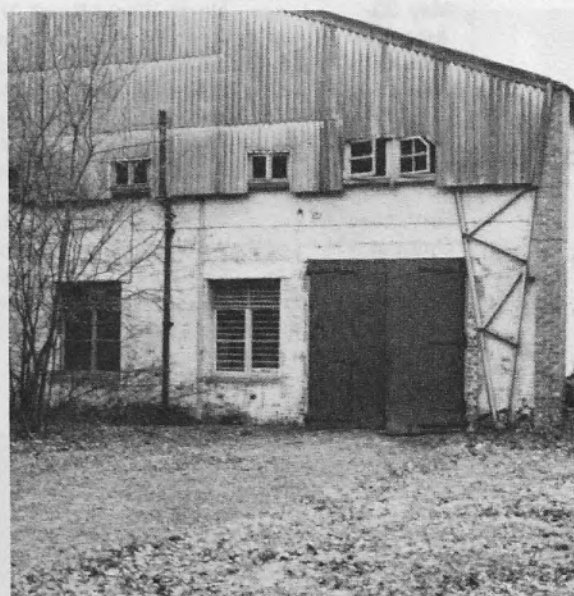


# THE LONDON BUS PRESERVATION GROUP LTD



1972

A LITTLE PUBLICISED BUT SIGNIFICANT DATE – 21 MARCH 1982 WAS THE TENTH ANNIVERSARY OF THE GROUPS OBTAINING PLANNING PERMISSION FROM SURREY COUNTY COUNCIL, FOR THE USE OF DEPOT 45 REDHILL ROAD AS A PRIVATE MUSEUM.

1982

SINCE THAT TIME A GRADUAL PROCESS OF CHANGE AND IMPROVEMENT HAS TAKEN PLACE. THESE PICTURES SERVE TO ILLUSTRATE THE TRANSFORMATION AT COBHAM DURING THE FIRST DECADE OF OUR OCCUPANCY.

PHOTO: ANDREW MORGAN



# THE LONDON BUS PRESERVATION GROUP LTD

## PROGRAMME 1982

May 30	North Weald Bus & Vintage Vehicle Rally.
June 6	Open Day at LT Covent Garden Museum.
June 8	LBPB visit to Chiswick Works — see Notes.
July 17 & 18	Mike Kay & Ensign Bus — London Bus Rally at Purfleet. Road run for buses Sunday 18 July.
July 30	Newsletter distributed.
August 15	Thomas Tilling Bus Rally at Peckham Rye — see Notes.
August 29/30	Birmingham & Midland Motor Omnibus Trust Open Day at Wythall near Birmingham — see Notes.
September 11	Eastern Counties/British Bus Weekend at Norwich.
October 17	Working Party at Cobham.
November 6	Fireworks and Supper at Cobham.
November	Newsletter distributed.
December 10	Annual General Meeting, Stephenson Room, Euston Station, London, NW1.



### OPEN DAY 1982

VEHICLES IN SERVICE ON THE NINTH OPEN DAY ON 18 APRIL

LONDON COUNTRY BUS SERVICES RP 42 AT REDHILL ROAD.

COUNTRY BUS PRESERVATION GROUP RLH 29 AT WEYBRIDGE STATION.

PHOTOS: A.B. CROSS.

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### Personal View by the Editor

Another Open-Day has taken place and all those involved are now relaxing, tired, but satisfied that a good job has been done. First returns show we had a record day, more people through the gate, more people on the buses and more money banked. The reaction generally has been that a good day was had by all. However, I am aware that there are a few areas where we need to tighten up our organisation, and no doubt steps will be taken to do this.

The stalwarts who organised this Open-Day were Geoff Singer, responsible for the stallholders, Alan Pearce, who ran the bus service, and John Bedford who did much before the day to organise clearing up. The remaining people, the "workers", who toiled tirelessly on the day, and beforehand, I hope know their labour on our behalf is very much appreciated. I especially want to thank Win Wickens who spent many days beforehand making sandwiches and other tasty comestibles, and worked so hard on the day selling them. Her only regret is that all the food was sold-out by 2.30. Already she has asked to borrow the Transit for next year, so more food can be carried down for sale.

\* \* \*

### Trading Activities

At the recent AGM there was popular feeling expressed that the trading activities of the LBPG should be divorced from the preservation activities. With this in mind it has been decided to look for alternative premises, preferably in the same area, to pursue this objective. Also in this newsletter I will be discussing the future of LBPG vehicles.

\* \* \*

### Service Ramp

Two concrete bases have been laid and the ramp assembled on top. This will give a working height equivalent to a normal pit. Work outstanding is to secure the ramp to the base and to manufacture lead-on ramps. This work will start soon after the Open Day.

When this is complete it is expected the ramps will be used exclusively on Saturdays until further notice to catch up on the backlog of work on the Group vehicles, however, on Sundays they will be available to all members for use with preserved buses. To try to ensure fairness there will be a pre-booking system through Bill Cottrell, and there will be a morning session 10 a.m. to 2 p.m. and an afternoon session 2 p.m. to 6 p.m. at a cost of £2 per session. Target date for completion is 1st July.

\* \* \*

### Photographic Day

Geoff Singer is organising a Photographic Day at the museum in late summer. If there is a satisfactory response buses not normally accessible will, with the permission of their owners, be taken out to some idyllic spot and photographed. The aim is to attract enough people to make the exercise worth while, at the same time restricting the numbers to keep the occasion exclusive. The cost will be £10, including light refreshments and transport from Weybridge Station.

If you are interested please write to Geoff at  Essex Road, Romford, Essex for an application form.

Vehicle News

This report is a resume of all the preserved vehicles owned by us collectively. The committee feels that our resources of labour and money are spread too thinly over too many vehicles, and it would be beneficial to ourselves and the vehicles concerned to re-sell some for further preservation.

Some of you may think that we should stay as we are, I would like to hear your opinion on the proposed course of action, and especially if you have any alternative ideas.

We do not intend offering any pre-war buses for sale, but offer the following: TD95, RF226, RT2775, RW2, or canteen 702B. We will not necessarily sell all these, but will await the best offers.

TD95. Owned since April 1976. Coachwork - panels have been removed from the off-side and the frame requires urgent remedial action. Mechanically alright, apart from a known fault of a slipping clutch. No work has been done on this bus since owned by us.

RF226. Owned by us since March 1976. Coachwork - The nearside panels have been removed and new panels fitted, though not properly secured. Wheelarches removed for refurbishment, a fairly major task. All nearside windows and pans removed. Mechanically - The engine has been changed, new rear brake linings and skimmed drums fitted, new tyres fitted and it has been chassis cleaned and silvered. Unfortunately, the person who has done all this work has lost interest, and we reluctantly offer it for sale.

RT2775. Owned since July 1977. Coachwork - Interior and exterior in as withdrawn condition, apart from an external uppersaloon repaint. It has its original body. Mechanically - The reason this bus was sold by LT was a cracked rear axle casing. We have changed the rear axle, radiator, off-front spring, and fitted new front tyres. It is in good condition, and its main claim to fame is it is one of the buses that toured USA and Canada in 1952. The original Mobil advert proclaiming this can still be seen on the back panel.

RW2. Owned since May 1978. - Coachwork - The battery crate has recently been re-worked to take LT type batteries. It has been repainted into country area livery, but lacks the rear blind-box. The seats require recovering. Mechanically - The flywheel gland has been changed. The engine may require attention soon as the oil pressure drops when it gets warmed up and smokes badly from cold.

702B. Owned since May 1973. Coachwork - The cab is in need of attention and the trailer exterior needs tidying. It is re-painted in the appropriate LT livery. Mechanically - The trailer brakes need sorting out.

\* \* \*

Progress on Group VehiclesMersey 186

The open-topper has been attractively sign-written with "Cobham Bus Museum" on the side advert. panels. The upper-deck seats, which have suffered through being exposed with the elements have been replaced with wooden ones.

STL441.

The STL has passed the MOT test and performed yeoman service on the open-day service.

RM3 has proved even more non-standard than we first thought. We are still to complete the brake overhaul, but the engine, steering-box and all hydraulic brake parts have been refitted.

RF332 has been fitted with a CB radio, call sign "Towbus", so watch out all you breakers looking for an "eye-ball" (I think).

Group visit to Chiswick Works - Tuesday 8th June 1982

There will be an opportunity for us to visit Chiswick on Tuesday 8th June. It is hoped that the skid pad will be available for 'testing' by members, although this cannot be guaranteed, also the driving simulator. Unfortunately, due to the need for drastic cuts in expenditure and reductions in overtime now being imposed on the original plan for an evening visit has had to be changed to the afternoon. Members able to take part on Tuesday 8 June should be at the main entrance gates in Chiswick High Road at 1.45 p.m.

Please remember to notify the Secretary beforehand that you will be there - either by letter or telephone message to Cobham which can be recorded on the answering machine.

If the anticipated attendance is too low to justify the attention of LT staff, the visit will have to be postponed - but we hope this will not happen.

\* \* \*

Building Maintenance

A management meeting took place on 24th April at Euston when the Committee discussed further building improvements and other works it would be possible to carry out in the current year.

Workshop

The major long term project is the construction of a new workshop on the site of the existing outbuildings adjacent to the paint bay. This will provide a valuable facility to compliment the service ramp. Plans and estimates will be prepared in the next few months with a view to setting up a working programme.

Smaller works which will be carried out as time and resources permit are noted below - roughly in the order of priority.

1. Complete mechanical servicing ramp and make operational.
2. Seal off end of paint bay with lightweight wall blocks including new doors to provide direct access into garage.
3. Complete minor landscape works at Silvermere end and seed.
4. Paint wall in canteen and replace floor covering.
5. Rebuild gate pier to provide improved access at Silvermere end and replace broken gate.
6. Obtain estimates for removal of moss and other growth from roof of main building (to prevent break-up of asbestos sheets at joints.)
7. Lay concrete slab in front of paint bay. Carry out minor repairs to concrete on Redhill Road side of building.

Forthcoming EventsThe Birmingham and Midland Motor Omnibus Trust

The (BaMMOT) are holding an open event at their museum at Wythall (on the southern outskirts of Birmingham) on Sunday/Monday 29 - 30 August next. The theme for the event is "London Transport" and they would very much like to have some London buses present (up to a maximum of four to six). If any Group member would like to support this event, either for one or both of the days, please contact Mr. Bob Lewis, Ravensitch Walk, Brierley Hill, West Midlands, for further information. They would appreciate a varied selection of London types if possible, to augment the Midland Red, Birmingham and other operators which will be on display.

Thomas Tilling Bus Rally

This event organised by the Southwark Transport and Heritage Society takes place on Sunday 15th August at Peckham Rye. The event co-ordinator is Ray Blanchard, Clifton Crescent, Peckham, SE15 (Tel: -9675) who is keen to attract a good representative display of London Buses. Space for sales stands available : Road Run from Southwark Park. For further information please contact Mr. Blanchard direct.

London Bus Rally at Ensignbus

The 1982 London Bus Rally will again be held at the Purfleet premises of Ensignbus. This year the Group will be organising the Collectors Market on Saturday 17 - also the Road Run for buses on Sunday 18. Entry forms for both these are obtainable from the Secretary at Cobham, enclosing foolscap SAE please.

Help is required on both days - if you are willing to assist please notify the Secretary as soon as possible.

Paint Sales

A major change is taking place in the way International Paint distributes its products. As of 1st March 1982, we and lots of other small accounts, cannot purchase on a 'direct from the factory' basis as we have done in the past. Our orders must now be channelled through an intermediary, and this coupled with a routine price increase, means that all future stocks of paint will be sold at a price considerably higher than at present.

In order to 'soften the blow' a special price on 5 litre cans of paint will apply during the month of May.

LT bus red full gloss	}	£28.75 including VAT
LT Lincoln Green gloss		
LT Chocolate brown gloss		
LT Cromated Primer - Grey		£22.75 including VAT
LT Primer undercoat for green		£25.87 including VAT
LT Chassis Aluminium Paint		£25.18 including VAT (Chassis Black also)

Paint cannot be sent through the post. It can be despatched by rail, but this is usually a costly exercise, so all prices quoted are for collection ex CBM.

As old price stock is limited, prices are quoted whilst stocks last.

Please make cheques payable to LBPG Ltd.

This offer is only available to LBPG members.

Even if you are not planning your repaint just yet, it might be wise to stock up now.

Subscriptions

Have you paid your 1982 Subscription please. The Membership List is being updated - future newsletters will only be sent to paid-up members.

Thank you.

FOR SALE

1 Reconditioned fuel pump suitable for GS £40.00. Please write David Hurley Cobham Bus Museum.

The Annual General Meeting of the London Bus Preservation Group Ltd. was held at The Stephenson Room, Euston Station, Eversholt Street, London, NW1 on Wednesday 10th February 1982 at 7.30 p.m. The following is a summary of the proceedings.

1. Apologies for Absence

2. Approval of Minutes of Annual General Meeting of 19 May 1981

The motion to approve the Minutes was carried.

3. Chairman's Report

In my last AGM report in May 1981, I commented that, with the increase in leisure time, the preservation of vehicles will be a hobby more and more people will adopt. Sadly, however, with the recession biting deeper into everyone's pockets, the trend has been for bus owners to put up for disposal their once cherished vehicle. Just a quick glance through any bus/vehicle society newsletter will reveal several buses in the 'for sale' section, as well as other types of vehicles.

The Group, like any individual, has only a certain amount of money to allocate for the purchasing of vehicles for its own collection. It already has 8 housed at Cobham, and must consider, very carefully, any addition to the family - no matter how inviting it may seem at the time.

During the year, two vehicles of note were offered for sale. Both were equally interesting in their own right and would have been worthy contenders as museum exhibits, but to quote a recent newsletter, "it's all a question of priorities."

The priorities as far as the Group is concerned are two fold. The first priority is to ensure that the original aims of the Group are totally fulfilled. Those aims are to bring together, for their mutual benefit, all owners of ex-London Transport & London Country vehicles. This is achieved by good communications both within and outside the Group.

The second priority is to look after and ensure the continuation of, our museum premises at Cobham and our collection of buses therein, as well as any additional property that we may secure in the future. To do this we need the help and support of all our members. Last summer we ran a campaign to encourage extra helpers at Cobham, and with the help of our friends at LOTS, managed to attract a few new recruits. However, we still need more. So let's make the forthcoming year one which will see more new faces at Cobham, and will also help us in our original objective of bringing vehicle owners together.

Tony Peters

4. Treasurer's Report

This report is for the year ended 31st July 1981. The Accounts as presented to you this year have taken on a new format. In previous years the Accounts have been shown in approximately the format as they are presented to the Inland Revenue and as prepared by me for the accountants. Most of you will realise that they were always consolidated figures, combining the Museum and Trading figures into one.

This year, for the benefit and assistance of members, I have separated out the Museum figures from the Trading figures as far as possible. There are some areas where it is not possible to apportion an item accurately between the two so that, for example, the whole of the electricity bill has been charged to the Museum Account whereas quite a lot of that properly belongs to the Trading Account.

These figures before you are marked "subject to audit" but since then I have had the draft accounts for the year from the accountants. These are in the consolidated form and agree with the accounts now before you subject to some minor end of year adjustments made by them for accounting and tax purposes.

\* \* \*

One or two items I should like to discuss on the accounts as presented to you.

Looking at the Profit and Loss Accounts first, on the Museum Account, under Expenditure, Repairs and Renewals at £4641. As explained to members at the November meeting, the actual payments were considerably in excess of this but were allocated, for accounting purposes, into the 1980 accounts.

Rent paid to Eastbourne. Our tenancy at Eastbourne ended in 1981 and no further expense will arise under this heading.

Now the Trading Account Profit and Loss Account, half way down the page. Our income showed its continuing downward spiral. By way of comparison our General Sales have dropped as follows. July 1978 £102,000; July 1979 £64,100; July 1980 £44,000; July 1981 £36,400, in round figures. Printing & Stationery at £1028. This increase of nearly £1000 over last year is largely due to our 1981 calendar; the remainder is due to Newsletter costs, it being recalled that 1980 was notable for its lack of Newsletters.

Telephone at £1097. Those of us used to our domestic phone bills may think this very high but it does include the year's charge for the answering machine, rentals for the radiopager and public coin box phone, as well as showing that a lot of selling is done by telephone. Audit & Accountancy at £860, down from £1210. In fact last year's figure was an estimate. In fact the bill came to £850, so that this year it is only £10 up. Bearing in mind the excellent service we get from our accountants this represents very good value for money.

Now a brief word about the Balance Sheets, on the next page.

On the Museum Account, a quarter of the way down the page under a) Current Liabilities, a figure is shown of £8677, Loan from Trading Account. In past years, with the consolidated format of accounts, the subsidising of the Museum Account by the Trading Account has been hidden. £8677 is the accumulated figure over the years of items that were incurred by the Museum but had to be paid out of trading because the Museum funds were deficient. On the Trading Account, half way down the page under current assets, it will be seen how we have drawn on our reserves on deposit account, the balance of which has dropped by £9500 to £15000. I am pleased to report that since then we have been able to keep our Deposit Account stable. In other words we are holding our own and able to meet our expenses out of current income.

At the bottom of the page, under Other Liabilities, the provision for tax at £3500 has been over provided for. Our accountants calculate that Corporation Tax will amount to about £2300.

## 5. Secretary's Report

Most of you will already know of my activities at Cobham and personal views expressed through the newsletter. At this point in time, half way through my two year term as Secretary, what I have to say is mainly a personal reflection - looking back to the last AGM and looking ahead to the months that I remain in office.



In most respects this has been a rewarding year for the Group with achievements in which most of our activities have been successful, but the decision to expand the trading and appoint a full time manager, has I must concede, produced an unfavourable reaction from a significant cross section of the membership, many of whom find it difficult to accept as either necessary or desirable. For reasons I shall try to explain in a moment it is unlikely we shall be able to more than discuss the problem briefly here this evening.

Firstly let me try to clarify my own position. In my capacity as Secretary my duty is two-fold - to try to achieve a measure of agreement with my committee colleagues and implement the decisions we make collectively and secondly, to ensure that as far as possible, the views of the membership are fairly represented in making decisions affecting the museum.

It has become evident for a number of reasons that the decision to expand the trading has introduced a fundamental change of emphasis into our organisation at Cobham as we have known it for some years past. Whilst I personally do not share the view that without trading Cobham is doomed to failure and will close its doors, I can also appreciate that the financial gains can be ploughed back into the museum as a positive benefit to the Group - provided the mechanism exists within the Constitution for its proper and effective control.

Two points emerge from this. Firstly the Articles of Association were drawn up in 1972 - although some degree of latitude was incorporated into them to allow trading, it was never the intention to embark on large scale trading as the principal activity at Cobham and secondly, the planning condition specifically excluded it and still does.

Having said that I wish to reiterate my personal belief that the first objective above all else must be to preserve the long term security of Cobham Bus Museum and secondly the trading - in that order. I emphasise this point because fears have been expressed that our stability will be eroded and the long term security of Cobham Bus Museum will be jeopardised if the short term interest of making money is allowed to supervene. I could develop this in greater detail but having explained the point of my greatest concern I should like to move on to make a number of constructive proposals as a basis for action.

Firstly, to examine changes to the Constitution.

The museum activities and the trading must be effectively separated. These two principal activities may perhaps run in parallel and be complimentary but the decisions mainly affecting the museum and its control should be the responsibility of a more representative committee of members. The Articles of Association were drawn up ten years ago - in the light of experience they should be reviewed to provide better representation for the membership and adequate safeguards for the museum. I propose to obtain independent advice on how they can be made more appropriate to the current situation.

Secondly, the enlargement of the Committee.

The Committee is too small to be representative. One person is trying to perform two major functions. Conflicts of interest will inevitably arise. The business manager and Chairman perform different functions and their posts should be separated.

Thirdly, on the trading position.

If the majority of members wish to see the business activities developed on an increasing scale it will be necessary to find suitable business premises. We haven't the space to expand at Cobham, but most importantly we can't afford to take the risk. No-one should under-estimate the seriousness of this. We are contravening the planning regulations everyday and it could cost us everything.

Finally, for the future our aim must be a respected and fair society at Cobham and to consolidate the achievements of the past. If we are prepared to resolve our problems on the basis of equality and mutual respect I am sure this can be achieved. I hope you will agree.

Thank you  
John Bedford

6. Approval of Accounts

The motion to approve the accounts was carried.

7. Election of Chairman

Two nominations had been received. They were:

Tony Peters proposed by A. D. Hurley

W. Cottrell proposed by C. Prince

The voting was by ballot form : W. Cottrell was elected.

8. Election of Treasurer

Two nominations had been received. They were:

A. B. Cross proposed by D. Hurley

Dr. G. Ruddock proposed by P. J. Morris

The voting was by ballot form: A. B. Cross was elected.

9. Election of Auditors

It was proposed that Blackburn & Mellstrom,  
181 Hercules Road, London, SE1 be re-elected as Auditors.  
The motion was carried.

10. Awards

Reg Stack Memorial Trophy : for outstanding work by a young person in the field of Bus Preservation : awarded to Julian Bowden.

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Group Challenge Shield : for contribution of outstanding merit to the Group: Awarded to John Huxford.

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11. Items for the Agenda

12. Any Other Business

These sections of the AGM Report and the Accounts will be contained in the July 1982 Newsletter.



# Come to our **SUNDAY SPECIAL** in Covent Garden

Sunday 6 June - 10a.m. to 6p.m.

## **In the Piazza:**

- Display of buses, old and new – including the newly-restored RM1.
- Cinema bus – free film shows.

## **In the museum:**

- Collectors Sale of station signs, bus stops and other interesting material.
- Transport Society stalls.
- Museum shop for unusual and attractive souvenirs.

## **Cheap Travel on Sundays**

By Underground to Leicester Square or Charing Cross

Maximum return fares: Adult £1.40. Child 40p

By Bus to Aldwych or Strand

Maximum single fares: Adult 40p. Child 10p.