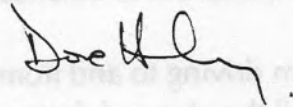


THE LONDON BUS PRESERVATION TRUST

COBHAM BUS MUSEUM, REDHILL ROAD, COBHAM, SURREY, KT11 1EF. TEL: (0932) 64078
CHARITY REGISTRATION NUMBER: 293319

Jan 93

At the December Committee meeting, after a discussion about the lack of newsletters, I asked all the members of the Committee to write at least an A4 page by the next meeting. The following pages are the result - augmented by a photo caption competition. As has been stated before, Les Duplock will publish newsletters if he gets material - it is in all our hands. In order to speed up production, I have retained A4 format (my office photocopier is more happy!!).



PRE-OPEN DAY CLEAR UP WEEKEND

As the Committee anticipate that quite a number of members will be going to Winkleigh on March 20th, the clear up weekend is March 13th and 14th (all volunteers welcome - how about gardening for a day instead of working on your bus?). I have also arranged for the rear car park to be flattened before April 4th.

TOWBUS

Since the towbus is used very infrequently and does not conform to legislation regarding towing vehicles, the Committee have decided to dispose of the vehicle. We have received a fair offer from a member who has worked on the towbus over some years. Unless any other member is interested we will accept this offer on March 1st 1993.

DISCONNECTED JOTTINGS NO. 1

By Tim Nicholson

Well, I suppose it had to happen: a 'Prohibition' on a Class V "ticket". A certain privately owned RM was turning off a motorway without signalling left, and the police patrol car following, 'pulled' him. On checking, the policeman discovered that the left flashing indicator was inoperative, although the right indicator was OK - probably a bulb. Nevertheless, the hapless driver with his steed was escorted to the nearest H.G.V. Test Station where a Prohibition was issued after an inspection showed up the following faults:

1. Nearside direction indicator inoperative - cured at the H.G.V. Test Station.
2. No nearside main beam.
3. Offside main beam too low.
4. Smoke emission excessive (4.2k).
5. Hand brake out of balance.

Apart from driving to and from the Test Station, the vehicle is prohibited from use on the public roads until the above defects can be cleared by the issuing(?) Test Station. I knew that technically it has always been possible to issue a Prohibition on a Class V, but I have never come across one. Apparently, with the new police powers, a vehicle can be stopped and checked, dispatched to the nearest H.G.V. Test Station with **no redress or appeal**, if a police officer has the slightest whim or doubt, right or wrong (in fact Yeading H.G.V. Test Station stayed open until 22:30 one night shortly after the Hayes by-pass was opened with the police operating a roadside check at the new roundabout to the north of Hayes). So remember, even though your direction indicators are working, don't forget to use them!

LONDON NORTHERN has inherited the north section of the famous 159 route running from Brixton (or thereabouts) to Chalk Farm Garage (Sundays only, I know!). London Northern's section runs from Trafalgar Square to Baker Street and is called the 139. New crews have been recruited to operate a rather motley collection of RMs on this route, which has thrown up an interesting problem - that of keeping enough charge in the batteries to enable the engine to be started should the driver "inadvertently" leave all the lights on when he stops for his break at the stand. The route is almost solid traffic from one end of the route to the other, so the poor RM doesn't get a "gallop" to put back some of the charge into the batteries, so even with new and charged batteries a "non-start" will occur after a few days. Some buses are worse than others, so "yours truly" went in to Chalk Farm Garage on a Sunday before Christmas to carry out charging system checks and make a report. The RM, whilst being a wonderful example of mechanical standardisation, is far from being so, as far as the electrics are concerned - there being no less than six different charging systems, **not** mentioning the new CAV integrated alternator fitted to the re-furbished RMLs with Cumming/lvcco engines - not used on the lowly 139 route. To get to the point, there is one otherwise excellent charging system based on the CAV "AC7", seven inch diameter alternator that gives the most trouble in this respect. I discovered that in a worse case condition, engine idling in gear, bus stationery in traffic with all lights and ancillaries on, the low speed performance was not good enough to prevent a net discharge of the batteries, in one case as high as 30 amps and frequently of the order of 25 amps. It is, in fact, the **diameter** of the alternator that is the all

important factor, the much maligned Simms "824" eight inch diameter alternators performing comparatively well, with "worst case" conditions found to be 18 amps discharge and frequently less. With the "seven inch" buses, a rough calculation showed that the bus would have to run three times as long with the alternator giving its rated current as the time taken with the bus stationery on the stand with all lights on - twice as long with the "eight inch" buses.

Temporary expedients have been the controlling of half the interior lights and destination box lights being controlled by an alternator operated relay such that if the driver "forgot" to turn off these lights when stopping the engine, these lights would go off automatically. The best cure, however, has been the fitting of the powerful CAV AC203 alternator, fitted to early Metros and Titaus (also some modified RMLs), which makes a net discharge from the batteries practically impossible even with the slowest engine tickover.

Remember then, you RM owners, when you take your family and friends to see the London lights at night, prolonged idling in traffic might give you a "non-start" when you stop at the Tower - RMs take at least six fit people to push start on the "flat"!

FOR MORE THAN ONE REASON, THEREFORE, AVOID PROLONGED IDLING IN GEAR.

STL469 of the London Transport Museum is at Holloway Garage at the moment undergoing a brake overhaul. Apart from cylinder and servo overhaul, the hydraulic system is having the New silicon brake fluid to Spec. D.o.T. 5. This fluid was developed for racing cars, but has useful properties as far as old preserved buses are concerned, in that it does not absorb water (important in damp, static surroundings) with consequent reduction in internal corrosion of cylinders, etc. Also, incidentally, it does not attack paintwork, as does the usual fluid. Whilst the fluid can be used to top up systems using the usual brake fluid, it is not recommended as the benefits will not be felt. Indeed, I would recommend total stripping of all components, cleaning with methylated spirits and blowing through all piping. (L.B.P.T. STL441 and T504 have been so equipped). The presence of STL469 at H.T. allows me to replace an engine mounting rubber pad that was omitted when the front mounting was borrowed (with official blessing) by Alan Allmey and obtain a pattern for STL441, which arrived back in this country with its engine mountings missing. STL469 was at Syon Park and when I went there to refit the mounting I inadvertently left the rubber pad at home! 'Nuff said!

The Mobile Ecological Disaster RM116 - the experimental bus with hydraulic suspension - is now back on the road after (very boring) replacement of King pins and brushes. To date, the bus has covered around 300 miles since the overhaul and has (fingers crossed) consumed only slightly more suspension fluid than engine oil. However, it resides in Holloway Garage and you can always tell where it has stood! It is, actually, a very nice bus to drive, despite the "moaning" of the suspension pump; the suspension system eliminating all the pitching that occurs with many RMs with less than perfect shock absorbers. It was overhauled at Aldenham in 1978, but did such a small mileage due to problems with the suspension system, that all the running units are much as they would have been after overhaul. Even the seats, although faded, have deeper and more comfortable cushions.

London Transport Museum LT165 has been accepted for the H.C.V.S. 1993 London to Brighton Run, almost 30 years since its last run. It seems only yesterday - oh, I feel old!

UPDATE ON TRUST VEHICLES

Progress in 1992

TD95 suffered a broken timing chain, causing engine failure, on its way back from the London event at Carlton Colville. Subsequently, the bus had to be towed back, courtesy of Martin Gibbon's towing lorry. An engine has been located at the Scottish Bus Museum and was delivered via Chepstow (!!) to Cobham last Tuesday.

RT2775 was found to have a corroded riser by the near-rear wheelarch. We have purchased a replacement and are looking into contracting-out this labour intensive task. Other work is continuing on the interior. A spare RT engine was purchased from B.E.L. as the opportunity arose.

702B - Work has taken place at various intervals on the Bedford Tractor. It is planned to concentrate our resources on this project for a couple of months to complete the task.

T448 - A start on the reframing has commenced.

T504 is undergoing repairs to the radiator and fuel pump.

STL441 has a current M.O.T.

RM3 - Various improvements have taken place. Some work on the front dome is planned.

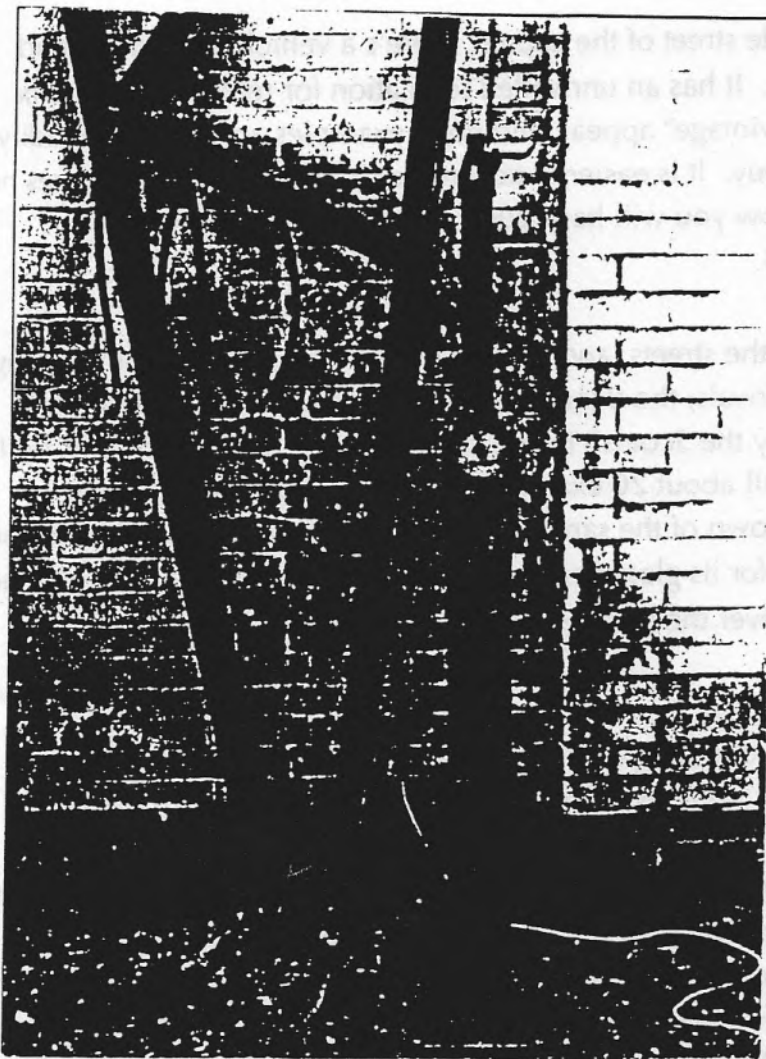
G351, STL2093, STL2377 are all stored awaiting work.

During the year we have bought a new battery charger, replacing one we have had since day one, a MIG welding set and a band-saw.

In 1993 it is hoped that a lot of projects underway can be completed. With the intended building of the extension to house the spares the opportunity can be taken to make a proper work area so that major projects, for example re-building STL2377, can be undertaken.

BILL COTTRELL

NEW RESTORATION PRODUCTS



Restoration has commenced concerning certain museum exhibits.

David Cann has recently fully restored both the 1920's and 1930's petrol pumps, and also an old Croydon Tram Seat. This Spring David hopes to tackle the Leyland clock as his next project.

The London Bus Preservation Trust would like to take this opportunity to welcome its new members:

Mr M. Clarke from Maidenhead. Owner of RF525.
Mr C. Shepped from Walton on Thames, Surrey.

Mr M. Nash from Weybridge. Owner of RF534.
Mr R Kalsy from new Barnet.

KENTISH BUS NEWS

After years of uncertainty, the old Blighs Meadow Bus Station in Sevenoaks finally closed this Spring and a new stopping facility - Sevenoaks Central - purpose-built by Sevenoaks District Council, opened at Buckhurst Lane, in the heart of the town.

The drive through system is conveniently situated, near the shops, but also for most services, on the direct route set out of the town centre, avoiding traffic delays.

DUNTON GREEN has had eleven Greenway buses rebuilt with environmentally friendly engines from Leyland Nationals running on the enhanced 227 (Bromley to Crystal Palace) service which started on September 5th.

Win Wickens

A TRADITIONAL LONDON VEHICLE

By Tony Peters

In every London traffic jam, in every side street of the capital, there's a vehicle as familiar and famous as the London double deck bus. It has an unrivalled reputation for reliability, seats six (just), has a decidedly dated look and "vintage" appeal, and good examples are not only readily available but relatively inexpensive to buy. It is easier to accommodate than a bus, and takes no more space than the average car. By now you will have guessed that I am talking of the ubiquitous London taxi - the Austin FX4.

It was in 1959 that the FX4 first took to the streets, and some 34 years later it is still going strong. In that time it has only had three direct rivals; the Beardmore, the Winchester and the current Metrocab. The Beardmore was made by the Scottish based company, and the last one was built in 1967. In the early 1980's there were still about 20 examples in regular licensed service in London. The Winchester, made in the town of the same name, was produced by the Wincanton based Unigate group, and was unusual for its glass fibre bodywork. Just under 300 were produced with a span of five different models. Never the prettiest of cabs, the Winchester was not the success the Unigate group hoped for.

On other rival that nearly made it was a one off glass fibre cab commissioned by the famous Metro-Cammell concern, a company incidentally with Beardmore connections. This cab used some Ford mechanical parts, even sporting a Mark II Cortina radiator grille. The engine was a Perkins diesel. The clean body, made by the Cosworth team, was originally conceived to be easily converted at production stage to a hatchback, and the company saw it as a general workhorse - cab, hearse, ambulance, even a milk float. Despite being favourably received by those that drove it, the project never got the go-ahead. Happily it does still survive; it is now owned and has been restored by one time bus owner, Keith White.

When it was introduced at the tail end of the Fifties, the FX4 was in every way far more modern and advanced than its predecessor, the FX3. During the last few years of its life, the FX3 was used as a testbed for a then new diesel engine being developed by Austin. It was this engine that powered the FX4, although petrol engine versions were an option for many years. The first production batch were all fitted with automatic transmission, something which many drivers were not happy with. A four speed manual version was soon introduced and for many years outsold the auto model.

The FX4 broke new ground with its styling, and in particular the fact that it was the first production cab to feature a four door body. Previously the space to the left of the driver had been open to accommodate luggage, but this was now enclosed. The specification may seem a little old fashioned when judged by modern standards, especially so for a cab that is still in production. Independent front coil springs and wishbones, semi-elliptic springs that support a live axle at the rear. Lever type shock absorbers and braking by drums all round, albeit latterly with servo

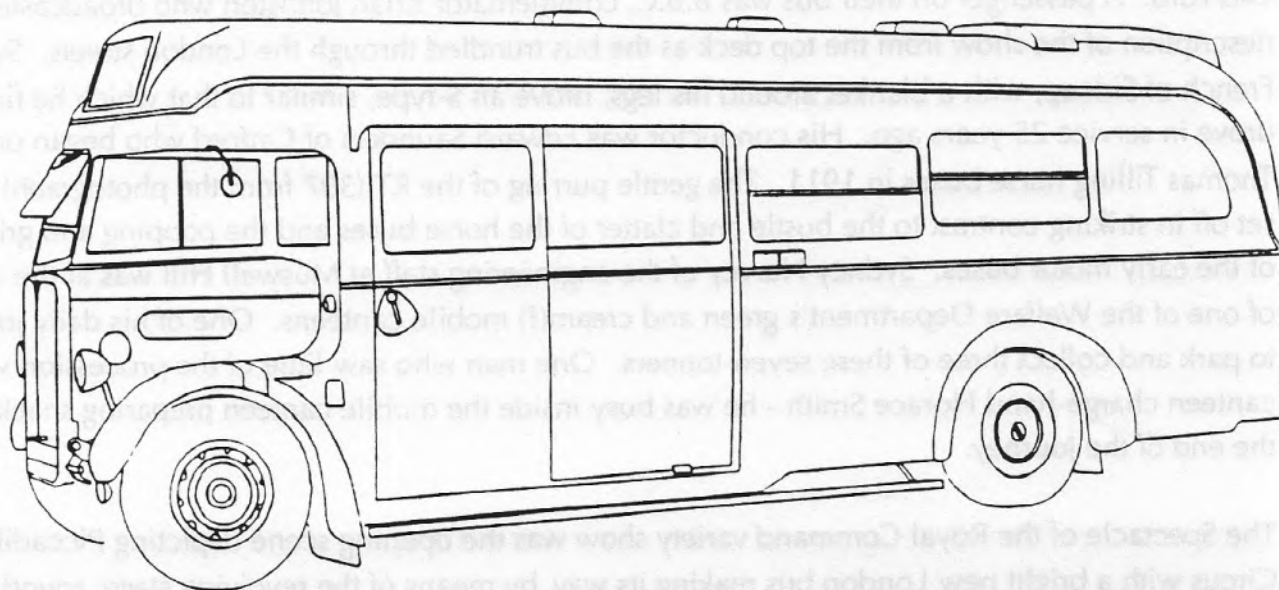
assistance. Steering by cam and peg, power steering on newer models, with, of course, the legendary (and mandatory) 25ft turning circle. A separate chassis was hardly news in 1959, but these days it is rare and for durability's sake, an asset. Like buses, taxis are designed to work hard and inevitably body damage will occur. Bolt on body panels mean replacements are easy to fit for anyone who doesn't mind getting their hands dirty. Spares generally are still easily obtainable, although certain body and trim parts for the early versions are becoming hard to find.

For someone seeking to take a first step into owning a London vehicle, but perhaps lacking the space required to accommodate a bus, the FX4 taxi could be an answer. Good used examples are cheap to buy and will remain so as long as the FX4 is in production. However, do bear in mind that a taxi's working life is very hard, so when it comes onto the secondhand market it's well past its sell by date.

There are no special licences required to use the cab as a private car. A normal car M.O.T. is required, and any garage with M.O.T. facilities can test it. Road tax is £110 per annum.

Driving a private cab can be a lonely job - there's no front passenger seat and a glass partition between the front and rear effectively isolates the driver. However, it is possible to remove this if desired.

Should you question the long term rewards of owning an FX4, it's unlikely that the value will be enhanced very much before the vehicle is discontinued in favour of a new model. That said, some of the early examples with roof mounted indicators and leather upholstery are just beginning to command prices that put them in the collectors car market. So maybe now is the time to seek out that early 60's specimen.



Reading through some of my collection of London Transport magazines the other week, it occurred to me that some items may be of interest to other Trust members. My collection lacks some editions, especially the very early ones. I propose to start with the few which I do possess from 1949-52 and, if an interest is shown, I will issue the articles as roughly "40 Years Ago", depending on the publication of newsletters.

DECEMBER 1949

Have you ever wondered how they used to keep the tram tracks clear of snow and ice in those winters which always seemed to be more severe than we get these days? No, neither have I! Well, every tram depot had its own snow teams equipped with snow brooms. The snow brooms were converted box-trams of the 1900's fitted with rotary brooms at either end. Each tram was usually manned by a team of three. Prepared to turn out at any time of the day or night, they stood by from October onwards ready to tackle the first heavy fall of snow. New Cross depot covered the largest area in South London with four snow brooms and twelve teams. A member of one team told this story: *The tracks were frozen up, and in the usual way he began to drop a line of lighted cotton waste along them. He had not gone far when he was confronted by two policemen who had been informed by an old lady that "some disorderly scoundrel was setting light to London's streets"!*

Londoners were given a glimpse of transport through the ages in the Lord Mayor's Show last month. A pageant of buses ranging from the three-horse Shillibeer of 1829 to a shiny RT3 not long off the production line was London Transport's contribution to the show. The bus crews wore the dress and equipment of the day. Conductor Tom Easman (69) of Dalston garage in tail coat, drain-pipe trousers (I thought they dated from the Teddy-Boy era!) and black bowler, was reminded of his younger days when he used to take the 'Westminster' (a pirate company) from Pimlico to Liverpool Street, as he travelled on the back of the knife-board bus. George Smith of Sutton was at the wheel of the B-type, a bus which he first drove in Flanders in 1915. His conductor was Charlie Moss (61) of Forest Gate who started on B-types nearly 40 years ago, from Willesden to Old Ford. A passenger on their bus was B.B.C. commentator Brian Johnston who broadcasted a description of the show from the top deck as the bus trundled through the London streets. Sydney French of Sidcup, with a blanket around his legs, drove an S-type, similar to that which he first drove in service 25 years ago. His conductor was Edward Saunders of Catford who began on Thomas Tilling horse buses in 1911. The gentle purring of the RT (397 from the photograph) was set off in striking contrast to the bustle and clatter of the horse buses and the popping and grinding of the early motor buses. Sydney Harvey of the engineering staff at Muswell Hill was at the wheel of one of the Welfare Department's green and cream(?) mobile canteens. One of his daily jobs is to park and collect three of these seven-tonners. One man who saw little of the procession was canteen charge-hand Horace Smith - he was busy inside the mobile canteen preparing snacks for the end of the journey.

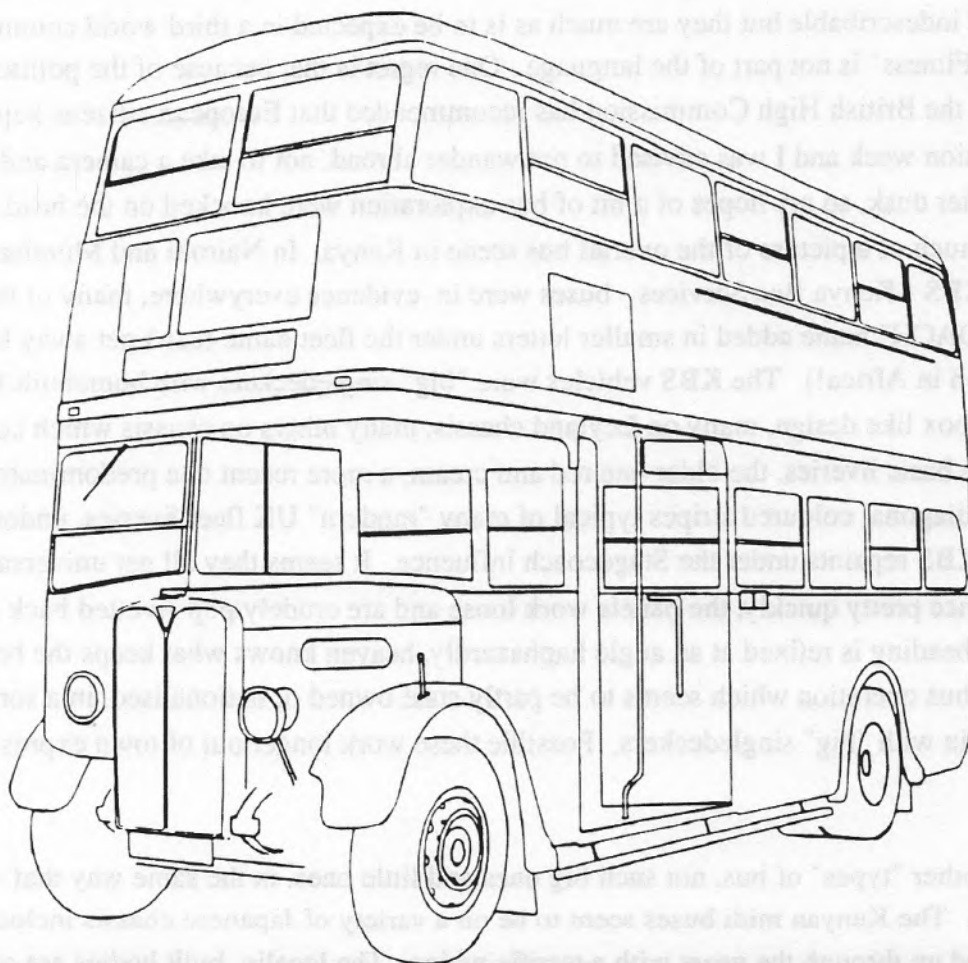
The Spectacle of the Royal Command variety show was the opening scene depicting Piccadilly Circus with a bright new London bus making its way, by means of the revolving stage, round the

central figure of Eros. Many of the audience never realised that the bus was not the real thing. It was in fact, a life-size replica in wood and brown paper, with the addition of a few real accessories supplied by Chiswick Works. The bus and coach design section at Chiswick were called in to supply plans and advise.

Well, what do you think? Some of the impressions I have gained from reading the early editions are that the average age of the workforce must have been well over 60, having worked all their lives on the buses, as did their fathers, grandfathers, etc. before them, and just how proud everybody was of the World's greatest passenger transport undertaking.

If you have any comments or suggestions, or any pre-1962 London Transport magazines that you want to sell, please contact me at Cobham on Saturdays, or to my home address at the beginning of this newsletter.

Dave Kriesler



HOLIDAY BONUS

By Alan Cross

Last September some friends asked if I would like to go out and join them for Christmas and the New Year and combine it with a holiday. As they are living in Nairobi it did not take many seconds to make up my mind that I would love to join them. In the ensuing weeks we put together an itinerary which would include a couple of wild life safari trips and a few days in a luxury hotel on the coast north of Mombassa as well as arranging a quiet Christmas Day and Boxing Day with my friends in Nairobi. First panic was finding that booking a flight out to Nairobi over the peak Christmas and New Year period was going to be difficult - everyone else seemed to have booked their flights at the beginning of the year! All hopes of a cheap flight were out, so eventually it was a full price British Airways ticket or nothing. All seemed set to go, the safari trips and hotel were booked and then in December, shortly before departure from the UK it was announced the postponed general elections in Kenya were to take place during the week between Christmas and the New Year, bang in the middle of my holiday. The tour operator announced the booked safari was cancelled due to the anticipated unrest and possible riots on election day and the following days, the intensity depending upon the outcome of the elections. At the last moment one safari was hastily rescheduled for Christmas Eve and Christmas Day. At least I can say it is not every Christmas morning that one wakes up to find at dawn (6.30am) a herd of elephants browsing outside one's bedroom window, but that was how it was - a very memorable experience.

OK you say, so much for the travelogue, how about the BUSES in Kenya. What can one say about them, they are almost indescribable but they are much as is to be expected in a third world country where "Certificate of Fitness" is not part of the language. One regret is that because of the political unrest during my stay the British High Commission has recommended that European citizens kept a low profile during the election week and I was advised to not wander abroad, not to take a camera and very definitely not to be out after dusk, so my hopes of a bit of bus exploration were knocked on the head. Consequently I failed to get much of a picture of the overall bus scene in Kenya. In Nairobi and Mombassa in particular the KBS - Kenya Bus Services - buses were in evidence everywhere, many of them having had the "STAGECOACH" name added in smaller letters under the fleet name (can't get away from Stagecoach even in Africa!). The KBS vehicles were "big" singledeckers with homebuilt bodies to a fairly standard box like design, many on Leyland chassis, many others on chassis which could not be identified. Two basic liveries, the older one red and cream, a more recent one predominately white with horizontal and diagonal coloured stripes typical of many "modern" UK fleet liveries, undoubtedly introduced on KBS repaints under the Stagecoach influence. It seems they all get universally dirty and battered in service pretty quickly, the panels work loose and are crudely pop-riveted back on again, sometimes the beading is refixed at an angle haphazardly, heaven knows what keeps the bodies together. There is also a bus operation which seems to be partly state owned or nationalised, in a sort of duck egg blue livery, again with "big" singledeckers. Possible these work longer out of town express services across Kenya.

There are two other "types" of bus, not such big ones and little ones, in the same way that we have midi and mini buses. The Kenyan midi buses seem to be on a variety of Japanese chassis including ISUZU which they wind up through the gears with a terrific whine. The locally built bodies are often customised with flashing lights along the sides and front and all have inbuilt ghetto blasters going full tilt

so you hear the music before you see the bus. The smallest buses (bus is hardly the right word) are in effect Toyota (or similar) pickup trucks with the truck part of the body removed and a two bay "bus" body mounted in the space vacated by the truck body. The entrance is by way of a hinged door at the rear of the body. They have perimeter seating. Do you remember the contest to see how many people could get into one mini car? That contest is practiced continuously in Kenya every day of the year. The bus owners' motto is "there's always room for one more inside". There are quite frequent police spot checks on the main roads out of Nairobi when all PSVs are stopped and checked for overloading, and the drivers PSV insurance documentation checked. At one check I saw some 25 adults emerge from one of these bus-bodied pickup trucks, which are only the length of the average larger family size car. Not only were there all those bodies inside, the roof-racks were piled high with suitcases, baskets, sacks of vegetables and God knows what else. Silent policemen ("humps") are situated at intervals on main roads, and I saw the front wheels of one of these overloaded mini buses lift off the ground as it went over the humps. They are so often overloaded that the chassis are deformed where the bus body joins the front saloon part of the truck body.

All the buses are grossly overloaded. It is the only mode of transport for the majority of Kenyans. Though there are a lot of cars around, it is beyond the means of most, who either have to walk or go by bus. Some have bicycles, of a uniformly rugged basic type, apparently imported from China and India. The midi and mini buses are known as "Matatus" and the "conductors" who collect the flat-rate fares are known as "Touts". They can be seen hanging on the outside as the buses career along the road. There is no room for them inside anyway. The standard of the main roads in Nairobi City as well as those going out of town are in many instances very poor, with great bit pot-holes even in the prestige three roads which go through the up-market parts of the City. Visitors to Kenya should treat the matatus with respect if they value their lives. The accident rate is high, the driving standards abysmal and most days there are press reports of matatus leaving the road killing some or all of the passengers. It is likely that drugs and drink exacerbate the standard of driving, each day the number of road deaths is announced with a comparison with the figures for the previous year. In a 90 mile journey by road on Christmas Day I saw six road accidents, including one dead person who had been dumped into the back of a truck to be taken to the mortuary.

So that's my report on the bus scene. There is a train system as well, being the main single line from Mombassa to Lake Victoria, known as the "Lunatic Line". I got a brief look at the very English styled station in Nairobi. Adjacent to the station is the railway museum, with an interesting display of historical photos and "street furniture". Outside quietly rotting in the open were a number of locos, including no. 301 which was used in the film "Out of Africa", and a selection of huge Beyer-Peacock locos. Kenya is a lovely country, and I'd love to go back again

"ALFRED"

Over the last year, two deaths within my immediate family, coupled with my impending 50th birthday (I know I look older!!), made me take stock. Luckily I have a happy family life, but find that over the years my own vehicles have not appeared due to my involvement in supporting other voluntary projects. I also realised that I will have been custodian of "Alfred" for 30 years in May '93.

Alfred is a 1935 Albion Victor normal control coach, new to R. Chisnell & Sons (trading as King Alfred Motor Services - the local independant bus operator in Winchester from 1920-1974).

Alfred has led a very sheltered life, used only for special trips. The original Robert Chisnell, being a racing man, was in the habit of treating his cronies to a day at Ascot, Brighton, etc., complete with a crate of beer - a purpose built railed area being available over the offside wheel arch. Also the requirement for 20 seat coaches had somewhat declined by the late 1930's. The seats were in fact second hand - being those removed from a 1923 London Lorries bodies Leyland. Whilst being an Englishman, Robert was as canny as any Scot who helped construct the chassis and apart from declining the optional extra of an electric starter, obtained a quote from Abbots of Farnham to build the body around this set of seats. And very luxurious they are too.

Hitlers six year conflict saw Alfred stored in the basement garage at Bridge Street - it only reappeared in 1946 - being used for that year and then put back into store again.

There "she" lay, surrounded by other elderly relics - Dennis G's, Leyland Cub horse boxes, Bedford OWB's and a Leyland LT9, until 1958 when she went for preservation.

When the Rowles Brothers decided to sell her in 1963 I scraped up the £40 - £25 from my own resources and £15 loan from Mum (repayable @ £5 a month). It sounds cheap and probably £100 should have been the proper price, but I was only earning £350 a year!! I couldn't drive and it was kept under cover at Meopham, 50 miles from where I lived. Bill and Michael Beamish had even further to go for Q83 when they garaged at Pluckley - no motorways then!!

By 1978 the paintwork (repaint in 1960) was showing its age and my sons appeared, so a further period of hibernation took place - admittedly after I had my domestic car garage "subtly" altered to suit. The boys enjoyed playing hide and seek around Alfred and spare cash was spent on shoes, school uniforms and other vehicles which I had become involved with.

As a result of my thoughts on impending "late middle age" and the fact that Chris, my eldest, wanted to see Alfred on the road, the last six months have been busy. Every layer of paint has been stripped off, the engine rebuilt and the brake servo's almost finished. She has been out under her own power again and the next job is the exhaust.

I am determined that on the 30th anniversary of my acquiring her she will be fully *re*-restored to her original splendour and I should be able to enjoy my advancing years participating in a few rallies - a vintage vehicle driven by a utility!!!

CAN YOU PUT A CAPTION TO THIS PHOTO?

This photograph of RT640 on route 454(DG) at Riverhill on its way to Tonbridge Station during the mid 1960's, has been made available by a colleague of George Townsend, who still works at Dunton Green Garage.



Please write in with your caption to Peter Plummer c/o the Museum.

The best 10 will be published in the next newsletter and the Chairman will give a £5 book token to the overall winner.

*Give the method of production used I
have done my best. Peters original is fine!!*

Done by [Signature]

LONDON BUS PRESERVATION TRUST

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