numbers instead of white. This was because the canopies were painted in a light colour-yellow for the Interstations and white for the CRs, so the body numbers had to be in a contrasting colour, which was black. This harks back to the days of Bs, Ks, NSs etc., which all had white canopies with black body numbers. Yes, it will have to be sign writing for C 111 unless someone has some black body number transfers tucked away somewhere - If they have, then can you spare 16727? And Tim Nicholson would like 228 for CR 14, please. How are your body numbers? If I look under your canopy what will I see? Perhaps you may not have one because you do not know what it is. If so, I'll gladly try and provide the number from my records, so drop me a line c/o Cobham if you need to know what it should be.

In passing I see from my old note books that I saw STL 2692 emerging brand new from the AEC works whilst going by on a trolley but unfortunately did not note the date I saw her. Some of the 18STL20s carried an AEC radiator triangle when new and at least two of them (STL 2695 and 2697) still had them on 21/4/1947. These vehicles also carried the "Regent" script on the radiator, as did some of the 14T12s (Weyman post war Ts) for quite a while. It is nice to see 2692 has one too. Tried to con Colin into repainting 2692 red and white, but he wouldn't have any. I suppose he is right, since 2692 was never red, but 2683, 4 and 5 were red when new for reasons unknown, as they were delivered new to the Country area and were at WA along with all the others which had been delivered new in green livery. I noted that they had been repainted green by April 1947.



BANK OF ENGLAND AND ROYAL EXCHANGE. LONDON.

TRANSATLANTIC ROUTEMASTERS AND THINGS.

David Jones

There are considerable advantages in having ones sister-law and husband living in Canada (until it comes to phone bills!) in that once the phenomenal air fare has been gathered, it is possible to have a relatively (pardon the pun) inexpensive holiday. Thus it was that Sue and I travelled to Ottawa, Canada's Capital City and governmental seat. Being part of the British Commonwealth some of the sights were quite familiar; the guardsmens' uniform, the "Elephant and Castle" pub(!) complete with its K6 telephone box outside, and the Routemasters.

Piccadilly Bus Tours own five Routemasters and operate them on a 30 mile tour of Ottawa's major tourist sites (and all for \$9 (£4.50) ), there are a few places in London where it's possible to have a 1½ hour ride on a Routemaster. The four buses which I saw on the service were in reasonable condition inside and out, although it was apparent that they were kept in the open. They did, however, lack any semblance of a complete set of blinds. Drivers seemed to prefer to change gear manually on the tour which was taken at a leisurely pace, and all seemed to have mastered the "wrong-side" cab. Whilst on the tour, through Rockliffe Park on a private road, the tour guide gave a few (accurate) details of the bus, including the angle to which it would tilt, at which point the driver performed some acrobatics with the steering causing the bus to lean dramatically to one side, just to prove the point. The vehicles I saw were: RM 1943, RM 1904, RM 1950 and RM 1788.

At the same time as we were in Ottawa, so were McDonalds management, for a convention and so was their P.R. Bandwagon including RM 1924, posing as Ronald McDonalds Big Mac Bus. It took some detective work to find out which bus it, as all obvious identification had been obliterated but I managed to get the front chassis number (RM 1905) whilst the driver was adding a second quart of oil to the leyland engine. About \$20,000 had been spent on converting the bus into a mobile restuarant (without cooking facilities, though) with P.A. air conditioning, including sun-roof, seating, table and a wheelchair ramp as part of the rear platform. RM 1924 is used for P.R. work such as new restaurant openings and functions at the McDonalds children homes. The driver was not over complementary about the mechanical state of the bus, it smoked like a chimney, hence the oil transfusion, wandered all over the place and took forever to get there. Still, he said it was fun! It appears that not only RM 1924 suffered excessive oil consumption, judging from the quart bottles of oil stacked under the counter in Piccadillys ticket booth.

The highlight of our visit was a weekend at Niagra Falls, where, of course, there are a few more London Buses. Double Deck Tours run two tours of the area one a complete package including admission to various attraction such as the Maid of The Mists boat tour, Spanish Cable Car etc and a hop on, hop off fifteen minute service touring all the major sites. They use RMs, RCLs and, when they're desperate, RTs. By luck the Queue for the Maid of The Mist was quite long as it gave opportunities to nip out of line and photograph the buses which were setting down nearby. The biggest surprise was the appearance of RT 599, showing "Romford Station" and a route 175 via blind, spoilt only by the route number being 6.

Whilst photographing the RT a voice from beside me said, "I've waited an hour for this, I used to live near there!" Standing beside me was an ex Dagenhamite, now living in Richmond, New York, whose brother used to be a bus inspector in Forest District!

I was almost as surprised by the appearance of two RCL's, one driven by a woman who had earlier been 'lumbered' with the RT, and the other by an expatriate Central line tube driver from Chigwell. Both enjoyed driving the buses, preferring the semi-automatic RCLs to the RMs, and both types were preferable to the RT. All the vehicles were externally drab, but inside were clean and tidy, and all sounded healthy. They all carried adverts for "Luxury double deck tours", a bit surprising but then in comparison to the plastic seats of the standard Canadian buses even a tired RT is quite palatial, but thats another story!

The Niagara fleet consists of:- RT 599#, 1989, 2020, 3593, another, RTL 1315, RMs 583#, 1548#, 1651, 1888, 2165#, 2206#, RCLs 2252#, 2255#  
# Observed during my visit.

PAINTS

All paints detailed below are available from LBPB Ltd, Cobham Bus Museum. Please place orders with Tony Peters (0932 64078) during weekday office hours.

Sales of paint since the last newsletter have been good and some of the popular colours (LT Red Gloss & LT Lincoln Green for example) are now completely out of stock.

These colours are still available. All prices include V.A.T.

Gloss paint. 5 litre tins.

1946 Brown Gloss for brushing. RT interior.	£ 17.25
1946 Brown Gloss for stove enamelling.	£ 11.50
Metrobus Stone for brushing.	£ 17.25
Dark Burgundy for brushing. RM & modernised RF interior.	£ 17.25
Dark Burgundy for stove enamelling.	£ 11.50
Chinese Green for brushing. RM seat backs & modernised RF interior. (It's actually grey despite its name!).	£ 17.25
Chinese Green for stove enamelling.	£ 11.50
Sung Yellow for RM ceilings.	£ 17.25
Brass Yellow.	£ 11.50
Mistletoe.	£ 11.50
Magnolia.	£ 11.50
Black Gloss.	£ 11.50

Undercoat. 5 litre tins.

LT Red for brushing. (Limited stock).	£ 17.25
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Undercoat 3.5 litre tins.

Blue/Green	£ 6.90
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Chassis paint. 5 litre tins.

Chassis aluminium. Suitable for brush or spray.	£ 17.25
Chassis black. Suitable for brush or spray.	£ 17.25

Rexine paint. 5 litre tins.

Olive Green. RF interior.	£ 17.25
Chinese Green RM & mod. RF interior.	£ 17.25
Dark Green. RT interior.	£ 17.25

Extra strong paint stripper, water washable. 5 litre tins	£ 11.50 each or
	£ 46.00 for 5.

Paint cannot be sent by post and must be collected from Cobham by prior arrangement.

Early in October I got a phone call from Cliff Blackwell. It turned out that our old friend Mike Kaye of British Air Ferries wanted a couple of BEA coaches at Southend Airport for an aircraft naming ceremony. What daff idea would Mike come up with next I thought!

Well, my BEA MLL721 hadn't been on the road for at least a year, and with the body falling apart, I was a bit reluctant to take it on the road. A couple of days later, Mike phoned me himself. He explained that they had a small fleet of Vickers Viscounts (real aeroplanes with real propellers and Rolls Royce Engines) and BAF were going to name one after Sir Peter Masefield, one time director of BEA and later, London Transport.

So I spent a couple of days getting the bus ready for the road, giving the outside a thorough clean. Luckily, my children Vince and Keith had a half term holiday that week so they helped by cleaning the windows and polishing the shiny bits inside. Keith seemed to try cleaning more of the Rexine with Brasso than the shiny bits! The seats were filthy as they had languished in Cobham for years gathering diesel fumes and dust, as well as all the gunge they acquired in service. My workmate's daughter had bought a Vax upholstery cleaning machine the previous week, so she "volunteered" to tackle the seats. It worked, but it's a lot of hard work, seat cleaning took three days.

Up bright and early on Friday morning, the bus started up on the first turn even though it was fairly cold. Traffic was its usual self going through London; I did give the M25 a thought, but at 48mph its quicker to go through town and along the A13. Once out of town, the coach purred along, but near Dagenham the temperature gauge was hovering around the 210 degree mark. At the next lights, a wisp of steam came from under the front, so at the next layby I pulled in and took off the front panel. On the way again, and the temperature dropped to a more reasonable 190 degrees.

Once inside Southend Airport, I found Mike Kaye amidst a horde of press men. "Get the bus out of sight as quick as you can, it's a surprise" he said. So, hastily outside with one of his henchmen who directed me through the customs area to the back of the terminal building. There was Cliff's Routemaster complete with trailer. After a chat with Cliff and Claud and a quick cup of coffee, we were called by the airport security staff and told that our VIP's were ready to start loading. After greeting our guests and loading up, I followed the airport security car past the hangers, across the end of the runway, then round the back to the BAF workshops. Cliff was already there, going round via the public road. Outside the hanger was the Viscount to be named, (Yankee Gulf for the aircraft buffs amongst us) gleaming in the sunshine. The local military band struck up a tune as our passengers alighted. After parking the buses out of the way, one of those little aircraft tugs that seems to be all engine and drive pulled the aircraft into position. Steps were wheeled into position, then Mike greeted the guests. Sir Peter Masefield pulled the string to unveil the name "Viscount Sir Peter Masefield" on the front nearside of the aircraft, christening it with the traditional glass of champagne.

Sir Peter gave a speech, outlining the history of the Viscount from the design stage in 1946, through the London to New Zealand Air race in which he piloted a Viscount and won the race, completing the trip in record time with only four stops. The plane was fitted with inflatable fuel tanks inside the passenger cabin, with beds for the crew of four to rest on the top. He also thanked and welcomed the old staff from Vickers and BEA present for the ceremony, then thanked Cliff for bringing his Routemaster along. Cliff was given a BEA Routemaster mounted on a plaque with an inscription for services rendered.

We were soon ushered aboard the aircraft for a meal and a short circular tour of London. Now I've only flown on two previous occasions, once in 1965 to Italy on a Viscount owned by British Eagle (remember them?) and last year by Qantas 747 to India and back. By comparison the Viscount is tiny, seating only 74 compared to the Jumbo's 300 odd. However, appearances are deceiving, as there is more leg room in the Viscount than the 747; seating is two plus three for most of the length. All credit is due to the lovely BAF stewardesses who served us with wine and a three course lunch as we sat in the plane outside the hanger. Soon they were clearing away and the ever cheerful Squadron Leader Kaye burst in on the aircraft Intercom. Seatbelts were extinguished, cigarettes were fastened, and we began taxi-ing along the runway! We had to wait ages to get across, because it seems that Southend is not very busy except when we wanted to take off. Mike said that the airport authorities had it sown-up "they sell us the fuel, then keep us here for ages burning it all up". Ten minutes later, he offered to tell us which seat was occupied by the airport's managing director. Soon after, we were on the way to the end of the Runway 2-4. The aging plane shuddered slightly as the four Rolls Royce Dart engines were given full throttle. The brakes were released and we shot forward at a speed of 140 mph for the take off.

Once airborne, we were given warm towels to freshen up; more wine, after dinner mints etc., We kept a fairly low altitude, following the Thames up to East London. We were able to see the Thames barrier, STOLPORT, (the yuppie's word for airport) Docklands Railway, and all the paraphernalia of the East End. We had to turn sharp right and follow the Lea Valley northward for a short while before being given a course for Southend.

We were all invited up to the cockpit, an opportunity I gladly took.. The flight crew consisted of a pilot and co-pilot for this trip; Mike Kaye took a third seat to do his running commentary, while I noticed a fourth seat, presumably for the navigator or engineer, Do they still have three men these days?

On the way back, my fellow passenger, an executive from a big newspaper exporters, let me have the window seat as we followed the Thames back. I waved to Colin and Win as we went over their house near Chatham, but they didn't seem to take much notice! Mike pointed out a square of markers bouys in the river, marking a spot where an ammunition ship went down a few years ago. Yes, it is still full of ammo, so ships tend to keep well away. Mike also showed us the world's longest non commercial pier (even longer than Southend's) - it was built in WW2 on the north side of the Thames estuary, and every night they used to spread an anti-submarine net across the river to the Kent side. Out over the army ranges at Maplin we could clearly see the vast railway system still intact there, though I doubt if it sees much traffic these days. Then a sharp 'U' turn over the River Crouch to head back west to Southend. A few minutes later we touched down smoothly at Southend and taxied to the terminal building. A rousing round of applause was given for the Captain and his crew for such an enjoyable flight.

It's pleasing to know that the Viscounts have been given certificates that will take them into the next century - will they outlive the DC3's? Back outside the terminal I was introduced to Sir Peter, who was glad to see my bus still fit for the road. He said that when they were designed, there were two coaches for every flight; 2 x 4RF4= Viscount.

After saying goodbye to Mike Kaye, we set off along the busy A127 back to London, feet and wheels firmly on the ground.

#### F.B.H.V.C. Federation of British Historia Vehicle Clubs

J. L. Bedford

In previous newsletters there has been reports on the 'tachograph regulations' and events leading to their introduction. These have been well publicised and will not be reiterated here.

However, on a more positive note being of importance to us as owners of preserved vehicles using the roads and not wishing to be denied the right to continue to do so - a new organisation, the FBHVC has been set up to replace the Historic Vehicle Clubs Committee. This new organisation will employ an 'agent' who will be resident in Bursells, to act on its behalf. His prime task will be to monitor any draft legislation likely to affect the use of road vehicles of all types and to inform the committee at an early stage of any matter on which representations should be made to the DOT or the EEC.

The first AGM of FBHVC occurred in October. I represented the LBPT at the meeting and with the Chairman of The National Association of Road Transport Museums, Dennis Talbot, we expressed our concern that the owners of preserved passenger vehicles, may not be adequately represented within the composition of the FBHVC committee, as was being proposed. Although there was some opposition to our point of view, it has since been reiterated in a letter to the chairman, Derek Grossmark.

The LBPT has enrolled as a member of FBHVC and will be invited to its meetings. We must all hope that the new organisation will be more effective as a negotiating body inside Europe and that the appointment of Edward Seymour Rouse as its professional lobbyist will prevent any repetition of the events of 1986/87.

#### ADVERTISEMENTS

##### VEHICLES FOR SALE

RT 952 No MOT, Good running order - offers around £3,000 -  
Ward Jones - 0494 510.

RT 2748 MOT to 11.89, Good condition - 0780 211.

RT 4497 Green, £2,500 o.n.o - 0732 2269.

RF26 V.G.C, Lots of spares - £4,500 o.n.o - Carl Lemon - 0708 028

RF43 MOT to 4.89 - £2,750 - Mr. Sarney - 05827 833

RF504 PSV to 11.89 - Offers around £3,000 + VAT - Ward Jones- 0494 510

RW3 No MOT - Open to offers - Ward Jones - 0494 510

##### PARTS AND SPARES

Batteries - Quantity of ex LT second hand 6v (+ few 8v), all in good working condition - £10. each.

Cushions & Squabs - Large quantity suitable for RT or RF, mostly standard size - Condition is average to poor BUT FREE to anyone who wants them. Both the above must be collected from the Potters Bar area - Further details from J.Hinson, Graham Road, Wealdstone, HA3 5RE. Phone:01 6848 (day), 01 1062 (eves to 2200 hrs).

Timetables - Two boxes of early '70s bus timetables, covering most parts of UK - offers - J. Hinson (address and phone as above.)

##### WANTED:

Dished offside rear panel for RT, where route number plate is fitted - I have the bracket but not the panel! - J. Hinson (as above).

##### Pictures In this edition

Cover: Front A prewar postcard view of the Bank with some interesting vehicles.  
Back RT 2775 at Kingston in January 1955 showing it's GB plate.A.B.Cross  
Inside STL s 2683,1031,2692 at Watford garage in March 1950. A.B.Cross

SPOT THE DIFFERENCE - Apologies for the poor quality photographic reproduction but it was all about RM116 and its unique hydraulic suspension system.





# CLEAR UP WEEKEND 18, 19 MARCH ALL WELCOME AT COBHAM.

This newsletter is published by the London Bus Preservation Trust.