

COBHAM HALL

LONDON BUS MUSEUM MAGAZINE



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£4 to non-Members

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FRONT COVER PICTURE

RM 5, the first production Routemaster, which spent much of its working career in North London, and the LBPT's G 351, celebrate the centenary of route 76 and Tottenham Garage, on 20th July this year.

(Graham Smith)



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, London Bus Museum Ltd., its Directors, or the Editor.

ITEMS FOR THE MAGAZINE

Please send contributions for the magazine to the Editor at michaelhcbaker@yahoo.com, or by post to the Museum at the address opposite.

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From the Editor

We're into a particularly interesting period in London Transport history whereby we are celebrating the centenary of a number of central London routes. A couple of issues back we featured the 24, in this one it is the 76 and towards the end of this year it will be the 88. In all of these the Trust, of course, has played its part and plans are already in hand to celebrate the 88 and be at Merton (AL), one of the garages which has worked it. I nearly had my membership revoked when I jokingly suggested that just for the day G 351 could be fitted with a replica cardboard Daimler radiator. It is a fact, of course, that our Guy is the only 'wartime' (yes I know it was actually built in late 1945 but just as with the 'pre-war' RTs we all know what we mean) surviving London bus of that description in 'more or less original condition' - another minefield in terminology. There are certainly some D type chassis around fitted with later, non-London Transport bodies, a favourite of mine being the Belfast Corporation GYE98 (D 93) which was completed in June 1945, and even this only officially scrapes into the wartime category by being under construction when the war in Europe was in its last stages and took up work just before Japan surrendered.



Belfast Donegall Square in September 1959 with former London Transport D 119 (GYL 284) rebodied by Harkness. There is a connection with London's new Routemaster replacement LTs and the Belfast Corporation rebodied former London Daimlers in that both have bodies built in Northern Ireland. (MHCb)

D 93 (476) crossed the Irish Sea in 1954 and worked briefly in Belfast with its original body before acquiring its handsome locally built Harkness one in 1956. Interestingly, D 93 was one of a group of Daimlers bought to replace the last of Belfast's trams, which ended in February 1954, nearly two years after the last London (first generation) tram had gone. It had in its London days worked alongside trams, particularly routes 2 and 4 which ran between the Embankment and Wimbledon and passed Merton garage's front door. The 2 and 4 routes were always worked by ex LCC EIs, some of them dating back to Edwardian days. In Belfast it worked alongside trolleybuses, that city having a fleet of fine mostly Harness bodied AEC, Guy, BUT and Sunbeam six-wheelers which

lasted until May 1968, eight years longer than trolleybuses in London. The Belfast trolleybus fleet had virtually reached its maximum by 1951 when it numbered 210, which, coincidentally was the exact number of trams in the fleet at that time. The Belfast fleet eventually totalled 246, making it the second largest in the British Isles behind - a long way behind, it has to be admitted - London. Five have been preserved, one of them in England, at Carleton Colville, where that remarkable London trolleybus spectacular was held last Spring.

Mention of the pitfalls of the term 'original condition' was brought home to me when I was watching Roger Stagg at work on UMP 227. He pointed out that being an experimental vehicle it went through so many metamorphoses, was always owned by AEC and although it certainly worked for London Transport and led to the RF, it would be quite impractical to put it back to its condition when it first took to the road in May 1950, even if this could be determined in every detail. He wrote at some length about this in the previous edition of our magazine. We also looked at the mobile canteen which has also been much modified, not least during its time in Liverpool and is being restored.

The route 76 anniversary celebrations went off splendidly as you can see in this edition. I rode G 351 from Brooklands and as we bowled along the Kingston by-pass I reflected that this was once very much utility



Maeve Baker in pole position in G 351 speeding along the Kingston by-pass, 20th July 2013. (MHCb)

territory, albeit Daimlers rather than Guys. However checking Ken Blacker's Bible, *London's Utility Buses*, I discovered that this was not strictly true for on summer Sundays routes in the late 1940s routes 72 and 72a were extended to Esher and Chessington Zoo and were worked by Alperton's Gs and did indeed venture along the Kingston by-pass. Being brought up in Thornton Heath I knew Daimlers much better than the Guys, Sutton's 'relaxed' Park Royal bodied final versions of the D182-281, passing the end of our road on the 115 route. My friend, Hicks, copped all 281 of the Ds, but as he lived in Sutton he had a head start. A frequent bike ride was over to Morden and that was a wonderful place to study the Daimlers at work and play including the ten lowbridge versions which worked the 127, one of those

curious but not unique London routes which wandered around the suburbs and terminated not very far from where it had started.

We have noted that G 351 is the only surviving genuine complete utility London bus but CCX777, a Daimler CWA6 delivered to Huddersfield Corporation in July 1945 and fitted with a lowbridge Duple body, appeared at the King Alfred Winchester rally in the guise of D 130, complete with Merton garage plates. Although in a few respects, notably the indicators, it did not quite carry off its disguise, from certain angles it did look like the real thing. Belonging to those amazing Quantock people in deepest Somerset, it will be interesting to see if it turns up at Merton in December.

Michael H C Baker

From the Rolling Stock Department

It seems like only a couple of weeks since I put pen to paper, or should I now correctly say finger to keyboard, to draft a short note to let members keep up to date with progress.

Happily the paint problems that bugged us have at last disappeared and UMP now sports a nice shiny coat of green paint of the colour in which it was originally delivered. Complete with its newly applied smile, AEC badge, London Transport decals and blinds it tempts us to go 'on road'. Project Manager Peter Smith and his able crew are now sharing their time between this and the canteen trailer whilst Andy Baxter and Rod Lucas progress the last vestiges of electrical, mechanical and air work.

Official launch will be at Transportfest in October although shake down runs with volunteers will be made beforehand. However, please no publication of photographs prior

to the event in magazines or social media.

Dismantling of the canteen trailer has commenced revealing as expected some rather sorry timberwork where water had made an entry over many years. Nevertheless, replacement sections are in hand and will be progressively inserted.

Did you work for LT and ever use one of these canteens? Record details/photographs are sparse to say the least and if you have any information, no matter how obscure, I would like to hear from you.

Some of the UMP crew have moved on to RF 19 and as of this date (early August) interior strip out is well progressed. Removal of the later Green Line luggage racks has given us a challenge as to how to repair all the holes LT cut to install them. There are vacancies for more volunteers to assist in progressing this vehicle for

which funds are already in place.

Inside the main hall the rebuild of the NS body has made noticeable steps forward with much of the floor structure laid, the front bulkhead up and the rear bulkhead being fabricated.

Meanwhile, in the new Restoration Workshop bay, two

members remain huddled over bags of brass angles and channels whilst drilling and tapping dozens of SBA holes for tiny countersunk screws in the process of producing eight new windows.

Mechanical crew members are kept busy making sure that our vehicles are fit to attend events and that the Class 6 fleet is at full professional standards. No easy job with the extent of vehicle movements and one which we all owe a debt of gratitude to those who often put in several days each week to maintain this level.

Recently the Trust arranged for the re-manufacture of RT/RF Rexine Substitute (Brown) and a very substantial length was made and distributed to Museums and Railway Societies. We have taken into stock a quantity of this material and a restricted length is available to members upon request. Strictly first come first served. It is not cheap and has been made to one of the various patterns that LT used. Because of manufacturing restrictions it is made in medium thickness making it suitable for side panels and seats. The material has been used on RT 1, RT 2775 and for the seats on G 351.

I take this opportunity to thank all those who undertake works within the Rolling Stock Department without whom there would just be static exhibits and no restoration.

Roger R Stagg
rrs@rogerstagg.co.uk



Roger Stagg and Graham Smith studying the less than pristine woodwork revealed beneath the panelling of the mobile canteen. (MHCb)

LONDON BUS PRESERVATION TRUST LTD BOARD MEETING MINUTES

As requested on many occasions and now implemented, Board Meeting minutes will be posted in the Canteen for all interested parties to read within a week of the Board Meeting taking place. I am now Minute Secretary, and will do all I can to get the Minutes up in the Canteen within the week deadline. Hopefully this action will provide transparency and the information needed for our volunteers and members.

Simon Douglas Lane
Minute Secretary and Non Exec Director

In conjunction with the refurbishment of RF19 the Museum will be commissioning the production of a batch of Sightseeing RF panoramic window rubber seal. This will involve the manufacture of a new die to produce the section to the original profile. If you have a Sightseeing RF and would be interested in being part of this very strictly one off batch please let me know ASAP. At the same time we will be arranging a further production run of RT/RF standard window rubber to the hardness taken from an original unfitted LT sample. Those interested should also contact me ASAP.

Roger Stagg



Left: The lower deck bodywork of the NS starts to take shape.

Lower left: A newly manufactured and machined internally sprung over centre window stay, the NS has sixteen of these!

Lower right: A batch of partially assembled windows.

Bottom left: Some of the component parts of the NS hopper windows.

Bottom right: A newly manufactured and machined bottom hose radiator casting ready to fit to ST 922.

(All Roger Stagg)



Not 'From the Cab' but 'From the Underneath'

By Rod Lucas and Andy Baxter

We are all familiar with the long term loan of RML 2760, but not many may be aware of the 'fun' we've had in improving its performance.

The bus was delivered ready for the handover presentation, and then the run to Hampton Court as a 131 on 21st April. Because Rod was the only person who could show any documented evidence that he was trained on an RML (it going back to his Chiswick days) he was asked to drive on the run. Late on the previous Friday he decided to give it a spin around the block, but right from the off, it was soon apparent that the fully automatic gear system had other ideas, in that sometimes from rest it would not give any gears - remaining in neutral. Now, not many people have these bits in their suit pocket, but in his, Rod had a shorting plug, the one that fits in place of the automatic gear control panel and converts the system to semi automatic as it's known - like our RMC. Fitting this removed the initially noted fault but then showed up another, namely excessive slip in all gears. Andy Baxter and Rod had a quick chat and decided that maybe (and only maybe - they had no gauges) the line pressure was low, so Andy quickly went under the bus and wound up the pressure a tad on the main line attenuator. The Saturday test run showed that this improved things a bit and Rod decided that, provided he kept both ears open and drove accordingly when it slipped, there was no reason to cancel the planned trip the following day to Hampton Court. He modified the original route to miss out the steepish hill from Weybridge town and used the direct route instead. The trip was a success and only those with good trained ears would have detected a problem.

Due to circumstances, it was some weeks before Andy and Rod did some serious fault finding on the bus, neither like to just change or twiddle without an analysis of the fault. First up was checking the actual pressure out of the attenuator, this is the item that reduces the pressure from the main air tank to the pressure that the gearbox needs - too low and the gears can slip, too high and harsh engagement of the gears can arise. Andy fitted a gauge and it read 55 pounds per square inch (psi) a little bit on the low side but not drastically so. However, he was not happy, saying that the pressure was wandering. Sometimes these have been known to rust up when not used, due to water in the air, so he fitted another one he had managed to purloin! He wound it up to 68psi which is what the book says for a bus with an 11.3 engine, which is what 2760 is fitted with. But as you have guessed, it made virtually no improvement. Next - so 68psi is leaving the attenuator to the electro valve block (ep), that's the device that when the appropriate solenoid within it is

energised, directs air to the associated gear, but what is actually coming out of the ep we asked? So off with one of the steel pipes on the adaptor assembly at the gearbox, 68psi there so it's getting that far. Rod suggested that we look within this adaptor, as it houses the restrictor valve, the little shuttle valve that allows air in quickly to bring in the gear, but restricts the discharge of air on gear release, often too slowly and it's that that causes gear hang on. One easy way to check this assembly is to blow down it, easy blow one way for load up, blow the other way should be harder for discharge, and yes they were fitted the wrong way round on two. The other two had completely the wrong adaptor assembly where the restrictors were jammed in one direction and whichever way you blew was very, very hard. No wonder this poor gearbox was slipping. Andy found some adaptors on another gearbox, which we fitted and turned around the restrictors that were fitted incorrectly. What a difference it made - nearly done, but not quite right. We had already done a flywheel 'stall test' where one makes sure the handbrake is hard on and with one foot on the foot brake also puts it in gear and applies the accelerator, the engine revs should rise a bit but not much, in dictating that the flywheel had semi locked up and not slipping. The level of oil in the flywheel was also checked and found to be correct. Andy then had a theory, what if the garage had done what so many now

CLEARING OUT YOUR UNWANTED TRANSPORT ITEMS? WHY NOT DONATE THEM TO THE MUSEUM?

London Bus Museum is a Registered Charity and our fundraisers can turn your gifted items into cash that keeps the Museum running. Our fundraising stall attends all our special events, as well as other functions, and raises several thousand pounds each year.

We would welcome your donation of your unwanted transport items and will always consider first what might benefit the Museum's own Collection before putting anything up for sale. We are interested in receiving:

- bus badges, bus stops, enamel signs and plates
- tickets and ticket machines
- transport uniforms, cap badges etc
- maps and timetables
- destination blinds
- bus posters and notices
- bus models
- transport books
- bus photos, negatives and slides

We can also accept other transport-related items. If you are having a clear-out, why not call Melvin Phillips on 01342 315177, email melvinphillips@btinternet.com or Bob Bailey on 01483 824006, email baileybunch16@ntlworld.com

do who only have new buses in their care, just put any old oil in the flywheel (like PSG). He drained the oil which came out as thin as water and his theory was correct. We refilled it with proper oil and, hey presto, it drives beautifully now. Now that was a very strange cure, as normally once the flywheel has locked up it stays that way, but in our case it appeared to lose its lockup at medium revs when a high torque was exerted on it. The gears now drop out when requested and take up nicely without any snatch, true not a fully automatic as some say it should be, but we like it that way. Whether we ever revert it to fully automatic is another decision. The engine mountings appear to be a little tired, and this fault is magnified by the fact that the engine is a bit lumpy at tickover. Andy proposes to have the pump checked at some time. Rod fitted a brand new proper big red indicator knob in place of the 'cooker switch' version that it arrived with. Unfortunately removing the panel that also houses the tachometer threw up another myriad of problems. Namely the tachometer key assembly had at some time broken and been stuck together with glue, and as is usual, when you get near these things they break off. Later Kevin Hibbs took the bus to the Tacho people and had a replacement key assembly fitted.

All the wires behind this panel are very delicate, and then, what electrician (I give him the benefit of the doubt) would force stripped wire into an open connector then lock it in with a self tapping screw? There are many wires cut off and un-terminated, probably remains of mods



RML 2760, now based at Brooklands, at its Upton Park garage home, 1990. (MHCb)

done during the long life of the bus, the actual panel made for the tachometer mod is very thin and distorts when bolts are tightened and it looks tatty with evidence of the multiplicity of now unused screw holes used over time. A few days later when Kevin took it out for fuel, the flag dropped and he had no gears. He banged the panel and uttered some expletives and those did the trick. Removing the panel revealed that more wires were just pushed into terminal rails. We then noticed that the bus stayed live although the arena cable was pulled out, its assembly was also loose on the panel. Removing it showed that the microswitch had been looped out of circuit, probably because it was corroded up - a bit of cleaning agent sorted that and we wired it in again. Some day we will make a new tachometer panel and re-position the warning lamp as the indicator housing partly hides it.

Someone said that he was speaking to a driver at 'U' where it was based, and he said it was 'an old dog' meaning that it was an awful bus - well, mate, not anymore she ain't.



For all collectors of London Bus, Tram & Underground memorabilia

A new specialist auction will be held on
Saturday 26 October 2013

at

London Bus Museum, Cobham Hall, Brooklands Road, Weybridge KT13 0QN
(entry by programme - free in advance or £5 on the day - via the visitor entrance to Brooklands Museum)

Auction starts 11am (viewing from 9am)

Up to 500 lots, including enamel signs & plates, posters, cap badges, maps, timetables, tickets, relics and other ephemera

A live auction in the room and worldwide on the Internet via www.the-saleroom.com/londontransportauctions

For a free colour catalogue in advance, or if you wish to enter items for sale, go to our website:
www.londontransportauctions.com



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Route 76 Anniversary



Starting with two views of route 76 in the past.
Left: Queen Victoria Street in the late 1920s. Approaching in the middle distance is a K type working route 76. (LT)
Above: Park Royal bodied G10 working route 76 in Parliament Square when Victoria was the route's central London terminus c.1948.

During the Anniversary event.
Right: en route to Tottenham G351 passes RML 901.

Below: A perhaps surprisingly sophisticated feature for an austerity bodied bus such as G351 is its window winders; RMC 1464 is passing.

Bottom: RTW 467 at Dalston on its way to Tottenham.

Bottom right: Line up at the Waterloo terminus of route 76, RTW 75, HV 24 and G351.

(All MHC B)



NS 1995 of the London Transport collection coming and going, 20th July.
Left, arriving at Tottenham, right about to enter the garage whence G351 has just emerged. (MHB)





Tottenham Garage Centenary



One of the most eagerly awaited aspects of the centenary of Tottenham Garage was the re-appearance, after many years off the road, of the one and only rear engined Routemaster, FRM 1. Tottenham and Croydon were two of the garages from which it worked and at top left it is seen at Roundshaw, on the site of the old Croydon Aerodrome in 1970.

Top right: Leon Daniels, Managing Director, Surface Transport, Transport for London and LBPT Hon. Vice-President, poses in front of FRM 1 on 20th July 2013.

Left: Leon having moved over and climbed into the cab FRM 1 sets off on route 34B.

(All MHCb)



Newly arrived on long-term loan is RF chassis-based BEA coach, MLL740. For many years it's resided at Cobham Bus Museum and it's rather appropriate it's now at Brooklands with various aircraft from BEA (British European Airways, a forerunner of British Airways) close by.

(MHCb)





Excellent news!!

The funding for the Private Hire project featured in Issue 6 has now been secured.

Left: Private Hire RFW 14, identical to the LBPT's RFW 6 is seen at the LT 50th Anniversary celebrations, Chiswick, 1983, alongside preserved RTW 185 seemingly about to set off on route 76. (MHCB)

Below: Interior and exterior views of RF 19 awaiting restoration, as it poses outside the Museum at Brooklands, 31st July, 2013. (MHCB)



Letter

Do any members recall the first time they rode on a London bus or, more especially, the first time they rode unaccompanied?

My very first bus ride would have been on a 607 trolleybus from Southall Broadway to Hillingdon Church, probably on an FI. However, as I was less than a fortnight old, I don't recall the experience very well! Fortunately, many more such journeys on these fine vehicles - and the magnificent Q1 class - were to follow.

Amazingly, my first unaccompanied bus journey was recorded in my mother's diary for 1953. At that time I was at primary school - Lady Margaret School in Southall to be precise - and said diary recorded that on 15th October 1953 'Graham came on bus on his own from school to [my grandparents' house in] Mayfield Gardens, Hanwell'. I believe that my grandmother had been taken ill [she died in December that year] and my mother had been called to attend to her. Presumably she must have called at the school en route to leave a message for me plus some bus fare money. My journey would have been a walk from school to the Rutland Road stop for route 105 (RTs from HW and RTLs from S) and thence to Greenford Broadway by a rather more

direct route than the 105 takes these days. I would have walked to the stop in Ruislip Road, crossing Greenford Road on the way, in order to catch a 14T12 on the 211 to the Beresford Avenue stop in Greenford Avenue, Hanwell. The 211 shared the road with route 55 (RTs from HW & V) but I much preferred to travel on a T - they were very much rarer than RTs, of course.

So, at the tender age of 7 years and 10 months I made my first unaccompanied journey on a London bus. Today we had a couple of our grandsons with us. The younger one is 7 years and 7 months old. If I were to suggest to my wife and daughter that, in three months time, he be sent out alone to ride on two buses, I think we all know what their reaction would be! Even his elder brother, who's 9 years and 3 months old, has never been allowed out on his own and, certainly, has never had a bus ride alone. Not surprisingly, though, they have both experienced riding on buses of all ages, but always accompanied by...well, I'll leave you to guess

Graham Smith

Editor: Be nice to make this a regular feature - reminiscences of members earliest (early) London bus journeys welcomed.

The Alexander Dennis Works at Guildford

By Brian A L Jones

On 7th June 2013 around 120 LBM members visited the Guildford premises of Alexander Dennis. Our visit was organised by Adrian Palmer and we arrived in style in three of the Museum's buses, including D142, our open-top Dennis dating from 1925.

The visit started with an illustrated overview of the history of Dennis primarily provided by John Dennis, the grandson of one of the founding brothers.



developed during the 1920s and 1930s.

During WWII around 5,500 lorries were constructed for the services plus 700 Churchill tanks, Lloyd Bren gun carriers and 7,000 trailer fire pumps.

After the War profitable and successful production continued, with a focus on municipal vehicles, fire engines and buses, until the early 1960s, after which sales declined and the Company was taken over in 1971 by the Hestair Group. From the

outset the Company had utilised its own power station and that helped in sustaining production during later troubled industrial times when Mercury aircraft tugs were added to the sales lines. A move to construct trolleybuses was unsuccessful - the sole vehicle produced was tested on an experimental 'Electroline' laid out adjacent to Doncaster Race Course.

In 1991 the Company moved across town to its present much smaller industrial estate site and was purchased by the Alexander bus bodybuilding group, based in Falkirk. Production was then focussed on bus chassis construction. John Dennis

Ltd. was founded as a separate company to produce fire appliances and other emergency services vehicles on an adjacent site and continues to make purchases of vehicle chassis from Alexander Dennis for their products.

Bus chassis production has gone from strength to strength, with the Dart midibus being a class leader and the export market for double deck buses, particularly for Hong Kong, sustaining growth.

Our guide made an interesting observation that the output of contaminants from the latest diesel engines was so low that it rendered the previous advantages of LPG powered vehicles negligible, particularly when the increased cost of their development was taken into account.

The chassis that we saw being constructed during the subsequent factory tour were for three-axle high-capacity double deck buses of the Hong Kong Citybus fleet. Workers had departed from the production lines, after completing their Friday afternoon



LBM members wearing high-visibility jackets partly obscure a line-up consisting (left to right) of open-top 1925 Dennis 4 ton D 142, AEC Regent III RT 3491 in Green Line livery, Dennis fire engine and Leyland Titan RTL 139.

He outlined how, coming from a Devon agricultural family, John Dennis had taken up an apprenticeship in Guildford and moved from ironmongery to assembling bicycles for sale. In 1895, then aged 24 he opened Great Universal Stores in Guildford High Street and was joined by his 17 year-old brother, Raymond (the present John's grandfather). By 1898 they were making motorised tricycles. Larger premises, still in Guildford's town centre were purchased in 1900 as the business expanded into motorcar production (and still stands, now providing Wetherspoon's base in the town).

In 1905 a 10 acre site outside the town situated between Portsmouth Road and the main railway line was bought. This was expanded progressively to total 31.5 acres of factory and 21 acres of housing by which time the area assumed the title of Dennisville. Pre-WWI production of Government-subsidised lorries, then sustained wartime production, enhanced by the purchase of Dennis's principal engine supplier White and Poppe and the subsequent relocation of their plant and workers from Coventry in 1919 ensured the company's continuing success. Motorised lawn mower production commenced in 1921. In addition, the specialised fields of fire appliances, refuse collection lorries and dedicated commercial passenger vehicle chassis were further



A Dennis car (one of three displayed) and two Dennis lawn mowers form part of a small museum display in one of the factory's entrance areas.

shift, allowing our guided groups excellent access for close examination of the assembly processes. The following photographs will hopefully provide an overview of some of the stages involved.

References:

Dennis Buses in Camera - R.N.Hanney (1980) Ian Allan Ltd.



Above: The (blue) jig is used to ensure accuracy of welding of the main chassis members (brown) as they are assembled from large components sourced from several outside suppliers.



Left: Paint booth entry point. A completed welded chassis is carried on its side on dolly for application of the grey surface coat of paint.



Right: The axle assembly bay, with a raised Dana driven back axle with brake/retarder units raised on supports. The third axle provides rear wheel steering.



Left: A Citybus chassis viewed from the rear, prior to engine installation. The aluminium alloy fuel tank can be seen glinting behind the driving position (Hong Kong buses are, of course, right-hand drive). Contents of the blue parts bins seen on the left are checked daily by a factory-based representative of business partner Henry Halstead that has the contract to maintain supplies on a 'just in time' basis.



Right: The Euro 5 Cummins engine has been installed, but the addition of the large fan-assisted radiator vertically in the space to the right is awaited. Three belt-driven silver-painted air-conditioning compressor units are needed to cool the bus interior in the Hong Kong climate. Dennis have elected to have the engines delivered with a green finish to designate Euro 5 units compared to Euro 6 units that are delivered in red.



Above: An Alexander Dennis 12m long Enviro 500 for Citybus. Unusually this had been completed in the UK, as most vehicles for Hong Kong were supplied as chassis with the bodies added locally. Capable of accommodating up to 171 passengers, this particular bus was also fitted with a red-painted Cummins Euro 6 engine.

Left: The Alexander Dennis Enviro 350H is being jointly developed with Hispano.

Nobody's Exempt

By Rod Lucas

Following my article in our last magazine concerning the driving of museum vehicles, we had a request from Leon Daniels to 'run him through the mill'. Leon as you all know is our 'Hon. Vice President' and also in his professional role, 'Managing Director, Surface Transport, Transport for London'. However if he wants to drive museum buses then he is subject to the same rules as everyone else, and he respects that.

Leon chose to travel by train from London to Weybridge, and the conveyance from the station to the museum was D142, the two chauffeurs being Kevin Hibbs and Alan Eggleton.

Normally, the first step would be for his driving to be assessed by our assessor Bill Ackroyd who lives in the Isle of Wight, but unfortunately for that day he was not available, so Bill asked Rod Lucas to take on the task on his behalf. Rod and the team decided that because of the nature of Leon's job (he may not have driven for a while) and he was also on a time restraint for the visit, then perhaps he should have an easy vehicle for this, and could be type trained at the same time. The vehicle chosen was RML 2760. But because it is a relatively easy vehicle, this doesn't mean you can't get things wrong, many have. I should not have had any thoughts about his driving ability, he was apparently trained by a Chiswick instructor and it was evident from the start he had remembered most of his teaching. On returning to the museum, he successfully backed the RML up the driveway and into the engineering shed where she lives. So parts one and two, general assessment and RML (2760) type training all ok. Next up for type training was an air pre-selector, and as Tony Lewis was to supervise this, he chose RF 226 as the vehicle. Again his experience showed and Tony was happy with his performance. (Actually Leon is co-owner of

RTW 467 - an air pre-selector).

To get a good cross section of our vehicles in one quick hit is not too easy, but we decided he ought to have a go at G 351, and for this Kevin officiated, assisted by Alan. I think they were both surprised how well he performed, and judging by his comments he was also pleased with his efforts. So all in all a successful day for all concerned, and when time allows he will return to 'do' TD 95, GS 34, Q 83, RML 3, ST 922 and one of the STLs, plus any other refreshers needed.

But the day didn't finish there, he still needed to get back to the station, you'll have to drive yourself we decided, and by the way the bus is D 142 - well Leon likes a challenge, so after a quick tour of the controls of the vehicle, off they went to the station with Leon at the wheel. Kev and Alan's only comments were that he played a few tunes with the gearbox, well we all do, and I think we may have been a bit annoyed if he hadn't.

(P.S. Leon - the lucky chap - has had the privilege to drive the New Bus for London LT class bus!)

**Sunday 20th October
at the Museum**

Transportfest 2013

Featuring rarely-seen buses plus taxis,
commercials, emergency services
vehicles etc.

Cobham Hall Tours Presents 2013 Bus Trips from Brooklands

The Autumn programme of exclusive bus trips for Members, their families and guests has now been issued. The following trips are planned. Brooklands Museum Members are very welcome to participate.

15th September Amberley Museum Bus Show & Riders Day RP 90 £18*
6th October Amersham Running Day RT 3491 £16*
27th October Bredgar & Wormhill Railway Steam Gala RP 90 £18*

Please note ticket prices are inclusive of any entry charges at the destination or programme where indicated thus: *

Send cheques made payable to L.B.P.T. Ltd. to Adrian Palmer
46 Heathside Weybridge, Surrey KT13 9YL
Email akpalmer@talktalk.net Tel 01932 850624

(Trips are only booked when paid for)

I do hope that you will be able to join us on one or more of these excursions.



Leon about to drive himself to the station in D 142.

(Rod Lucas)

Members and Volunteers Update

As our membership total heads steadily towards 800, we started our third year at Cobham Hall on 1st August. We have opened the Museum to the public every day for two years which is a remarkable achievement, particularly as we are operating solely with volunteers. I congratulate all those who have contributed to this success over the last two years as well as those who worked tirelessly for many years before the move, to secure the wonderful facility we now enjoy.

You will have noticed the staffing changes

listed on Page 1, prompted by Michael Wickham's departure from the Council of Management. I am sure that you will want to join me in thanking him for his excellent contribution over the last eight years which included his covering no fewer than eight key roles over the last two years. We owe him an enormous debt of gratitude for his unstinting support of the Museum; he will be greatly missed at Director level.

I am pleased to report that we have received interest in a number of the roles

also be missed and we wish her well for the future.

Posts remaining to be filled if anyone wishes to volunteer are as follows:

- Commercial Director
- Appeals Organiser
- Financial Controller
- Marketing Manager
- Press Officer
- Roster Organiser
- Volunteers' Manager

Following my piece in the last magazine I should like to thank the eight people who informed me that their Direct Debits (DD) for their annual subscriptions had not been taken from their bank accounts. Investigations by the previous Financial Director (FD) are continuing and he has not handed over this aspect yet to the new FD. If like me, you have completed a DD for the acquisition fund and it has not been processed yet please contact Stephen Edwards, the current FD.

Thanks to the volunteers who assisted in ensuring the success of the 'Sixties Summer' event. We shall need a lot more volunteers for Transportfest in October and I shall be writing out in September to the 'usual suspects' to enlist their support.

Some advanced notice for you of next year's post Xmas lunch. This has been provisionally booked with Silvermere for Sunday 26th January 2014. I shall start to take bookings for this on 1st December. I have been quoted £22.95 for the usual four courses, half price for children; this price is not necessarily guaranteed at this point as it relates to 2013.

Following a few problems with seating this year, I shall be inviting those who wish to sit on the same table with a group of family or friends to provide advanced notice of their intentions so I can reserve tables. The maximum number of seats available is one hundred and we traditionally have had up to ninety attending. This is one of the few social events that we run and it is highly recommended to you. Full details will be posted on the web site, e newsletters and in the winter magazine in due course.

Steve Edmonds, HR Director

Membership Renewals

For the benefit of Members who have not yet completed a direct debit instruction for annual renewal of their membership, here are reminders of those subscriptions due in the next six months.

The following subscriptions are due in the period September - December 2013 (if you have renewed recently, please ignore this reminder).

521	01/10/1996	3	Mike Boldry
1129	9/05	3	Norman Bennett
1669F	03/12/2011	3	Roger Birch
1721	22/10/2012	3	Melvin Black
607	01/09/1997	3	Michael Chaney
1587	17/10/2010	3	Patrick Collins
1605	08/11/2011	3	David Handcombe
1503	03/11/2009	3	Malcolm Hart
1590F	01/11/2010	3	Derek Legge
516	01/10/1996	3	Gerald Mood
1395	01/12/2008	3	Mike Pope
1044	01/11/2012	3	Edmund Rowson
625	10/97	3	Mike Scott
1238	29/10/2006	3	Michael Selby
1724	14/12/2012	3	Robert Shaw
1668	22/12/2011	3	Grahame Skay
1095	14/10/2005	3	John Smedley
1603F	29/10/2011	3	John Stark
240	27/11/1994	3	John Stevenson

The following subscriptions will become due in the period January - March 2014

29	01/01/2011	4	Roy Adams
24	04/01/1995	4	Norman Anson
129	10/01/1993	4	Simon Copas
918	01/12/2001	4	Robin Dawson
1512	09/12/2009	4	Stephen Edwards
1672	05/01/2012	4	Robert Fleming
52	03/03/1993	4	John Gray
983	01/01/2003	4	Kenneth Hesley
1049	01/01/2004	4	David Jones
1611	31/12/2010	4	David Lawrence
979A	01/12/2002	4	Gieff Lemon
1242	20/11/2006	4	David Lester
44F	01/01/1982	4	Rod Lucas
832	01/02/2000	4	Laurence Mallett
1196F	31/01/2006	4	R McPhail
982	01/01/2003	4	Bill Miller
1516	16/01/2010	4	Terry Morris
1564F	20/12/2010	4	Iain Murray
26	01/03/1976	4	Colin Prince
1612F	02/01/2011	4	Terence Reeves
825	01/12/1999	4	Malcolm Rickman
84	09/03/1993	4	John Roberts
1614	31/01/2011	4	Andrew Savage
1674F	10/01/2012	4	Michael Scott
1596	31/10/2010	4	Peter John Scott
1730	08/02/2013	4	John Villars

Joining dates have been included as a reminder

Completing a direct debit instruction will save both you and us considerable time and the form can be downloaded from the website under 'join us' or you can write to me and I will send you one. If you still pay by the old standing order method, please assume that you have informed your bank of the current subscription rates (see below). If you wish to pay by cheque, please make out to LBPT Ltd and send to me at the Museum's address.

We value your support and look forward to receiving your renewal.

Membership Rates:

Individual - £30

Couple - £45

Family - £55 (2 adults and 3 children under 16)

Dobbin Morris, Membership Manager

vacated, including Grants Officer and Fundraising Director. Also we are pleased to welcome Ian Jackson to the Web site and Social Media job, John Cattermole to the Commercial Manager role and the already well occupied Kevin Hibbs has offered to take on the Customer Relations Management (CRM) Systems role vacated by Yulia Vymorozko. Sadly, Yulia has had to leave us as her work visa has expired and her future in the UK is uncertain. We are most grateful to her for she laid the foundations of our IT database and was a real asset who happened to come along at just the right time to help us. She will

New Members

Welcome to the following new members who have joined since the last magazine, currently there are 789 members of the museum.

1757	Alan Brown - Wevering, Maidstone	1768F	Michael Ashdown - Burwash
1758	Craig Gray - Kingston upon Thames	1769	Rev Alan Middleton - Durham
1759	Ian Davies - Epsom	1770	Paul Gildersleeve - Leighton Buzzard
1760F	Gordon Hughes - Machynlleth	1771	Peter Howson - West Byfleet
1761F	M Edgerton & B Stevens - Abbots Langley	1772	Bruce Elliott - Binstead
1762G	Nick Page - Warwick	1773	Garry Harvey - Bicester
1763F	Peter Weston & Kathryn Garrett - Thame	1775	P Espino - Dord
1764	Peter Farnaux - Wincanton	1776	John Wilson - London
1765	David de Wilde - Dorking	1777F	Eric & Sandra Jones - Camberley
1766	Ian Binell - Crawley	1778	Paul Furse - Norbury
1767F	William & Carol Jones - Worcester Park	1779	Derek Morry - Beddington, Croydon
		1780	Michael McCormack - Chiswick
		1781	Brian Jones - St Albans
		1782	Martin Grey - St Albans



G 151 in Parliament Square, 20th July, celebrating the centenary of route 76, with an LT (New Bus for London) on route 24 which the LTs took over on 22nd June, in the background.
(Peter Zabek)