

COBHAM HALL

LONDON BUS MUSEUM MAGAZINE



The Journal of the London Bus Preservation Trust, Cobham Hall, Brooklands

Issue 3

Spring 2012

£4 to non-Members

Contacting the Museum

Telephone

Until such time as BT are able to provide a telephone line to the new Museum (order placed in May 2011), we can be reached via Brooklands Museum during Museum opening hours on 01932 857381, extension 256. You can key the extension immediately the line answers.

Email

londonbusmuseum@btinternet.com If you wish your message to be passed to a particular person, please mention the name in your message.

Post

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Cobham Hall
Brooklands Road
WEYBRIDGE
KT13 0QN

Please note that this address cannot be used for visits in person, which should be via the main entrance.

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FRONT COVER PICTURE

When was it last possible
to see a CR and a 10T10
together?
Brooklands 2012.
(MHCb)



The views expressed in this magazine are those of the individual contributors. They are not necessarily the views of the London Bus Preservation Trust Ltd., its Trustees, Directors or Officers, Cobham Bus Museum Ltd., its Directors, or the Editor.

ITEMS FOR THE MAGAZINE

Please send contributions for the magazine to the editor at [michaelhcbaker@...com](mailto:michaelhcbaker@...), or by post to the Museum at the address opposite.

LAST COPY DATE FOR THE
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1st MAY 2012

From the Editor

Welcome to your new look magazine. We hope you like it. The Trustees, the Editor and my right hand man, John Villers, who is the IT whizz, have thought long and hard about the format and the size and although ideally we might like more pages two factors limit this. Firstly and inevitably finance, for it is right that priority should be given to our splendid new building and its upkeep and to the restoration of our growing and unique collection of vehicles. Secondly this is your magazine, dear members, and if we become inundated with

gripping contributions, whether written, photographic or even drawn, then who knows?

We would like to pay tribute to our predecessor, Dave Jones, who despite full time employment as a bus man managed to always come up with a magazine full of interest and has been most helpful during the handover period.

The shorter the editorial the more space for everything else so here's to the next edition; contributions please!

Sadly, just as we were going to press we have learned of the death of Alan Purssey.

Michael H C Baker

A page from the Editor's 1950 ABC

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664	EYK298	701	EYK336	735	HGF825	769	HLX439		
665	EYK299	702	EYK337	736	HGF826	770	HLX440		
666	EYK300	703	EYK338	737	HGF827	771	HLX441		
667	EYK301	704	EYK339	738	HGF828	772	HLX442		
668	EYK302	705	EYK340	739	HGF829	773	HLX443		
669	EYK303	706	EYK341	740	HGF830	774	HLX444		
670	EYK304	707	EYK342	741	HGF831	775	HLX445		
671	EYK305	708	EYK343	742	HGF832	776	HLX446		
672	EYK306	709	EYK344	743	HGF833	777	HLX447		
673	EYK307	710	EYK345	744	HGF834	778	HLX448		
674	EYK308	711	EYK346	745	HGF835	779	HLX449		
675	EYK309	712	EYK347	746	HGF836	780	HLX450		
676	EYK310	713	EYK348	747	HGF837	781	HLX451		
677	EYK311	714	EYK349	748	HGF838	782	HLX452		
678	EYK312	715	EYK350	749	HGF839	783	HLX453		
679	EYK313	716	EYK351	750	HGF840	784	HLX454		
680	EYK314	717	EYK352	751	HGF841	785	HLX455		
681	EYK315	718	EYK353	752	HGF842	786	HLX456		
682	EYK316	719	HGF809	753	HGF843	787	HLX457		
683	EYK317	720	HGF810	754	HGF844	788	HLX458		
684	EYK318	721	HGF811	755	HGF845	789	HLX459		
685	EYK319	722	HGF812	756	HGF846	790	HLX460		
686	EYK320	723	HGF813	757	HGF847	791	HLX461		
687	EYK321	724	HGF814	758	HGF848	792	HLX462		
688	EYK322	725	HGF815	759	HGF849	793	HLX463		
689	EYK323	726	HGF816	760	HGF850	794	HLX464		
690	EYK324	727	HGF817	761	HGF851	795	HLX465		
691	EYK325	728	HGF818	762	HGF852	796	HLX466		
692	EYK326	729	HGF819	763	HGF853	797	HLX467		
693	EYK327	730	HGF820	764	HGF854	798	HLX468		
694	EYK328	731	HGF821	765	HGF855				
695	EYK329	732	HGF822	766	HGF856				
696	EYK330	733	HGF823	767	HGF857				

From the cab

Time to preserve an ex- London Mercedes Bendy Bus? Perhaps not, but we have just recently acquired an ex-London Leyland Titan (T23) which to many people is ultra-modern stock. I think this point emphasises the decisions we will have to make going forward. Even this modern Titan is more than 30 years old. We have to put the Bendy bus in context and for the best part of a decade these controversial vehicles have been part of the London scene. There will be fans of these buses that in years to come will want to see this part of the London story preserved. It is almost hard to believe that the Leyland National is celebrating its 40th birthday and has a place in London bus history too. I'm simply making the point that it is easy to overlook history being made and I suspect it will be much more difficult to preserve some of these vehicles longer term because they will have a much shorter service career and will be destroyed before the next generation of preservationists are on hand to take action.

So, from time to time we may choose to add slightly more modern vehicles to the collection as resources permit (funds and space). Meanwhile T 23 and M6 together represents the closing period of London Transport and about as up-to-date as space permits.

Members will recall that Michael Wickham stood down as a Trustee for personal reasons in the middle of 2011. We are now pleased to say that Michael has regained full fitness and has agreed to take on the challenging vacant Marketing Trustees role. Equally we were pleased to welcome Guy Marriott (well-known for his leading position in the London Transport Museum Friends organisation) to the role of Fund Raising Trustee. However, soon after taking on the role, Guy's substantially increased business commitments have meant that is no longer able to continue, so we are looking once again for someone to step forward and take on fund raising as a major task. If you're interested in

becoming the Fund Raising Trustee, please contact me or Steve Edmunds as soon as possible. We need to raise significant amounts of money in the next few years and this will be a big task.

As I write this introduction for the magazine I'm pleased to welcome Michael Baker as the new Editor. Michael is well known for his comprehensive range of London Transport related books and publications and I know he will be warmly welcomed by our membership. I would like to record thanks on behalf of all members for the hard work of the previous Magazine Editor, Dave Jones. Dave has created a magazine that is a superb base for Michael to build upon.

The Magazine, by definition, can only have a certain element of news and I hope that the new e-Newsletter (edited by Kevin Hibbs) and the new website (www.londonbusmuseum.com) will ensure that communications are kept to the forefront. I know that Kevin will welcome news item snippets for inclusion (kp.hibbs@btinternet.com).

Also, I should like to take this opportunity to thank Nick Abbott for all his past hard work as Webmaster for our previous website - Many thanks, Nick!

As I write this introduction for the magazine, there is snow on the ground and I'm reminded of the Wisley gathering a few years back where snow seriously disrupted proceedings. This year the Gathering (back at Wisley) is a few weeks later in the calendar (29th April). The evenings will be a little lighter and the prospect of better weather enhanced. Almost upon us is the second Members' Day at Cobham Hall and I urge you to attend, if you can. This is a chance to see the exhibits and meet up with old friends and fellow enthusiasts in an informal atmosphere before the main rally and running day season begins. I look forward to seeing you there!

Peter Duplock
Chairman

Resurrecting a Tombstone

By Peter Smith

Not as macabre as it sounds!

In the final stages of clearing the Redhill Road site, I came across several pieces of metal framework, severely corroded and looking like a candidate for the scrap skip. I was told that they were part of a sign that was at Victoria bus station (located outside the railway station) and were at one time on a post in front of the shop at Redhill Road. It's known as a tombstone sign (due to its shape) and was a style widely used by the LGOC in the 1920's. The LT museum had a picture of Victoria bus station taken in September 1927 (see picture) and sure enough there were several of the signs at the ends of the bus stands. A picture taken in 1950 shows the same signs in place, by then modified to show only the route numbers departing from each stand.

Having moved the materials to Brooklands, I discovered that there were parts of two frameworks (some corroded beyond repair), but no light fittings or panels. Following consultation with David Kinnear, I got agreement to attempt to re-construct one frame from the parts, with a view to manufacturing a replacement panel and light fittings. So the 'Tombstone Project' was born!

The main tombstone panel is supported in its own sub-frame fixed inside the main frame with machine screws and barrel shaped spacers, some of which were missing. Tony Lewis kindly made some replacement spacers of the same style and the two frames fitted together quite easily. The sub-frame is made of a 5/8" bronze channel section into which the panel fits. Two 1mm aluminium sheets were cut to the precise tombstone shape and glued either side of a 12mm thick board; the metal was etch primed and painted undercoat (see picture) in readiness for the artwork. The sub-frame allows for route 'slip' boards to be slotted in front of the lower part of the panel. These were guillotined from 3mm aluminium and etch primed ready for painting and for the text to be applied. The options for the artwork were either producing vinyls or sign-writing directly onto the panels. Roger Stagg got a full-size drawing of the tombstone panel prepared, showing the LGOC roundel and the layout of the slip boards, using an enlargement of the photo to get the dimensions and positions correct. Partly due to the non-standard lettering used on the original, it was decided to have a sign-writer copy the text onto the slip panels and also paint the LGOC roundels (one on each side).





Left and above: The tombstone frame, panel and spun light cover.

Right: The completed sign.

As the lights were missing, I deduced the dimensions from the photos and prepared a drawing of the light fitting assembly. I found a ceiling mounted light fitting with the correct sized globe-style glass shade in a DIY store. It became apparent that the conical shaped metal cover would have to be spun (a specialised metalworking process with significant tooling costs) which means it's expensive to make only two. Vacuum forming these parts in plastic was considered, but again the small quantity made that uneconomic. Eventually we found a metalworking company who would spin the covers from aluminium for a reasonable cost and they're fine (see picture). With further assistance from Tony Lewis, some parts were made to attach the light fittings to the swan-necked frame and to support the globes. The cabling for the lights passes through the curved tubes and is threaded down the edge of the tombstone panel and emerges at the bottom of the main frame.

The framework has been painted in the correct shade of green and it's possible that it will be mounted on a post as part of the 1920's display, currently being planned for Cobham Hall.



Acknowledgements: I thank those members of the LBPT who have helped me by preparing drawings, manufacturing parts, or organising artwork to be prepared and painted, which has allowed the project to reach fruition quite quickly. I should also like to thank the London Transport Museum for permission to use their picture of Victoria Bus Station in 1927 to illustrate this article.

Cobham Tours Presents 2012 Bus Trips from Brooklands

Sunday 15th July Alton Bus Rally Depart Brooklands
9.00hrs Ret. approx 17.30hrs £10 Ride only

Sunday 12th August Bluebell Railway (Vintage
Transport Day) Depart Brooklands 09.00hrs
Ret. approx 18.00hrs £10 Ride only

Sunday 16th September Showbus Duxford
Depart Brooklands 08.00hrs Ret. approx 19.30hrs
£20 Ride only

Sunday 14th October Isle of Wight Running Day
Depart Brooklands 07.00hrs Ret. approx 19.30hrs
£25 Includes ferry and entrance/timetable.

(STILL AT THE OLD PRICE) Excellent Value

Send cheques made payable to L.B.P.T.Ltd to Alan
Heasman, Whittets Ait. Jessamy Road
Weybridge, Surrey, KT13 8LE.

email alanheasman@.net Tel 01932 758
(Trips are only booked when paid for.)

Spring Gathering - 29th April

I am assisting Gerry Job in this mammoth task having been close to the sharp end for many years. I am only too aware of the difficulties of setting up and clearing away which gets harder each year as the core element gets older. To assist in that virtually the whole event will take place on the runway itself, including the car parking. There will still be cones and still be barriers but less of them. Nevertheless the Trust needs YOU as a volunteer in a wide range of duties. As usual there will be no shortage of those prepared to drive a bus, certainly ten times the number of driving jobs available so please do not feel unwanted if you are not selected. As well as the Saturday set up and Sunday breakdown there is a whole host of Marshalling jobs to be filled, especially to deter the small minority who feel that paying the entrance fee is only for somebody else. Jobs are varied, as are times on/off and duration. Remember giving up a couple of hours gives you free access and even a burger on the Sunday.

If you have not sent in your volunteer card yet then please do it now. Lost it?, no problem just drop Steve Edmonds a line at the Museum.

Roger Staggs

To Donate or Not To Donate, that is the Question for 2012

As another Members' day approaches in March, my thoughts go back a few years when Bob Bailey and myself volunteered at a similar day in the traditionally freezing conditions of Redhill Road, to help with fundraising. We agreed to take on the organising of the sale of donated items, and agreed that we would sell at both Museum events and via Ebay (the latter being year round compared to the smaller number of events where we could set out our stall).

We truly had no idea how much money we would raise, and whether we would receive enough items to sell and make it all worthwhile. Thanks to the generosity of members, and also pleasingly non-members who support the Museum, we have been lucky over recent years to receive a large number of items to sell, from RM radiator grills and bus stop flags, to hundreds of models, large numbers of good quality books, timetables, ticket machines, bonnet plates, and E plates.

We have found that almost anything transport related will sell, if you price it correctly. We do not restrict our activities to just 'old' items, if it is saleable we will generally accept it! It goes without saying that we always consider whether donated LT items might be better used by being added to the Museum's archive/collection irrelevant of the possible value, although we have yet to receive any donated old style uniforms, something we know the Museum would like to acquire.

Our success in selling however poses great problems, we always need more items to sell, so please consider our cause if having a clear out or downsizing operation, or know anybody who is thinking of such. Likewise when transport enthusiasts or ex-LT staff pass away bear in mind their relatives may just consider such items are just worthless. We are, subject to certain obvious restrictions,

able to pick up large collections of donated items, indeed our efforts at the October event at Cobham Hall raised just short of £3,000 thanks in part to an large donation of items from a very kind member in Essex. Please see our contact details elsewhere in this magazine.

Whether it be funds raised at Museum events or by use of Ebay, which is able to provide a large shop window for certain items (some bus & coach blinds go for huge sums and we have sent many to USA and Australia despite the high postal costs incurred by buyers) our fund raising to date is now in excess of £15,000. Not bad we

think for something which costs in reality only Bob's and my time, which we freely give.

If there is one item that does not really sell it is something we all suffer from namely excessive magazine collections! Whilst pre

1970's magazines have some limited value, thanks to a smart idea from Bob, we give the others away and request a donation, this always brings in more money than if we sold them for a few pennies, and allows the "buyers" to place a better value on their acquisition.

Melvin Phillips



Book Review

East London's Buses 1967 - 74 by David Christie, pub'd by Blurb.com. 120pp softback £31.95 (other cover options available) 240mm x 205 mm landscape. Another of several books by this photographer which also cover railway subjects from the same era. This edition follows what could have been a typical day out on a Red Rover, starting at Chadwell Heath, travelling via Becontree, Barking, Ilford and Stratford to Stepney, then up to Clapton and finishing at

Finsbury Park. The photos are all in colour, one per page, with informative captions and, like the Romford area book, while the bus is the main focus of the shot, the background is just as interesting. It is fascinating to see how the townscape has changed since the early 80s, with much swept away in the name of progress. There are some evocative photos of RLHs in the Stratford area, when Fine Fare was about the only supermarket, as well as some around the Bow and Blackwall Tunnel with plenty of cobbled streets.



Two of the Trust's buses are featured, RF 395 at Bow (see above) and Old Ford, plus G 351 on the 1968 HCVS Brighton run and the 1970 Trans-Pennine.

An excellent record of past times.
David Jones

London Trolleybus 50 - 8th May 2012

On 8th May 2012, our friends at the London Trolleybus Preservation Society are marking the 50th anniversary of the end of London's trolleybuses by holding a unique, private running day at the East Anglia Transport Museum, Carlton Colville. Trolleybuses, subject to availability, will include Nos. 1 and 1768 from LTM, 260, 796, 1201, & 1521 from LTPS, 1348 from Sandtoft and 1812 from BTS.

Members may apply for tickets which include trolleybus rides, photographic opportunities, depôt tours and trying a frog pull or poling up a trolleybus. Ticket includes a VIP buffet lunch. Later, trolleybuses 1 and 1521 will undertake a recreation of their final runs, 1521 decorated as on the night of 8th May 1962.

This select event will NOT be open to the general public. A limited number of tickets is available at £25.00 per person (no concessions) on a first come, first served basis. VIP lunch, commemorative booklet and special souvenir ticket included as well as collection by bus from Lowestoft station if required.

Send orders, enclosing a cheque/PO payable to LTPS for £25 per ticket, to: Frank Cope, LTPS, 19 Fieldfare, Sandy, Bedfordshire SG19 2UZ.



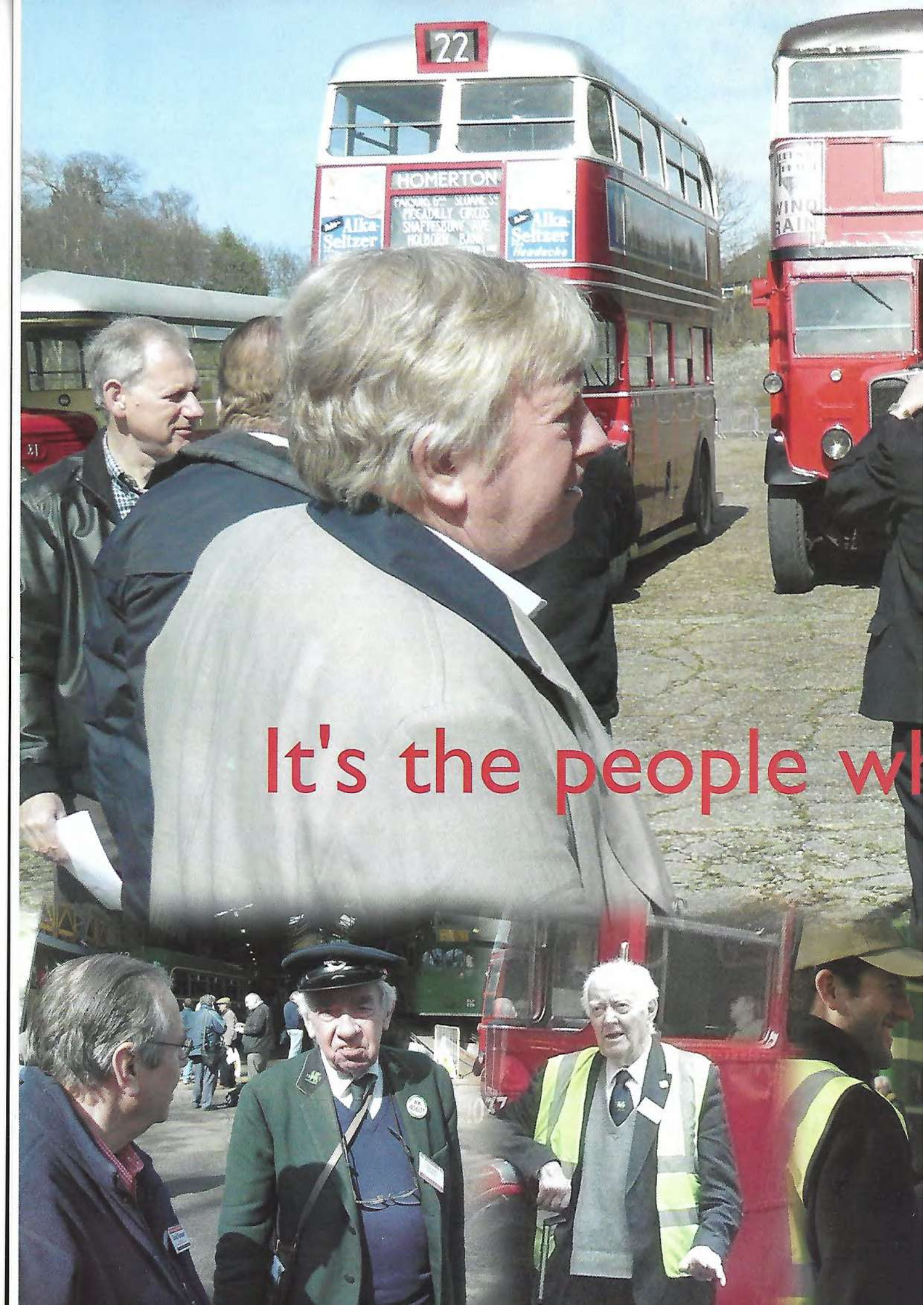
London Buses in Miniature

Corgi OOC are due to release the Borismaster by Wright bus in March, their only new London item so far this year. The Little Bus Company is intending to bring out a Leyland Cub trolleybus tender from the mid 1930s in the New Year. ParagonKits (info@paragonkits.com) may have an

XMS AEC Swift out by the end of the year. Graham Farish have a Guy Arab II in their N gauge range. BT Models, who used to be Base Toys, are bringing out a Duple Dominant II coach in Greenline livery, whilst at the other end of the scale range Revel have a 1/24 Routemaster kit at

£29.99p Finally Arun Sharma, a Cobham member who produced an O gauge PD3 breakdown vehicle for Radley Models intends to put on the market a Mercury tower wagon to coincide with the 50th anniversary of the end of London trolleybuses.

Alan Purssey



22

HOMERTON

Alka-Seltzer

PASSING BY - SLANE ST
FRSADILLY CIRCUS
SHAPPEBUNG WYE
HOLDORR - BANG

Alka-Seltzer
Frankfurt

LET'S
WIN
RAIL

It's the people wh



o make it happen!



The Story Begins . . .

A Draft History of the London Bus Preservation Trust - Part I

By Michael H C Baker

It has long been the intention to one day publish the remarkable story of the Trust and its unique collection. This has inevitably been put on hold whilst the monumental effort of transferring from Cobham to Brooklands was accomplished and whilst this has now been achieved there is still much to do before we can consider publication, not least the cost involved. In the meantime we thought members might like to have a view of sections of the draft, which is far from complete, with accompanying pictures and therefore we intend to put this before you in the magazine from time to time. The completed history would be aimed, not just at members, but as wide an audience as possible and therefore some of the information will be well known but is there to inform those who know little of how we got to be where we are in 2012. Perhaps, most importantly, if you can add any information, correct any errors you might spot, or supply photographs from the early days this would be extremely valuable.

The story begins in the mid 1960s with a group of young enthusiasts who used to meet once a month in the Albert public house in Victoria Street, near Gillingham Street (GM) garage. Bus preservation, although still in its infancy, was becoming a significant development and there were known to be at least a dozen former London buses in private hands. To quote John Lines, one of that group, 'everyone was acquiring buses:' it was clear that there was a growing need for a more formal set-up, a respected organisation through which contacts with London Transport, which itself, of course, had pioneered preservation, could be established and maintained. And so in 1966 it was decided to form the London Bus Preservation Group. Clearly covered accommodation was essential. A secure, safe, well maintained building within the area served by London Transport, sufficiently high to accommodate a number of double deck buses, as well as single deckers, at an affordable price, for none of the group was exactly in the millionaire class, was not easy to find but eventually one in Redhill Road, Cobham was deemed suitable.

The building, known as depot 45 or W45, meaning Weybridge outstation 45, if hardly an architectural gem, was of no little interest having been erected in World War II by Vickers, not far from their main factory in Brooklands (there's a name to conjure with) Road, Weybridge. It became the only survivor of three similar ones. During the war wing sections for the famous Wellington bomber, designed by Barnes Wallis, he of

bouncing bomb fame, were built here: various experiments, including those on a British version of the V2, guided missile rocket, were also carried out. Many of Barnes Wallis's initial bouncing bomb experiments took place on Silvermere Lake behind the Museum before he moved on to try out a full size, successful, dummy bomb off Chesil Beach, Portland in Dorset. There is a story, to quote David Kinnear, 'that Sir George Edwards, celebrated aircraft engineer, Manager of the Experimental Department of Vickers Armstrong, late of BAe, stood one day in 1942 on the bank of Silvermere Lake behind W45, watching Dr Barnes Wallis. The great man was wrestling with a home made wooden catapult, shooting various size balls made of different materials and which he retrieved, where possible, by a rowing boat .

After a while Sir George, who was a passionate cricketer, said to him, "Dr. Wallis, it is evident you don't play cricket." Dr. Wallis in his boffinish way retorted, "Well, Edwards, I can't imagine how you arrive at that conclusion..." Sir George replied, "Well if you did, you would remember that to get a man out you have to bowl him a 'googly'. One uses back spin to make the ball stand up in front of him. I note your catapult is firing top-spin. Why don't you get it to make the marble go round the other way? Dr W said it sounded like a preposterous hypothesis, but he would, nevertheless, try it. When Sir George was proved right and the marble sprang up on hitting the water the experiment led to the famous WW2 raid.'



Silvermere Lake, the site of the bouncing bomb experiments. (MHCB)

There was a bus terminus and turning point within the grounds of W45 served in wartime by short working journeys on route 462 to and from Weybridge. AEC Q and T type single deckers worked this service, the buses

usually painted grey both to make them less obvious from marauding enemy aircraft and because of a shortage of the traditional LT red. By a wonderful coincidence as members will know a 5T4, T357, which had been so employed was discovered hidden away in a barn in France - many old London buses were sent across the Channel immediately after the war to help formerly occupied Europe get back on its feet, or, rather, wheels - and in 2003 was brought back to Cobham for restoration.

In the late 1930s Cobham was helping Weybridge to produce one Wellington bomber per day but by 1942 this rate had more than doubled. The Wellington was a remarkable aircraft in that it employed a geodesic method of construction, which Barnes Wallis had previously used in airships, the fuselage and wings being built up from aluminium alloy (duralumin) channel-beams. There was some resemblance to the framework of a bus.



However, unlike a contemporary bus which depended for its strength on its chassis, the Wellington's fuselage and wings enabled it to survive enemy firepower which would have brought down most other aircraft, even though the fabric skin might be burned away, - 'we would just press on regardless' was one laconic pilot's comment. Whilst it was later displaced from front line Bomber Command

service by the four engined Lancasters and Halifaxes, it served many other functions and was unique in that it was the only British bomber to remain in production throughout the war. The Wellington was the third most numerous of all wartime RAF aircraft. It was one of those aeroplanes which endeared itself to pilots, not only because a damaged one still had a fair chance of getting its crew home but as one former member of Bomber Command commented seventy years later on being shown a 1940 propaganda film made for the American market depicting a Wellington being built and ready for action in a single weekend, 'it was lovely to fly.' One of the only two surviving Wellington bombers is on display at the Brooklands Museum. This is N2980, a 1A Wellington which ditched in Loch Ness during a training flight in 1940. All but one of the crew survived as did the aircraft, presumably proving indigestible to the monster, and was eventually raised in 1985 and restored. The other is at the RAF Museum, Hendon.

Various experiments carried out in and around W45 involved the 'Grand Slam' and 'Tall Boy' bombs intended to penetrate 'U' boat pens on the Atlantic Coast. In a very different context a Warwick (a version of the Wellington) Coastal Command aircraft was fitted with a large motor boat, designed by the famous yachtsmen Uffa Fox, slung on its underside, which could be dropped at low level to downed airmen adrift in rubber dinghies. A number of Lancaster, Halifax and other aircrew members owed their lives to this particular development. Then there were experiments with a magnetic ring attached to a Warwick and powered by a V8 Ford engine for blowing up mines - one wonders who was foolhardy enough to volunteer for that particular task - whilst another, equally hazardous, involved barrage balloon cutters fitted to the leading wing edge of Wellingtons and Warwicks. Three complete prototype bombers, the Windsors, were built at Cobham and flown from Wisley Airfield in 1943/4 where the April



1972

A LITTLE PUBLICISED BUT SIGNIFICANT DATE – 21 MARCH 1982 WAS THE TENTH ANNIVERSARY OF THE GROUPS OBTAINING PLANNING PERMISSION FROM SURREY COUNTY COUNCIL, FOR THE USE OF DEPOT 45 REDHILL ROAD AS A PRIVATE MUSEUM.

(Trust collection)



Above: A pristine original STL working route 113 out of Hendon garage at Edgware station, c.1935 in the company of an ST, a T and a 'Scooter' LT. The 2STLs may not have been the prettiest of buses but the great increase in seating capacity, from 48 to 60, over the ST, would have been a big bonus for the operating authorities. (London Transport)



Left: In complete contrast a very sad looking original STL16, its passenger carrying days over, serving out its time as a trainer c.1950. During the war and perhaps afterwards STL worked from Croydon (TC) garage. (Author's collection)

Below: 833J, once STL 159, in process of restoration. (Trust collection)



a week, for owner members £3, to be paid by standing order, a quarters rent in advance so that costs could be met without borrowing and interest payments. Chairman was Prince Marshall, the secretary was Alan Allmey, and the treasurer Alan Cross, names which have over the years acquired legendary status in the London bus and coach preservation story. Sadly only Alan Cross is still with us. Prince Marshall died at an early age and Alan

bus rally has often been held. The Warwick, of which several hundred were built, looked very like the Wellington. The Windsor was a four engine development of the Wellington, with a pressurised cockpit, designed to fly at high altitude, but various improvements to the Lancaster rendered further development of the Windsor unnecessary, and it never got beyond the prototype stage. Aircraft production continued after the war in Depot 45, the last work being on the Vickers 1000 airliner in 1958.

In that year Vickers moved out and the building served a variety of uses, Bill Cottrell recalling that when the Trust moved in it was clear that for a time it had been occupied by 'Gentlemen of the Road' for whom hygiene had not been a top priority. Completion date for the purchase of the Cobham building was 2nd March, 1972, planning consent was given on 14th March and the first vehicles then moved in. The cost was £14,000.00p, repayable over eight years, the money being made available partly by at least two members re-mortgaging their homes. The Group was incorporated as a limited company on 17 July, 1972, a date John Lines particularly remembers as it is his birthday! It was reckoned that the museum could hold up to 40 buses. Subscriptions for invited members were £2



Former Green Line 9T9 coach T448C on tow on its way from scrapyard to restoration. (Trust collection)

Allmey and his wife, Lynn, were killed in a road accident in July 1978, six years after Cobham Bus Museum opened; they are commemorated by a seat near the entrance. Prince and Alan were both forceful, dynamic characters who achieved much and their passing left a huge gap. Others, both those who had worked with Prince and Alan, and newcomers, stepped in and kept the show on the road but Alan's dynamism was sorely missed.

Initially membership was restricted to actual owners of preserved vehicles, or a few invited people who had performed 'a notable service in the past in the preservation of London buses,' but for many years now membership has been open to all who have an interest in London buses.

The very first vehicle to move in was 833J, - although it is rumoured that T792 actually arrived before the deal was completed - which was not, strictly speaking, a bus at all but rather an auxiliary breakdown tender. However it was a worthy vehicle for such an honour all the same for it had started out as a 60 seat bus and served in such a capacity for seventeen years. The chassis, an AEC Regent, was completed at the Southall Works in April, 1933 and delivered to the LGOC's Chiswick Works to have one of the original STL, upright, 60 seat bodies fitted. Thus it became a 2STL1, STL159, and was sent in June, 1933 to begin work from Hendon Garage where it worked through the heart of the West End and the City of London on the famous 13 route. Replaced by the all-Leyland STDs in 1937 it served at a number of garages

until taken out of service in 1950. However its career had hardly begun for Chiswick removed its body and sent off the chassis to John Chalmers of Redhill where it was fitted with the breakdown tender body it now carries. From the front this closely resembles the later type of standard STL body as fitted to buses from November, 1934, rather than that originally carried. In 1955 its petrol engine was replaced by a 7.7 litre diesel one. It continued in service with London Transport until 1966, a career of thirty-three years, and was then bought for preservation.

Initially there was no rush to become a resident of the museum 'some people,' to quote Bill Cottrell, 'lacking the faith to move from what they thought was secure parking in bus garages to the new venue.' However when it became obvious that the museum was here to stay applications flooded in. Most were disappointed for places had been offered to non-members in order to cover the cost of the mortgage (which was repaid in eight years) and the rates and once ensconced they were happy to stay. Various factors, not least the deaths of Prince Marshall and Alan Almey, resulted in, 'a long period of stagnation,' to quote Bill Cottrell again. Some owners found that they had taken on more than they could manage and more or less gave up so that the Trust had to step in and rescue the vehicles. In Bill Cottrell's words, 'very little work was getting done and the place began to look run down. We have had to change emphasis from doing our own thing behind closed doors, ignoring the outside world.'

This was a dilemma which has confronted virtually every transport preservation project, bus and railway, at some time or other, usually at the beginning. There were those preservationists in the early days who, understandably perhaps, simply wanted to get on with their own pet project and were unaware of the bigger picture. Some, it has to be admitted, regarded the public as a nuisance, a necessary evil. Their admission fee was welcomed but not their presence. I can recall in the early days of the Bluebell Railway asking if I could put my foot over a rope barrier in order to take a photograph - I had just delivered the design for a poster which had taken me several hours - 'No,' was the brusque reply from a grubby individual who didn't even look at me. One day at the Great Western Railway Centre at Didcot I noticed someone inside a vintage carriage not normally accessible and asked if I could enter. Once again a terse, 'No.' 'But I'm the editor of the Echo, our magazine', I protested. 'Don't care who you are, stop bothering me.' And I expect there were times at Cobham when the public was made to feel less than welcome by the odd individual. Such attitudes were, if anything, even more frustrating for those members who realised that if the preservation movement was to not just survive, but flourish and prosper that the public, and that meant not solely enthusiasts, but family parties intent on an enjoyable day out, had to be welcomed



Founder member, John Lines, takes a break at Cobham in 2010. (MHCB)

or small groups that have spent many thousands of hours in restoration...They invite you to enjoy the fruits of their labour and to talk to them about their vehicles and experiences.'

Once a bus rally consisted largely of lines of vehicles drawn neatly up, all quite motionless. Just as it seems to many of us that half the point of preserving a steam locomotive has been lost if it sits dead and lifeless rather than puffing up and down pulling carriages full of happy passengers, so why not give the public a ride in your painstakingly restored bus? There was a time when some owners looked askance at such a suggestion, terrified what the general public would do if let loose in their spotless interiors. Others were braver and wiser and took delight in dads and granddads telling boys and girls as they climbed aboard an RT or an RF or maybe something older that they had 'travelled to school in a bus like this,' grandmothers and aunts smiling with recognition at the once familiar, but long forgotten upholstery and internal fittings. Now the public is encouraged at every opportunity to have a ride. A couple of years ago we had taken STL 441 to the Slough running day and arrived at High Wycombe bus station, recreating the days when this type of bus worked the 441 route. A couple of young teenage girls took an interest in this relic from the past, asked what it was all about, were in turn asked where they were bound which happened to be on our route back to Slough and

were welcomed aboard, free of charge. There was no doubting their pleasure in the adventure and we had won two more converts. Another example, not a Cobham organised event this time although a number of members of the London Bus Preservation Trust were aboard. This was the re-launch of RT8 on its first appearance in public after its meticulous restoration by Ensign Bus in the summer of 2010. This culminated in a press appearance in the Tower of London complete with Beefeaters but before this it had worked a section of the 15 route and we stopped in Fleet Street and picked up some at first bemused but then absolutely enthralled members of the public.

To be continued

LONDON BUS PRESERVATION GROUP
 INVITES YOU TO THE
SEVENTH OPEN DAY & FLEA MARKET
 ON
SUNDAY 13th APRIL 1980 (11a.m. - 5p.m.)
 AT
COBHAM BUS MUSEUM, REDHILL ROAD, COBHAM, SURREY
 OPEN TOP BUS TOURS OPERATING FROM MUSEUM
 BUS AND COACH GATHERING. FOR DETAILS 01-568 9421
 PASSENGER CARRYING SCALE MODEL RAILWAY
 FREE BUS SERVICE BETWEEN MUSEUM AND
 WEYBRIDGE STATION. CAR PARK AT STATION
 ADMISSION ADULTS 50p
 ACCOMPANIED CHILDREN
 UNDER 12 - FREE

and catered for. In 1993 membership at Cobham had sunk below one hundred and something had to be done, urgently.

Bill Cottrell tells us that, 'a new committee was voted in and new policies set out to attract more members. We were lucky in attracting skilled and committed people. Now, with the awareness of heritage as a national resource and funding becoming available through various schemes, (not least the lottery) we have to be more responsible in the way we administer and care for vehicles in our charge.' Ten years on this attitude had reaped its reward. Peter Plummer was Chairman and membership had passed the 600 mark. Bill reminded visitors that the buses were owned either 'by individuals

Membership and Volunteers Update

Membership Skills Survey

Sixty eight forms have been received so far and briefly the results have shown that those who are already volunteering formed the majority (54%) of respondents. Just under 10% of the completed forms came from new potential volunteers of whom just four said they would be able to offer one or two days per month to work at the Museum. Thanks to those who took the trouble to complete and send in their forms of whom 18 were unable to volunteer due to their advanced years, disability or living at a distance from the Museum.

If you intend to complete the survey but haven't got round to it yet please send in your form to me. If you have mislaid it please get in touch and I will email you an electronic version or a hard copy by post if necessary.

Spring Gathering

My thanks go to those sixty members who have responded so far to our appeal to help at this event. We have sufficient resources to prepare the site on the Saturday but we shall need many more to ensure we have adequate cover on the Sunday. A good number of those who have volunteered in the past have yet to contact me so please let me have your volunteer cards as soon as you can. If you have mislaid your card you can download it from the Members' area of the web site. I have started the task of allocating volunteers to the various roles required.

Post Christmas lunch

Thanks to all the helpers who made this such a successful and enjoyable event again this year. With ninety members attending the food and company were of high quality and beautifully presented. Thanks to those who donated items for the raffle (I counted well over forty) which raised £420 for LBPT funds. The later date found favour with many and the meal and venue maintained its reputation for quality and value for money. See you next year?

First Aid training

As you may know we managed to cover our First Aider requirements with seven or eight people in Redhill Road days. As we are now open to the public 360 days per year we need to raise our game and do our best to provide First Aid cover daily if possible. To that end we are training thirteen new First Aiders made up of Duty Managers and Volunteer stewards in February which will increase our total First Aid cover to over twenty.

Membership subscriptions

A significant number of members who were due to renew in January and who pay by Standing Order did not increase their payment by the required amounts published in the summer 2011 magazine. If you are one of them your SO payment will be returned to you by the Finance Director who will invite you to replace your SO by completing a Direct Debit authorisation for that and future payments.

The Family subscription rate at Brooklands Museum has recently been increased to £55. This means that under our agreement with them we must increase our rates in 2012 to £42.50 and by 2013 to match theirs; not as stated in the summer issue of the magazine.

For those renewing their membership from 1st April by Standing Order, please remember to inform your bank that the amount is to increase to £25 for single adults, to £37.50 for couples and to £42.50 for Families (two adults and up to three children under 16).

Training for Volunteers

An Induction course for new Volunteer Museum stewards and guides is to be held at the end of March. If you would like to join this stalwart band of hardy souls you will need to complete an application form. It can be downloaded from the Volunteering page of the web site. Those without access to a computer are welcome to contact me and I will send you a paper copy. If you want to

find out more about what the job entails I will gladly email you the relevant documentation or if you are not on email please ask me for hard copies.

Reminders

- Please send us your up to date contact details, most importantly your email address so we can inform you of the issue of the monthly newsletter and keep you up to date with events etc.
- Please note that the Monthly newsletter is available in printed form in very limited numbers at the Museum for members to read only. We cannot afford to print sufficient for you to take away.
- Please make a note of your membership renewal date and take prompt action to update your SO with your bank or pay by cheque if those are your preferred payment methods.

A warm welcome to the following new members of the Trust:

- 1663F John Stark, Hebden Bridge, West Yorks
- 1664 Keith Bonham, Surbiton,
- 1665 David Handscombe, Castletown, Isle of Man
- 1666F Philip Lockhart, Shalford, Guildford
- 1667 Neil Ward, South, Croydon,
- 1668 Grahame Skey, Weybridge
- 1669 Roger Birch, Northampton
- 1670 Paul Glicker, Woking
- 1671 Brian Binns, Mytchett, Camberley
- 1672 Robert Fleming, Hook, Hants
- 1673 Keith Eden, Saffron Walden
- 1674F Michael Scott, Peterborough
- 1675 Brian Holmes, Mytchett, Camberley

Steve Edmonds



The long lived T class of AEC Regals, in production from 1929 to 1948 bowed out 50 years ago in 1962. T788 and T784 at Crawley, the last home of the final examples of the class, the Mann Egerton bodied 15T13s of 1948. This photograph must have been taken in 1957, the only year both buses were at CY.



London Transport celebrated its Golden Jubilee at Chiswick Works on the weekend of 2/3 July, 1983 and amongst those taking part were T792 and 9T9 T448 from Cobham.