

# Bus & Coach

## PRESERVATION



## TIGER LEAPS INTO LIFE

LUT TIGER BACK ON THE ROAD AGAIN

- Sightseeing Yorks & Hants Style
- Clydeside Preserved ■ Southend Goes National



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### What's age got to do with it ... ?

One of the most frequent topics of conversation in the *B&CP* office is that of age. Age? Yes, the age of vehicles, the age of readers. What ages we should cater for, what age of vehicles people want to see in the mag, even my age!

Well, why is age so important? It goes without saying that none of us is getting any younger. The age profile of our readers is heavily over 55, much lighter below that age. We have been told over the years that we need to attract younger readers. True, but inspiring younger people to take up an interest associated with older, even much older generations in the modern world is not going to happen by encouraging someone to pick up *B&CP* whilst they are out shopping, and suddenly, click, they're off to the nearest rally.

Most of us took up our interest when we were young, very young in many cases. The world was a wholly different place then. To want to be an engine driver was an acceptable ambition amongst eight-year olds, and 'anorakism' had not been invented, computers occupied whole rooms in large buildings and required miles of tape with holes in to make them work and football was still a sport and not big business, with players drawing a weekly wage probably similar to that of an engine driver. Few people owned cars, and so public transport was an essential part of most people's lives. Daily journeys by bus were the norm.

It is not surprising that more than a few young boys, (and possibly girls) had their curiosity aroused by the various forms of transport they encountered, and it was not uncommon to become a 'spotter', be that of trains, buses, aircraft or whatever. Names like *Ian Allan ABC*, *I-Spy* and the *Observers Book of ...* series were known to thousands — it was a wholly respectable pastime, an interest that we were justifiably proud to indulge in.

A decade or two later, and times had changed. Society began to frown upon people with such interests and the dreaded term 'anorak' came into use to describe those of us who apparently couldn't find anything better to do with our time. As I understand it, the term 'anorak' was first used to describe those with an interest in offshore or pirate radio, which extended over and above just listening. Presumably those standing on the East Coast in winter trying to get a glimpse of a pirate radio ship with their binoculars needed an anorak to keep them warm. Sensibly so, and one presumes further that these excellent items of clothing were useful if you were out 'spotting' as well.

As times progressed terms like 'compulsive obsessive behaviour' and even worse 'Asperger's Syndrome' were applied (wrongly), and many of us were left wondering why someone who collected football programmes, attended every game and had pictures of their team all over their bedroom walls were deemed to be quite normal, whilst we were not — no 'compulsive' or 'obsessive' behaviour there apparently.

Against such a background, it's not difficult to see why younger people in general now care not a jot for old buses, but if you know how to persuade them otherwise, we're waiting to hear from you.

OK, so let's return to where we came in. Many older readers tell us that they are not too bothered about Fleetlines, be they Daimlers or Leylands, but say: 'Can we have more prewar buses?' Those younger readers that we do have, and yes we do actually have quite a few, tell us that their interest starts in 1975 not 1935 and buses like the LUT Leyland on the cover do less for them than the Southend Leyland in deregulation livery on p28!

We must therefore cater for all ages, tastes, locations, preferences, and attract new and younger readers too, so if your particular passion does not appear as often as you would like, please accept our apologies, and at the same time try to understand the reasons why! PHILIP LAMB

Cover: *After many years in captivity this magnificent former LUT Leyland Tiger TS8 is back on the loose — full story on page 14.* PHILIP LAMB



### STILL IN SERVICE

A Routemaster in Belfast is just one of the senior still earning survivors paraded for your pleasure this month.

### WHERE WERE THEY THEN?

MICHAEL DRYHURST raids his files to bring us this selection of saloons pictured here in service, but now all happily in preservation.

### PRESERVATION UPDATE: NORTHAMPTON 146

JOHN CHILD traces the history of Northampton Crossley no146 (VV 9146), full restoration of which is now actively underway.



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Our comprehensive advertising section where you can buy or sell any bus-related item.

# Deregulation Preservation

**Clydeside**  **SCOTTISH**



*Every enthusiast has a passion; Kenny Barclay's from Renfrewshire is Clydeside Scottish. Many older enthusiasts, who maybe drew a line under what interests them when they put the engine under the floor or in a box at the back, are probably now asking: 'Who?' PHILIP LAMB reports.*

Clydeside Scottish Omnibuses Ltd was formed on the 17 February 1985, and began trading along with three other new Scottish Bus Group companies on the 17 June 1985 as a result of the reorganisation of the SBG as a prelude to deregulation day, scheduled to take place on the 26 October 1986.

## **CLYDESIDE TERRITORY**

Clydeside Scottish took over the northern operating area of Western Scottish — the most densely populated area and the one where there would be the most competition, with Clydeside acquiring seven former Western depots (Greenock, Largs, Inchinnan, Paisley, Johnstone, Thornliebank and Rothesay) along with 334 Western Scottish vehicles.

From the outset Clydeside was keen to show that it was ready to take on the competition and developed an eye-catching style of fleet name, indeed the only Scottish Bus Group company to break with the traditional block-letter style. It also introduced a range of value,

**Clydeside Scottish G750 (GCS 50V), an Alexander-bodied Leyland Leopard PSU3E/4R on a run out from its home at Beith. PHILIP LAMB**

multi-journey tickets marketed under the 'Hop On!' name and applied large marketing slogans along the sides of its vehicles, complete of course with the new bright red and yellow livery.

Deregulation day arrived and almost immediately a bitter battle broke out in Glasgow between Clydeside, an explosion of new small operators and Strathclyde PTE. For its part Clydeside introduced a fleet of Dodge/Alexander minibuses and developed a new brand called Quicksilver with a very striking white and silver livery



for local express services. Also, without doubt, Clydeside will be remembered for the re-introduction of crew-operated services using ex-London Routemasters. The first to arrive, RM652 (now back operating in London!), entered service in late 1985, with the company going on to operate over 50 examples including the first RML outside London.

#### CLYDESIDE 2000

During 1988, however, on the run up to privatisation, it was announced that Clydeside and Western were to be merged back together again on 22 May 1989, the Clydeside fleet having already being renumbered in the Western sequence during Feb 1989 with vehicles losing the distinctive Clydeside livery from April 1989.

The merger was not a happy one for Clydeside employees, and with financial support from Luton & District, a rival bid was mounted. After months of bitter

discussions, it was agreed that upon the privatisation of the new larger Western Scottish, the Clydeside operations would be sold back to the management and employees with Luton & District taking a 23% stake.

The new company, Clydeside 2000, commenced operations with 307 vehicles and 850 staff on 11 October 1991, the company scaling down its Glasgow operations with depots at Largs, Greenock, Thornliebank and Paisley soon closed.

Clydeside 2000 was taken over by British Bus in November 1994 through its ties with Luton & District. British Bus was subsequently taken over by the Cowie Group to become Arriva in 1997. Arriva today owns the two remaining former Clydeside depots at Johnstone and Inchinnan



under the Arriva Scotland West name and operates many former Clydeside and Western services.

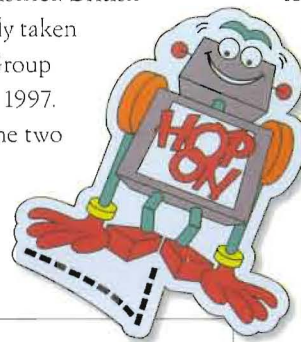
#### CLYDESIDE PRESERVED

Kenny Barclay was brought up in the Renfrewshire village of Kilmacollm during the 1980s and '90s, Clydeside Scottish being his local bus company, and in June 1988 he started a summer job working with Clydeside at its Johnstone depot,

As a result, Kenny has preserved two former Clydeside vehicles. G750 (GCS 50V), purchased for preservation in May 2007, was originally delivered to Western SMT in April 1980 and allocated to Johnstone depot. The

bus went on to give 17 years service with Western and Clydeside Scottish before spending a further 10 years with Oban & District/West Coast Motors.

Although the Alexander AY-bodied Leyland Leopard was a popular choice with Scottish Bus Group companies, Western SMT's examples were unusual. Western specified large panoramic windows, luggage racks complete with air vents but with 53 bus-style seats. On the outside, Western



Top left: **G750 is seen at Dumfries when new to Western SMT in 1980.**  
KENNY BARCLAY COLLECTION

Top right: **Undercoating in progress.**  
KENNY BARCLAY

Left: **Clydeside Scottish branding was distinctive.** PHILIP LAMB

Above: **A range of value, multi-journey tickets was marketed under the 'Hop On!' name.** PHILIP LAMB



opted for large body panels with no beading strips covering the joints to give a smooth almost seamless side view. This was achieved by fitting body panels with folded edges, which fitted neatly onto runners, and would then slide up and lock into position. Although they give a nice finish, they are not the easiest things to work with as Kenny would find out when restoration started!

### GEARBOX PROBLEM

Shortly after arrival at its new home at Beith, the bus was serviced and prepared for MoT. As with most Leyland Leopards, not much work was required. The bus had been well looked after by its former owners, but one item that did require attention was the semi-auto gearbox which had a faulty second gear. After contacting West Coast Motors for some advice, an offer was made to send a replacement gearbox which was much appreciated. GCS 50V was then steam-cleaned and given an under-body coat, using stone chip proof paint. A few minor repairs were carried out and the Leopard passed its MoT on 13 August.

In September 2007, Kenny was contacted by a coachbuilder called Scott who had worked with Western SMT at its Kilmarnock works. Scott was familiar with the Western-style of body panels fitted to GCS 50V and a quote was obtained for the work needed to restore the body and paint the bus in Clydeside Scottish livery.

The large body panels were too big to be manufactured on site, so the work was contracted out to a local company. However Scott was able to do all the remaining work on site. The biggest surprise was contacting Alexander-Dennis to enquire where wheel arch trim for the Y-type body could be obtained, only to be told that it was in stock and available for next-day delivery! Due to the brightwork beading strips being badly damaged Kenny decided to paint over them, but fit new black infill strip to ensure that they stood out, a quick call to Alexander-Dennis and again the item was in stock! Fitting the strips is not fun as anyone who has carried out this task will agree. The secret to making this job a lot easier

is to cut the strips into short lengths and keep them in boiling hot water, removing and fitting quickly before they cool. Since he had almost 100 metres to fit, he was delighted to find this out early on! Western/Clydeside seats are very difficult to come by, but Kenny received an e-mail near the end of 2007 from a fellow enthusiast who had some spare seats in good condition for sale. After a quick trip to Birmingham to collect them and to load up his car, he finally had a full set of good quality matching seats.

### PAINT SOURCED

As Scott progressed, it was time to order the paint and decals. Kenny was given the name of a supplier in Kilmarnock (A & L Paints 01563 543794) which could still supply Masons paint. He was given the paint codes and compared the colour chips in the shop with a model he had painted using paint from Johnstone depot acquired during his summer job back in 1988! The match was spot on and 30min later he had enough paint and undercoat for both his vehicles and change from £200.

The decals were obtained from Marcella (Graphix Sign Design 01236 732397) at very reasonable cost. Marcella has produced a lot of replica decals for a number of other preserved vehicles and understands the exacting standards required.

It was now late February 2008, and G750 was nearing completion. During preparation of the rear end and whilst Kenny fought with the beading infill

strips, Scott refitted the number plate and light in the traditional Alexander-style of counter sunk with lights inside and a glass plate cover. Scott spent the first few weeks in March finishing the outside painting, painting of the cab areas and seat frames. Lawrence Hayward, the fleet engineer at Beith assisted in applying the large transfers, fleet names and other decals.

### FLEETLINE JOINS LEOPARD

Returning to 2007, Kenny was contacted by John Kennedy from the Glasgow Vintage Vehicle Trust. In May 2005, John had purchased HSD 73V, a former Western/Clydeside Scottish Alexander AD-bodied Leyland Fleetline from Derbyshire operator Tim Draper. Over the past few years John had started the long and often difficult process of obtaining missing parts, and the basic restoration of the vehicle, however luck was in. John had seen another vehicle that he just had to have, so a deal was struck and HSD 73V travelled the short distance to join GCS 50V at Beith on 28 November 2007.

With GCS 50V now completed, attention turned to the Fleetline. HSD 73V entered service with Western Scottish at its Dumfries depot in July 1980. In 1982 it moved to Thornliebank depot just outside Glasgow, and although it had brief allocations to both Johnstone and Inchinnan depots, it spent most of its days at Thornliebank as M73, so Kenny has chosen to restore the bus in Clydeside livery as M73.

In June 1994 the bus lost its registration and was re-registered 705 DYE from a



**M73 in the livery of Tim Draper Travel.**  
KENNY BARCLAY





Clydeside Scottish Leopard is a real picture — red and yellow livery was very distinctive and typical of the period.  
PHILIP LAMB



Top left: **Fibreglass repairs to front dash.** KENNY BARCLAY



Top right: **Upper-deck restored to clean in-service condition.** KENNY BARCLAY

Routemaster; later that year, it was re-registered again this time ending up with WDS 112V.

In May 1996, after almost 16-year service, WDS 112V was sold to North, Sherburn (Dealer), and went on to work for two well-known Derbyshire operators. Between July 1996 and March 2002, it operated with TM Travel, Staveley and between March 2002 and May 2005, it was with Tim Draper Travel.

As well as obtaining many of the damaged or missing parts from another member of the batch found in a Yorkshire scrapyards, John had also managed to get his original registration back.

### BODY REPAIRS

Although in good mechanical order this bus too needed some body restoration. This time Kenny had the work carried out 'in house' at Beith by Lawrence and his team. Work commenced in March 2008, and after some fibreglass repairs, major repanel work and a rub down, the bus was ready to be painted in matching Clydeside Scottish red and yellow livery. It was presented for MoT in May 2008, and was able to attend the spring event at the Scottish Vintage Bus Museum along with the Leopard.

Although the Leopard is complete inside and out, the Fleetline still requires some work. Kenny intends to complete the outside by painting the window rubbers, since there is a lot of stray paint on them from repaints carried out over the years. Inside, the top-deck is complete,

all seat frames were removed, sanded, painted and refitted. Many seats were changed, and a few odd-shaped seats were recovered using skills obtained from Kenny's days working at Johnstone depot. After that the bus received a deep clean from top to bottom and the front and rear domes were repainted also. Now Kenny intends to turn his attention to the lower deck and cab area and complete them to the same standard.

### THANKS

Kenny would like to thank everyone who has helped in any way, also Ralph Roberts the former Clydeside Scottish Manager and current Managing Director of Arriva Scotland West, for all his personal help and words of support. And we too would like to thank Kenny for providing most of the material for this feature.



Kenny Barclay at the wheel of his Leopard. COURTESY KENNY BARCLAY

M73 resplendent as a Clydeside bus once more. KENNY BARCLAY