



VINTAGE POWER

2024



DECEMBER 2023

01 FRI

12 TUE

23 SAT

02 SAT

13 WED

24 SUN

03 SUN

14 THU

25 MON

04 MON

15 FRI

26 TUE

05 TUE

16 SAT

27 WED

06 WED

17 SUN

28 THU

07 THU

18 MON

29 FRI

08 FRI

19 TUE

30 SAT

09 SAT

20 WED

31 SUN

10 SUN

21 THU

11 MON

22 FRI

25th: Bank Holiday (UK)
26th: Bank Holiday (UK)

ALLAN &
BERTRAM

Photo © John Dibbs

DECEMBER 2023

S	M	T	W	T	F	S	WK
31					1	2	48
3	4	5	6	7	8	9	49
10	11	12	13	14	15	16	50
17	18	19	20	21	22	23	51
24	25	26	27	28	29	30	52

25th: Bank Holiday (UK)
26th: Bank Holiday (UK)

NOVEMBER 2023

S	M	T	W	T	F	S	WK
		1	2	3	4		44
5	6	7	8	9	10	11	45
12	13	14	15	16	17	18	46
19	20	21	22	23	24	25	47
26	27	28	29	30			48

JANUARY 2024

S	M	T	W	T	F	S	WK
		1	2	3	4	5	6
7	8	9	10	11	12	13	2
14	15	16	17	18	19	20	3
21	22	23	24	25	26	27	4
28	29	30	31				5



SUPERMARINE SPITFIRE MK IXB MH434

The most famous of all the Spitfires still flying today, MH434 was built in 1943 at Vickers, Castle Bromwich. The Spitfire is completely original and powered by a Merlin 66 engine. One of its regular pilots makes this commendation – ‘This aircraft is a delight to fly, beautifully responsive and extremely manoeuvrable.’ It is seen here in the authentic 222 Squadron Codes ZD-B. Flying in tandem is ZD-E in the livery scheme of RAF 222 (Natal) Squadron in 1943. Spitfire fighters were developed by Supermarine's brilliant chief designer, R. J. Mitchell, and were the only British type in continuous construction throughout WW2. The RAF's first Spitfires were delivered to No 19 Squadron at Duxford in 1938 and by July 1940, on the eve of the Battle of Britain, nineteen RAF squadrons were equipped with the new fighter. During WW2, thanks to constant improvements, the Spitfire was never outclassed as a short-range piston-engine interceptor (except during a short period when it encountered the Focke-Wulf 190). When production finally ceased in 1949 more than 22,000 Spitfires and Seafires (the naval version) had been built in some forty different variants.



JANUARY 2024

01 MON	12 FRI	23 TUE
02 TUE	13 SAT	24 WED
03 WED	14 SUN	25 THU
04 THU	15 MON	26 FRI
05 FRI	16 TUE	27 SAT
06 SAT	17 WED	28 SUN
07 SUN	18 THU	29 MON
08 MON	19 FRI	30 TUE
09 TUE	20 SAT	31 WED
10 WED	21 SUN	
11 THU	22 MON	1st: Bank Holiday (UK) 2nd: Bank Holiday (Scotland)

Photo © RJB Photographic/Loop Images/Getty Images

ALLAN &
BERTRAM

JANUARY 2024

S	M	T	W	T	F	S	WK
	1	2	3	4	5	6	1
7	8	9	10	11	12	13	2
14	15	16	17	18	19	20	3
21	22	23	24	25	26	27	4
28	29	30	31				5

1st: Bank Holiday (UK)
2nd: Bank Holiday (Scotland)

DECEMBER 2023

S	M	T	W	T	F	S	WK
31					1	2	48
3	4	5	6	7	8	9	49
10	11	12	13	14	15	16	50
17	18	19	20	21	22	23	51
24	25	26	27	28	29	30	52

FEBRUARY 2024

S	M	T	W	T	F	S	WK
					1	2	3
4	5	6	7	8	9	10	6
11	12	13	14	15	16	17	7
18	19	20	21	22	23	24	8
25	26	27	28	29			9



EX-LMS ROYAL SCOT CLASS 6100 NO.46100 ‘THE ROYAL SCOT’

The ‘Royal Scot’ approaches New Bridge, near Pickering in North Yorkshire, its green livery gleaming in the sunshine. The first of its class, the original 6100 was built in 1927 by the North British Locomotive Company in Glasgow for the London, Midland and Scottish railway and named for the Royal Scots infantry regiment in the British Army. This new breed of steam locomotive was designed to operate the fastest services from London to Birmingham, Manchester and Glasgow. In 1933 she was selected to represent Britain at the ‘Century of Progress’ exhibition in Chicago, USA. The locomotive and a train of LMS carriages went on to tour the USA and Canada, covering more than 18,000 kilometres. In 1950 she was rebuilt by British Railways and continued in service until 1962. The following year she was purchased by Billy Butlin of Butlin’s holiday camps and was installed in Skegness until the 1970s. Bressingham Steam Museum then became the locomotive’s home until 2009 when, under the ownership of the Royal Scot Locomotive and General Trust, she was given a complete overhaul. The ‘Royal Scot’ successfully returned to mainline tours in 2015.

Photo © RJB Photographic/
Loop Images/Getty Images

ALLAN &
BERTRAM



FEBRUARY 2024

01 THU

12 MON

23 FRI

02 FRI

13 TUE

24 SAT

03 SAT

14 WED

25 SUN

04 SUN

15 THU

26 MON

05 MON

16 FRI

27 TUE

06 TUE

17 SAT

28 WED

07 WED

18 SUN

29 THU

08 THU

19 MON

09 FRI

20 TUE

10 SAT

21 WED

11 SUN

22 THU

Photo © Peter Zabek

ALLAN &
BERTRAM

FEBRUARY 2024

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11	12	13	14	15	16	17	7
18	19	20	21	22	23	24	8
25	26	27	28	29			9

JANUARY 2024

S	M	T	W	T	F	S	WK
	1	2	3	4	5	6	1
7	8	9	10	11	12	13	2
14	15	16	17	18	19	20	3
21	22	23	24	25	26	27	4
28	29	30	31				5

MARCH 2024

S	M	T	W	T	F	S	WK
31						1	2
	3	4	5	6	7	8	9
10	11	12	13	14	15	16	11
17	18	19	20	21	22	23	12
24	25	26	27	28	29	30	13



THE QUEEN ELIZABETH 2 (QE2) OCEAN LINER

One of the world's best known ocean liners, the 'Queen Elizabeth 2' sails through the Solent near her home port of Southampton in 2008, the year of her retirement from service. Launched by Queen Elizabeth II in September 1967, QE2 was built by John Brown & Company in Clydebank, Scotland for the Cunard Line. She set new standards for transatlantic speed and luxury, just as the popularity of air travel began to boom. She regularly made the crossing between Southampton and New York and a major refit in 1987, upgrading her to modern diesel electric power and nine oil-fired engines, gave her a top speed of 34 knots. Sold in 2008 to a private equity firm, the grand liner was destined to become a floating luxury hotel in Dubai but financial issues delayed her refurbishment until 2017. The ship opened to visitors once again in April 2018.

Photo © Peter Zabek



MARCH 2024

01 FRI	12 TUE	23 SAT
02 SAT	13 WED	24 SUN
03 SUN	14 THU	25 MON
04 MON	15 FRI	26 TUE
05 TUE	16 SAT	27 WED
06 WED	17 SUN	28 THU
07 THU	18 MON	29 FRI
08 FRI	19 TUE	30 SAT
09 SAT	20 WED	31 SUN
10 SUN	21 THU	
11 MON	22 FRI	18th: Bank Holiday (N. Ireland) 29th: Bank Holiday (UK)

ALLAN &
BERTRAM

MARCH 2024

S	M	T	W	T	F	S	WK
31					1	2	9
3	4	5	6	7	8	9	10
10	11	12	13	14	15	16	11
17	18	19	20	21	22	23	12
24	25	26	27	28	29	30	13

18th: Bank Holiday (N. Ireland)
29th: Bank Holiday (UK)

FEBRUARY 2024

S	M	T	W	T	F	S	WK
				1	2	3	5
4	5	6	7	8	9	10	6
11	12	13	14	15	16	17	7
18	19	20	21	22	23	24	8
25	26	27	28	29			9

APRIL 2024

S	M	T	W	T	F	S	WK
		1	2	3	4	5	14
7	8	9	10	11	12	13	15
14	15	16	17	18	19	20	16
21	22	23	24	25	26	27	17
28	29	30					18



HAWKER SIDDELEY HARRIER GR3

A Hawker Siddeley Harrier GR3 sits on the tarmac at RAF Cosford, England. The first jet fighter capable of vertical take-off and landing, the Harrier was developed in the 1960s from the Kestrel prototype aircraft to be used for ground attack and reconnaissance. The aircraft's remarkable technology, engineering and performance allowed the GR3 to be deployed from short, rougher strips of ground rather than established airfields. Two control elements were unique to the Harrier and not found in conventional fixed-wing aircraft: the thrust vector could set the four engine nozzles from horizontal to pointing down and slightly forwards; and the reaction control system, similar to the cyclic control of a helicopter – both essential for VTOL (vertical take-off and landing) manoeuvres. The majority of the RAF's GR3s were initially stationed in West Germany but came into their own in the Falklands War in 1982. Harriers performed attack sorties from HMS Hermes as part of the British Task Force that was despatched nearly 13,000 kilometres from the UK to recapture the Falkland Islands after an Argentinian invasion.

Photo © AirTeamImages.com



APRIL 2024

01 MON	12 FRI	23 TUE
02 TUE	13 SAT	24 WED
03 WED	14 SUN	25 THU
04 THU	15 MON	26 FRI
05 FRI	16 TUE	27 SAT
06 SAT	17 WED	28 SUN
07 SUN	18 THU	29 MON
08 MON	19 FRI	30 TUE
09 TUE	20 SAT	
10 WED	21 SUN	
11 THU	22 MON	

1st: Bank Holiday (UK not Scotland)

ALLAN & BERTRAM

Photo © David Kimber

APRIL 2024

S	M	T	W	T	F	S	WK
	1	2	3	4	5	6	14
7	8	9	10	11	12	13	15
14	15	16	17	18	19	20	16
21	22	23	24	25	26	27	17
28	29	30					18

1st: Bank Holiday (UK not Scotland)

MARCH 2024

S	M	T	W	T	F	S	WK
31					1	2	9
3	4	5	6	7	8	9	10
10	11	12	13	14	15	16	11
17	18	19	20	21	22	23	12
24	25	26	27	28	29	30	13

MAY 2024

S	M	T	W	T	F	S	WK
					1	2	3
5	6	7	8	9	10	11	19
12	13	14	15	16	17	18	20
19	20	21	22	23	24	25	21
26	27	28	29	30	31		22



1917 MAXWELL COMMERCIAL DELIVERY TRUCK

The Maxwell Motor Company started life as the Maxwell-Briscoe Company, founded in 1904 in New York by Jonathan Dixon Maxwell and the Briscoe Brothers Metalworks. Following its purchase by Walter Flanders in 1913, the company moved to Michigan and eventually had additional manufacturing sites in Ohio and Indiana. The company became well-known for the fuel economy of their engines, and this continued into the new line of 'commercial delivery cars' that came off the assembly line in 1917, also the year that Maxwell celebrated building their 100,000th vehicle. The 20hp truck boasted a four-cylinder L-head engine of just over three litres. This particular Maxwell spent years abandoned in an English orchard before being rescued in 1964, its original bodywork bearing the Midlands' business name of E.R Dwight thankfully having survived its ill treatment. The vehicle was painstakingly restored by Michael Banfield of Kent, using parts from a second Maxwell to complete the project, and was sold in 2014.

Photo © David Kimber



MAY 2024

01 WED

02 THU

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11 SAT

12 SUN

13 MON

14 TUE

15 WED

16 THU

17 FRI

18 SAT

19 SUN

20 MON

21 TUE

22 WED

23 THU

24 FRI

25 SAT

26 SUN

27 MON

28 TUE

29 WED

30 THU

31 FRI

6th: Bank Holiday (UK)
27th: Bank Holiday (UK)

ALLAN &
BERTRAM

Photo © David Kimber

MAY 2024

S	M	T	W	T	F	S	WK
			1	2	3	4	18
5	6	7	8	9	10	11	19
12	13	14	15	16	17	18	20
19	20	21	22	23	24	25	21
26	27	28	29	30	31		22

6th: Bank Holiday (UK)
27th: Bank Holiday (UK)

APRIL 2024

S	M	T	W	T	F	S	WK
	1	2	3	4	5	6	14
7	8	9	10	11	12	13	15
14	15	16	17	18	19	20	16
21	22	23	24	25	26	27	17
28	29	30					18

JUNE 2024

S	M	T	W	T	F	S	WK
30						1	22
2	3	4	5	6	7	8	23
9	10	11	12	13	14	15	24
16	17	18	19	20	21	22	25
23	24	25	26	27	28	29	26



1953 RILEY RMA AND 1958 JAGUAR MKVIII

Two iconic British luxury saloon cars of the 1950s look perfectly at home on a grand driveway. The classic black and cream paintwork of the 1953 Riley RMA highlights the car's elegant curves and contrasts with its gleaming chrome adornments. The RM series was produced by Riley between 1945 and 1955, this RMA having been built at the MG works in Abingdon. Four types of RM were produced: the RMA was a large saloon with independent front suspension and a 1496cc and 12hp engine originally developed before the First World War, eventually to be replaced by the RME.

The sleek lines of the 1958 Jaguar Mark VIII are accentuated by stunning claret and grey paintwork. Closely resembling the Jaguar Mark VII, the Mark VIII is most easily distinguished by its curved one-piece windscreen and the addition of a chrome trim strip which allowed such two-tone colour schemes. Introduced as the successor to the Mark VII at the 1956 London Motor Show, its interior fittings were also more luxurious.



JUNE 2024

01 SAT	12 WED	23 SUN
02 SUN	13 THU	24 MON
03 MON	14 FRI	25 TUE
04 TUE	15 SAT	26 WED
05 WED	16 SUN	27 THU
06 THU	17 MON	28 FRI
07 FRI	18 TUE	29 SAT
08 SAT	19 WED	30 SUN
09 SUN	20 THU	
10 MON	21 FRI	
11 TUE	22 SAT	

Photo © RJB Photographic/Loop Images/Getty Images

ALLAN &
BERTRAM

JUNE 2024

S	M	T	W	T	F	S	WK
30						1	22
2	3	4	5	6	7	8	23
9	10	11	12	13	14	15	24
16	17	18	19	20	21	22	25
23	24	25	26	27	28	29	26

MAY 2024

S	M	T	W	T	F	S	WK
			1	2	3	4	18
5	6	7	8	9	10	11	19
12	13	14	15	16	17	18	20
19	20	21	22	23	24	25	21
26	27	28	29	30	31		22

JULY 2024

S	M	T	W	T	F	S	WK
		1	2	3	4	5	27
7	8	9	10	11	12	13	28
14	15	16	17	18	19	20	29
21	22	23	24	25	26	27	30
28	29	30	31				31



LNER CLASS A4 PACIFIC 4498 (60007) SIR NIGEL GRESLEY

The Sir Nigel Gresley locomotive steams through the North Yorkshire countryside near Goathland. Originally built in Doncaster for the London & North Eastern Railway in 1937, the Sir Nigel Gresley was the 100th Pacific to be produced to the designs of LNER's Chief Mechanical Engineer and so named for him. She spent much of her early life based in King's Cross from where she operated express passenger trains. In September 1952 the Sir Nigel Gresley hauled the special Centenaries Express to mark the centenary of the opening of King's Cross station and four years later, the locomotive was honoured to pull the Royal Train from King's Cross to York, transporting Her Majesty Queen Elizabeth II. On 23 May 1959, the Sir Nigel Gresley achieved the post-war steam-driven speed record, reaching 112mph on Stoke Bank. In the 1960s the locomotive was loaned to the Scottish railways before being taken out of service in 1966, after running approximately 1.5 million miles. The A4 Preservation Society overhauled, repaired and preserved her and she operated a number of special trains before moving to the North York Moors Railway in 1999. Her most recent six-year, £1 million overhaul was completed in 2022.

Photo © RJB Photographic/
Loop Images/Getty Images

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JULY 2024

01 MON	12 FRI	23 TUE
02 TUE	13 SAT	24 WED
03 WED	14 SUN	25 THU
04 THU	15 MON	26 FRI
05 FRI	16 TUE	27 SAT
06 SAT	17 WED	28 SUN
07 SUN	18 THU	29 MON
08 MON	19 FRI	30 TUE
09 TUE	20 SAT	31 WED
10 WED	21 SUN	
11 THU	22 MON	12th: Bank Holiday (N. Ireland)

Photo © Peter Zabek

ALLAN &
BERTRAM

JULY 2024

S	M	T	W	T	F	S	WK
	1	2	3	4	5	6	27
7	8	9	10	11	12	13	28
14	15	16	17	18	19	20	29
21	22	23	24	25	26	27	30
28	29	30	31				31

12th: Bank Holiday (N. Ireland)

JUNE 2024

S	M	T	W	T	F	S	WK
30						1	22
2	3	4	5	6	7	8	23
9	10	11	12	13	14	15	24
16	17	18	19	20	21	22	25
23	24	25	26	27	28	29	26

AUGUST 2024

S	M	T	W	T	F	S	WK
				1	2	3	31
4	5	6	7	8	9	10	32
11	12	13	14	15	16	17	33
18	19	20	21	22	23	24	34
25	26	27	28	29	30	31	35



1939 BRISTOL K5G BUS

An open-topped Bristol K5G bus tours a quiet coastal road along Freshwater Bay on the Isle of Wight. The Bristol Tramways and Carriage Company began building buses in 1908, with production of the K class of double-decker buses launched in 1937. This 1939 model started service with the South Vectis Omnibus Company Ltd, based at Shanklin. During the Second World War, this vehicle, along with her sister bus (DDL 50) transported military personnel around the Isle of Wight, so the roof was changed from the green and cream livery of the Southern Vectis fleet to grey, to avoid attracting interest from enemy aircraft. Originally 7.9 metres high, the roof was removed for an open-top conversion in 1959 making it the perfect vehicle to work the summer routes between Sandown, Shanklin Esplanade and Ventnor. After undergoing several changes in livery, the bus finally left the service of Southern Vectis in 2005, was adopted by Go-Ahead South Coast Ltd of Poole and later given the name 'Old Girl'.

Photo © Peter Zabek



AUGUST 2024

01 THU	12 MON	23 FRI
02 FRI	13 TUE	24 SAT
03 SAT	14 WED	25 SUN
04 SUN	15 THU	26 MON
05 MON	16 FRI	27 TUE
06 TUE	17 SAT	28 WED
07 WED	18 SUN	29 THU
08 THU	19 MON	30 FRI
09 FRI	20 TUE	31 SAT
10 SAT	21 WED	
11 SUN	22 THU	5th: Bank Holiday (Scotland) 26th: Bank Holiday (UK not Scotland)

ALLAN &
BERTRAM

AUGUST 2024

S	M	T	W	T	F	S	WK
				1	2	3	31
4	5	6	7	8	9	10	32
11	12	13	14	15	16	17	33
18	19	20	21	22	23	24	34
25	26	27	28	29	30	31	35

5th: Bank Holiday (Scotland)
26th: Bank Holiday (UK not Scotland)

JULY 2024

S	M	T	W	T	F	S	WK
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7	8	9	10	11	12	13	28
14	15	16	17	18	19	20	29
21	22	23	24	25	26	27	30
28	29	30	31				31

SEPTEMBER 2024

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	36
8	9	10	11	12	13	14	37
15	16	17	18	19	20	21	38
22	23	24	25	26	27	28	39
29	30						40



GLOSTER GLADIATOR I

A Gloster Gladiator I is illuminated in the dusk at the Shuttleworth Old Warden Aerodrome in Bedfordshire, alongside a collection of early 20th-century aircraft and vintage vehicles. Entering service in 1937, this last of the biplanes used by the RAF was already being phased out of service by the start of the Second World War but saw action in campaigns in France and Norway in 1940. A detachment known as 'G' Flight was formed at RAF Manston in May 1940 to provide fighter cover for the 'little ships' involved in the evacuation of troops from Dunkirk. The Gladiator's design was based on its predecessor, the Gloster Gauntlet, and developed by Gloster's chief engineer Henry Folland who was determined to find improvements to the Gauntlet's performance. Powered by the 840hp Bristol Mercury IX engine, the Gladiator achieved a top speed of 253mph with a range of 428 miles and was fitted with four 0.303-in machine guns. The Gladiator's enclosed cockpit was the first of its kind. A total of 648 Gladiators were built and even after their front line service ceased, the RAF continued to use the aircraft for liaison, communications and meteorological purposes until 1944.



SEPTEMBER 2024

01 SUN

02 MON

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13 FRI

14 SAT

15 SUN

16 MON

17 TUE

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21 SAT

22 SUN

23 MON

24 TUE

25 WED

26 THU

27 FRI

28 SAT

29 SUN

30 MON

ALLAN &
BERTRAM

Photo © Mike Lewis

SEPTEMBER 2024

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	36
8	9	10	11	12	13	14	37
15	16	17	18	19	20	21	38
22	23	24	25	26	27	28	39
29	30						40

AUGUST 2024

S	M	T	W	T	F	S	WK
					1	2	31
4	5	6	7	8	9	10	32
11	12	13	14	15	16	17	33
18	19	20	21	22	23	24	34
25	26	27	28	29	30	31	35

OCTOBER 2024

S	M	T	W	T	F	S	WK
						1	40
6	7	8	9	10	11	12	41
13	14	15	16	17	18	19	42
20	21	22	23	24	25	26	43
27	28	29	30	31			44



1977 TRIUMPH T140V BONNEVILLE SILVER JUBILEE

A patriotic silver, red, white and blue colour scheme gives this Triumph Bonneville Silver Jubilee a style all its own. Produced as a limited edition to mark Her Majesty Queen Elizabeth II's Silver Jubilee in 1977, just 1,000 were built for the UK market with a further 1,400 available in the US and overseas. The Jubilee Bonneville offered little extra to the standard T140 - other than its visual update - with its roots in the original 650cc T120 Bonneville of 1959. With a top speed of 111 mph, the 744cc, two-cylinder 54bhp Jubilee offered the joys of classic motorcycling, albeit at a slightly higher price than the standard Bonneville, on sale for £1,149 in 1977. It was one of the last rolls of the dice for the ailing Triumph factory in Coventry and proved popular, but a weak American market led to cuts in production and, after creating eight-valve and electric-start versions of the Bonneville, the factory closed in 1983. The brand was revived by John Bloor and production of a new range of Triumphs started in 1990.

Photo © Mike Lewis



OCTOBER 2024

01 TUE

12 SAT

23 WED

02 WED

13 SUN

24 THU

03 THU

14 MON

25 FRI

04 FRI

15 TUE

26 SAT

05 SAT

16 WED

27 SUN

06 SUN

17 THU

28 MON

07 MON

18 FRI

29 TUE

08 TUE

19 SAT

30 WED

09 WED

20 SUN

31 THU

10 THU

21 MON

11 FRI

22 TUE

ALLAN &
BERTRAM

Photo © Peter Zabek

OCTOBER 2024

S	M	T	W	T	F	S	WK
		1	2	3	4	5	40
6	7	8	9	10	11	12	41
13	14	15	16	17	18	19	42
20	21	22	23	24	25	26	43
27	28	29	30	31			44

SEPTEMBER 2024

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	36
8	9	10	11	12	13	14	37
15	16	17	18	19	20	21	38
22	23	24	25	26	27	28	39
29	30						40

NOVEMBER 2024

S	M	T	W	T	F	S	WK
					1	2	44
3	4	5	6	7	8	9	45
10	11	12	13	14	15	16	46
17	18	19	20	21	22	23	47
24	25	26	27	28	29	30	48



1936 LONDON TRANSPORT LEYLAND CUB SKPZ2 AND 1937 AUSTIN TWELVE-FOUR

A Leyland Cub bus recreates London Transport's 1930s Inter-Station services alongside an Austin 12/4 taxi cab. This Cub SKPZ2 (CLX 548), in the Inter-Station livery of primrose yellow and powder blue, was originally one of eight built to operate the night service connecting Waterloo, Victoria, Paddington, Euston, St Pancras and King's Cross railway stations in the capital. The petrol-engined Cub was fitted with 18 passenger seats and a raised rear seating area over a capacious luggage compartment. During the Second World War, the buses were adopted by ENSA, the Entertainments National Service Association, to transport performers and their instruments between performances for the armed services. In 1953 this bus was purchased by the London Fire Brigade which changed the paintwork from wartime khaki to green, but in 1961 it went into preservation and private ownership, being restored to its original condition over the following decades. In 2022 the bus returned to public view to take part in the Historic Commercial Vehicle Society's London-Brighton run.

Photo © Peter Zabek

ALLAN &
BERTRAM



NOVEMBER 2024

01 FRI

12 TUE

23 SAT

02 SAT

13 WED

24 SUN

03 SUN

14 THU

25 MON

04 MON

15 FRI

26 TUE

05 TUE

16 SAT

27 WED

06 WED

17 SUN

28 THU

07 THU

18 MON

29 FRI

08 FRI

19 TUE

30 SAT

09 SAT

20 WED

10 SUN

21 THU

11 MON

22 FRI

Photo © Alan Weaver

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NOVEMBER 2024

S	M	T	W	T	F	S	WK
					1	2	44
3	4	5	6	7	8	9	45
10	11	12	13	14	15	16	46
17	18	19	20	21	22	23	47
24	25	26	27	28	29	30	48

OCTOBER 2024

S	M	T	W	T	F	S	WK
		1	2	3	4	5	40
6	7	8	9	10	11	12	41
13	14	15	16	17	18	19	42
20	21	22	23	24	25	26	43
27	28	29	30	31			44

DECEMBER 2024

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	49
8	9	10	11	12	13	14	50
15	16	17	18	19	20	21	51
22	23	24	25	26	27	28	52
29	30	31					1



GWJR SAINT 2999 LADY OF LEGEND

The Lady of Legend locomotive eases her train over Oldbury Viaduct on the Severn Valley Railway. The Great Western Society rebuilt this Saint class, using a donor locomotive from a scrapyard for the boiler and frames, to a standard to allow main line running. After decades of fundraising, planning, dismantling and manufacturing, the 2999 was moved to the Didcot Railway Centre in 2006 where restoration continued for another 13 years before she was steamed for the first time, boasting the familiar GWR Brunswick green livery. The project was awarded the Heritage Railway Association Chairman's special prize in 2020. The original development of the Saint class of engines followed the appointment of a new locomotive superintendent in 1902, George Jackson Churchward, who brought new thinking about efficiency and transatlantic locomotive design to GWR. His advancements included three sets of driving wheels, fully exposed, along with outside cylinders and visible coupling and connecting rods – shocking innovations at the time, but essential elements that allowed the Saint class to pull ever heavier passenger trains.



DECEMBER 2024

01 SUN	12 THU	23 MON
02 MON	13 FRI	24 TUE
03 TUE	14 SAT	25 WED
04 WED	15 SUN	26 THU
05 THU	16 MON	27 FRI
06 FRI	17 TUE	28 SAT
07 SAT	18 WED	29 SUN
08 SUN	19 THU	30 MON
09 MON	20 FRI	31 TUE
10 TUE	21 SAT	
11 WED	22 SUN	2nd: Bank Holiday (Scotland) 25th: Bank Holiday (UK) 26th: Bank Holiday (UK)

Photo © Steve Heap/Getty Images

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DECEMBER 2024

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	49
8	9	10	11	12	13	14	50
15	16	17	18	19	20	21	51
22	23	24	25	26	27	28	52
29	30	31					1

2nd: Bank Holiday (Scotland)
25th: Bank Holiday (UK)
26th: Bank Holiday (UK)

NOVEMBER 2024

S	M	T	W	T	F	S	WK
					1	2	44
3	4	5	6	7	8	9	45
10	11	12	13	14	15	16	46
17	18	19	20	21	22	23	47
24	25	26	27	28	29	30	48

JANUARY 2025

S	M	T	W	T	F	S	WK
			1	2	3	4	1
5	6	7	8	9	10	11	2
12	13	14	15	16	17	18	3
19	20	21	22	23	24	25	4
26	27	28	29	30	31		5



TOWN-CLASS LIGHT CRUISER HMS BELFAST

The warship HMS Belfast is spectacularly illuminated at her permanent moorage on the River Thames in London, close to the iconic landmarks of Tower Bridge and the Tower of London. The last surviving Second World War Royal Navy cruiser, HMS Belfast was launched in March 1938 and saw active service with her crew in Europe, the Pacific and Korea. She was built (at the Harland and Wolff shipyard in Northern Ireland), fitted out and undertook her sea trials all in less than two years. With four propeller shafts driven by Parsons Marine geared steam turbines and a fuel oil capacity of 2,400 long tons, the ship had a range of 8,664 nautical miles and was capable of 32.5 knots. She was well armed for combat, her armament boasting 12 six-inch guns, 12 four-inch guns, 16 two-pounder anti-aircraft guns, two quadruple Vickers .50 machine guns, six 21-inch torpedo tubes and more. After detonating a mine in November 1939, HMS Belfast underwent repair and reconstruction before a hazardous deployment to escort Arctic convoys to the Soviet Union. After post-war service in the Far East, she was at risk of being scrapped in 1971, before first being saved by the HMS Belfast Trust and then the Imperial War Museum, which has run the ship as a hugely popular visitor attraction since 1978.

Photo © Steve Heap/
Getty Images

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JANUARY

FEBRUARY**MARCH**

JANUARY

FEBRUARY**MARCH**

JANUARY

FEBRUARY**MARCH**

MAY

JUNE

APRIL

MAY

JUNE

APRILMAY

JUNE

JULY

AUGUST

SEPTEMBER

JULY

AUGUST

SEPTEMBER

JULY

AUGUST

SEPTEMBER

OCTOBER

NOVEMBER

DECEMBER

OCTOBER

NOVEMBER**DECEMBER**

OCTOBER

NOVEMBER

DECEMBER

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

