

CANVEY ISLAND TRANSPORT MUSEUM

Newsletter 2 – Summer 2021

Castle Point Transport Museum Society – 105 Point Road, Canvey Island, Essex SS8 7TD – Telephone: 01268 684272 – Registered Charity 278658



Welcome to our second 2021 newsletter!

We hope you have been enjoying a good summer, despite the fact we are still in a pandemic and are unable to get back to the normal lives we once led. However, we are getting there, and the 'double jabbed' amongst us especially, probably feel a little safer.

Here at the museum work is progressing well on the improvements, with a small team toiling hard to prepare the way for builders to come in when the time is right. Members are always welcome to view the progress already made and to help where they can.



Outside, Mike, the gardener, has also been working hard on the beds to the side and front of the museum, whilst Karen, Stuart and Hayley have been using their skills at the back of the building to enhance the grounds there.

Welcome to New Members!

Despite the lockdowns and other restrictions, we are delighted to report that several new members have joined the Society recently. We welcome them with open arms, and look forward to getting to know them now the situation is easing:

Karen Miles (re-joining!): Wife of Stuart Miles who we're delighted to have back, and who needs no introduction!

Michael Murphy: From Westcliff-On-Sea, and who describes himself as an "old school coach trimmer"

Janet Penn: From Canvey Island, and who is a member of the Canvey Community Archive and so eager to help the Museum with its fund-raising grant efforts and community relations activities that we have co-opted her onto the committee

James Winch: From Canvey Island, and who enjoys DIY and has restored several classic cars, including one from the Gerry Anderson TV show 'UFO' which he displayed at a Canvey Open Day several years ago.

We would like to take this opportunity to thank Paul Harrison for creating the Museum's newsletters for the past few years. His sterling efforts in this regard have been invaluable to the Society and its members. Paul is continuing as Membership Secretary, but has decided to take a break from the task of writing and composing the newsletter, though he will continue to make contributions and do the final read throughs!

So from now on, this and forthcoming newsletter editions will be written and designed by Callum and Sue Taylor. As ever, any suitable contributions from members (articles, photographs, memories etc) would be most gratefully received.

Please email them to callum@castlepointtransportmuseum.co.uk

Callum and Sue Taylor

An Introduction to Janet Penn



My name is Janet Penn. I have lived on Canvey Island since 1976 and have been involved with several voluntary organisations on the island since the 80s. I was first involved with the Museum during the 'Art for you' project in 2003, then later as the online Editor of Canvey Community Archive. The archive has worked closely with the museum ever since, including the archive's very successful 'History Trail' in 2015.

Because of the Pandemic I think we have all had to reassess where we are and what we hope to achieve. With meetings at the archive currently suspended I was pleased to be asked if I would like to join the museum committee although I was not sure in what capacity I could help. But I seem to be finding a place where my past voluntary work has been very useful.

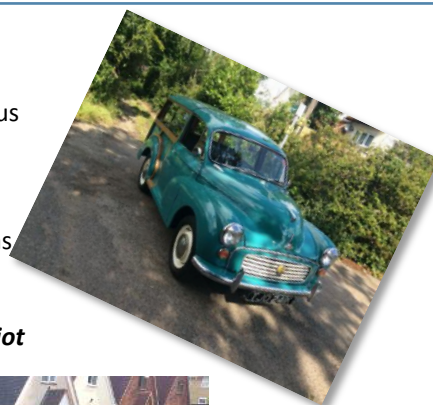
Janet Penn

Kevin's New Toy

I bought this Morris Traveller in September 2020, in the middle of one of the numerous COVID lockdowns, hoping that conditions would ease and I would be able to attend various events but of course that wasn't to be!!

It has a 1098cc BMC A-series engine and was registered in September 1971, which was very near the end of Minor Traveller production, and is in the quite rare Aqua colour scheme. The car is pretty much as original, although a brake servo has been fitted to make it safer to drive on modern roads.

Kevin Elliot

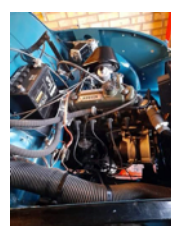
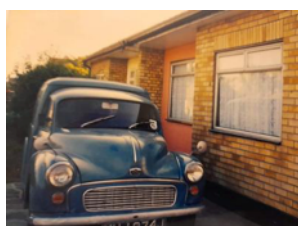


Craig's Old Toy

I was 18 when I was given my 1970 Austin 8cwt Van for a birthday present from my parents. Since then its restoration has been on and off whilst I have been restoring 236 LNO and PTW 110.

The van has always been in the local area, I am the third owner from new, the previous owner being Mr & Mrs Searle of Thundersley. It's still got its original 1098cc A-series engine and is a very original example throughout. While shielding during the various lockdowns, I was able to undertake the vast majority of the restoration including a full engine rebuild, a certain amount of welding, cleaning and painting the engine bay and underside. Work continues on bodywork preparation prior to painting into its original BMC shade of Persian Blue. Many Thanks to the late Phil Robinson for his efforts in the early restoration for which he will always be remembered.

Craig Mara



BUILDING UPDATE:

The building project is already underway. In order to comply with Health and Safety, disabled access and environmental issues, the Committee has decided to proceed with lowering the mezzanine floor which we all have been talking about for several years - the bone of contention being the height restriction and awkward steps up to the railway. Indeed, we have had several accidents of staff and public stepping back off the step up into the mess room and hitting their head on the door.

The Committee felt it was time to redress the problem and make improvements. Some of the flooring on the mezzanine has been removed to ascertain what lies beneath and give access to beams, electrical installations and water pipes, some of which seem to be going uphill. All these have had to be removed in order to lower the walls and remove the steel beams to get the floor down. Most of the work undertaken by Keith is knocking the top of the walls down to the required height to accommodate the beams. You will not have noticed this apart from the dust and bricks. There is still much to do and it took several members with hammers and chisels to remove the concrete slab that was in the old boiler house. During this time we talked of improving the facilities downstairs, bringing the toilets together in one area, creating a more inviting shop in the centre of things, and introducing an area for the Community Archive who are very supportive and with whom we have partnered in an area set aside for them. This will bring in the community and help with essential fund raising for both of us.

We are waiting for the plans to be passed so we can then engage the professionals to erect the steelwork. But we have to get everything ready. The flooring was secured with barbed nails, No Nails glue and ordinary nails and is not easy to get up, so much hammering and crowbarring is on the cards. The main headache at present is what we do with the railway. As you all know its rather large and to take it to pieces would be a monumental task, not only timber wise but electrically with over 50 points which means 200 plus wires to cut, secure and number!!

You will note the construction site is now protected with fencing and covers, and we have safety equipment available for the members who help. We are also recycling everything we can in order to save costs, like cleaning off the imperial bricks for filling the old doorways and to use where the tank was. In the meantime, we are researching equipment for the proposed cinema room, new kitchen and tearoom, seating for outside and in, heating, solar panels floor screeding to takeaway the kerbs (disability H&S). As a result, we are looking into lottery funding and other grants to make all this possible. It will be in stages over a year or more, all depending on funds and help, but we will get there in the end.

Marian Patten, Hon. Secretary CPTMS





Above: Museum and Garden works in progress - Photos by Callum Taylor

Committee Update

The committee remains unchanged with the addition of Janet Penn who as been co-opted on.

Chairman:	Callum Taylor	Vice Chairman:	Janet Walden
Hon Treasurer:	Craig Mara.	Hon Secretary:	Marian Patten.

Committee Members: Paul Harrison (also Membership Secretary);
Keith Patten (also Buildings/Maintenance and Railway Display Manager);
Janet Penn (also Funding and Publicity Manager).



Janet Penn



Paul Harrison



Craig Mara



Callum Taylor



Janet Walden



Keith Patten



Marian Patten

VEHICLES NEWS

FLEETLINE – Stuart Miles has endeavored to repair the hydraulic throttle system on the Fleetline. He has removed the master cylinder which has just come back from Past Parts after being refurbished. We are yet to get back the throttle slave cylinder from Past Parts to complete the job. Next are the water pump and compressor.

OWC 182D – Work is ongoing on Callum's Bristol MW, with the new (original) Chapman recliner seat frames being shotblasted and painted, so they're ready for installation when the time comes. Callum has also had a batch of Tillings 'Swirl' moquette woven ready for when the seats get re upholstered.

AVX 975G – Work continues on the bonnet area and cab side-window. The plate that sits between the bonnet and the cab window was rotten, so a new plate is being fitted. A new rubber section for the plate has been commissioned. At the same time, the engine bay is being treated to new webbing, new hoses and a general spruce up, and the cab side-window is being cleaned, greased and repainted. The windscreen washer system is also being re-configured back to near-original format following the quick "bodge" job done by EnsignBus back in 1988 to get it through the first MOT in Paul Harrison's ownership (and every MOT since!).

FOP 429 – Craig and Callum have been beaver away on FOP's breaking system, refurbishing the vacuum cylinder in which the main spring had broken. The refurbished wheel cylinders will be put on in due course, with the rears already done. They have taken off the front drums and hubs to clean out the wheel bearings, check the brake linings and set them up correctly, and give those areas a general clean and tidy up as they were very mucky.

PTW 110 – Craig is getting on fantastically well with PTW's radiator refurbishment. He has milled out a new section of aluminum and fitted it to the header tank to stop any leaks. He has also cleaned out all the radiator tubes and replaced some bad ones. The assembly process is going well and will be completed in the very near future.

LEV 917 – LEV is currently on loan to EnsignBus of Purfleet as they hope to use it for a few days on the seafront service in Southend. Whilst at Ensign they are carrying out some refurbishment to it on behalf of the owners.



Help Needed for our September 26th “Soft Re-Opening”

Dear Members,

Just a quick note to inform you that the society is holding a small public event on the 26th September at the museum. This is intended to be a “soft re-opening” - just a small event with a few stalls and a vehicle running trips around the island. We will only publicise it locally.

Although a small event, there are quite a few jobs that obviously need to be done in order to prepare the building and grounds before we can open for the first time in over a year. For this reason, we would be most grateful if as many members as possible could come in and help in the lead up to the day, in particular on Saturday the 25th September.

Although COVID restrictions have eased considerably, we will have sanitizers in place and respectfully ask that all volunteers follow sensible procedures so we keep everyone safe

Callum Taylor, Chairman CPTMS.



Castle Point Transport Museum Society
Registered Charity 278658

WE'RE STILL STANDING!

An “Open House” Event
Sunday, September 26th – 10.00am to 4.30pm
CANVEY ISLAND TRANSPORT MUSEUM,
105 Point Road, Canvey Island

Your opportunity to pay us a visit and see what we're doing to improve the Museum.
(Note: This is NOT a regular Open Day event)

- **FREE Admission**
- **Light Refreshments Available**
- **Donations Welcome**

• **A CLASSIC BUS WILL OPERATE A FREE CIRCUIT OF CANVEY**

• **LOCAL COMMUNITY GROUP STALLS INSIDE THE MUSEUM**





www.castlepointtransportmuseum.co.uk

Members Support TV&GWOT Royal Blue Day

On a very soggy June 18th, a few members turned out to support the Thames Valley & Great Western Omnibus Trust's 2021 Royal Blue Run. This was an event postponed from 2020 and designed to mark 140 years since the foundations for Royal Blue were set in 1880, and the Centenary of the registration of the National Omnibus & Transport Company (NOTC). It was also the 20th such Royal Blue Run re-creating the experience of bygone coach travel using traditional vehicles on authentic routes.

The epic journey is detailed on the TV&GWOT website, and we were pleased to support the first day of running from North Weald through Chelmsford to Southend, then along to Purfleet where we said goodbye to the rest of the convoy as it headed across the river. This was after a visit to EnsignBus, where we also saw LEV 917 being prepped for its days out on Southend sea front (on loan to Ensign from its owners).

While we couldn't muster any suitable vehicles for the run directly from the Museum, it was great to see three member-owned single deckers (not housed at Canvey) in action on the day. Thanks to Ian Mahoney, Mike Pack and David Bateman for venturing out – pictures below! (PH)



SPOTLIGHT ON AEC ROUTEMASTER - VLT 44: *Sometimes we walk past Society vehicles in the Museum without really stopping to consider their history, how they came to be owned by the Society, and the reasons why they escaped the scrapman's fiery torch! In this edition, Stuart Miles tells us about his fine Southend RM:*

VLT 44 was new in 1959 as RM44 for London Transport, and first allocated to Tottenham (AR) garage. It was an early withdrawal in May 1984 due its fitment on final overhaul at Aldenham with a Leyland engine. The vehicle was sold in March 1985 passing through various owners until Frank Spence purchased the bus in 1989 and it formed part of the collection in the museum in red livery for a while.

Southend Transport eventually purchased the vehicle in November 1991, giving it fleet number 122.



Withdrawn by Reading Mainline in October 1998 due to engine failure, VLT was then used as a source of spares for the rest of the fleet.

We purchased the vehicle for preservation in December 1999 and it was delivered to Essex by suspended tow in January 2000. After sourcing many missing parts and fitting a replacement AEC AV590 engine, an MOT test was passed and the bus rallied for its first season in very faded Reading Mainline livery.

Full restoration was started in 2002 with the aim of getting the bus to the RM50 event in Finsbury Park in July 2004. Exterior restoration included a full repanel and repaint and all window rubbers have been replaced. Interior restoration included replacement of Treadmaster flooring and redone side wall, repainted stairwell and ceilings. The seats have now also been re-trimmed.

A full set of Southend Transport destination blinds were then installed, having been purchased from Southend Bus Rally in 1994 when we never thought they would be used again!

Initially after restoration numerous mechanical issues arose which led to the replacement of the gearbox, differential and most of the braking system. Reliability has improved to a good standard now, though lack of use, especially in the last two years, has caused some problems.

Stuart Miles

It initially ran in red livery with 'Burnham and District' gold fleet names from its short time in use with Mangapps Farm Railway Museum under the ownership of Frank Spence. It was later repainted in Southend's distinctive blue and white livery with blue upper deck windows, and fitted with Transmatic fluorescent lighting.

The Leyland engine was replaced with an AEC unit. It continued in service until the last day of Southend Routemaster operation on December 31st 1993. After withdrawal, VLT 44 was sold for further service to Reading Mainline who repainted it into their red and cream livery.



Submissions for the CPTMS newsletter are welcome!
Please send them to info@castlepointtransportmuseum.co.uk.

With thanks to all Contributors!
Edited & Designed by: Callum & Sue Taylor, Paul Harrison
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