

# RLH 23

## ABOUT THIS BUS

**New:** 1952

**Number plate:** MXX 223

**Seats:** 53

**Height:** 13 feet 6 inches (4.12m)

RLH stands for "**Regent Low Height**"; being one foot lower than most double deckers, this enabled the bus to pass under lower bridges than normal.

The reduction was achieved by creating a sunken upstairs gangway along the offside, and having rows of 4 seats together.

The first 20 RLHs were at first intended for use by Midland General. However **London Transport** (LT) bought these, and then a further batch of 56 of which RLH 23 was a member, mostly to replace older low bridge ST type buses.

Mechanically, the RLHs are similar to the mass produced RT (AEC Regent mark III) chassis, being made by **AEC** at Southall. The body is a provincial style built by **Weymann** in Addlestone.

RLH 23 began its career in **Country area** green colours, at Addlestone garage. It was transferred to the **Central area** at Hornchurch (Upminster) in 1955, but not repainted red until moving to Harrow Weald 9 months later. Only eight RLHs changed colour (all from green to red) during their LT careers.

It went back to Hornchurch in 1959, for route 248, and finished its career at Dalston in 1964, where it ran on the 178 route to Stratford, being withdrawn in June 1966.

(1983-05)



E. Pring (2007-03)

RLH 23 was purchased for preservation by David Pring and a partner in 1967. It has now been lovingly preserved for longer than its service career with LT. It was fully PSV certified with **Timebus Travel** in 1987. A replacement 11.3 litre engine (a sister design to the original 9.6 litre diesel) was installed in the 1990s. The vehicle has a fully refurbished interior with all original features retained, including the extensive use of wooden trimming, and is available for private hires.

There are few other RLHs in the UK, and a larger number abroad.

For more RLH information visit the RLH Bus Information Centre web site at [www.timebus.co.uk/rlh](http://www.timebus.co.uk/rlh)

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