

# LONDON BUS PRESERVATION

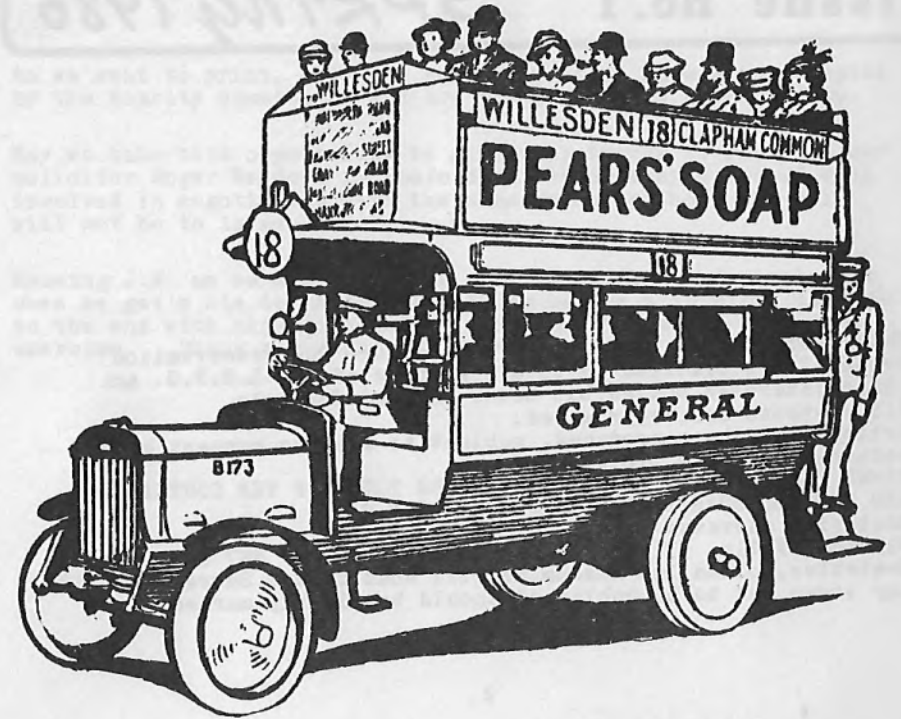
# NEWS

TRUST





welcome to  
THE LONDON BUS PRESERVATION  
TRUST



NEWSLETTER

Cover: We have ways of making you read this newsletter

Inside cover: RF 533 at Weybridge station in 1976

Back cover: London's bus of the future!!

Inside back cover: RF 389 in Blue saloon ownership at Guildford  
All photos by Dave Jones.

**issue no. 1**

**SPRING 1986**

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Newsletter, Cobham Bus Museum, Redhill Road, Cobham, Surrey, KT11 1EF  
Any items not to be published should be clearly marked.

### EDITORIAL

First may we welcome you to the first of what we would like to be a new-look Newsletter. As is customary for anyone taking on production of this "periodical" we would issue a plea for any contributions, be they news, information, or whatever, from you, the members, and the committee as well. The production team hope to set up regular items within each issue on the following lines: 'food for thought'; everyone has, in the past, had one of those ideas which 'just can't fail', if you've had one let us, and the other members too, have it, you never know. What about a 'moans' column, we all have them, to a greater or lesser degree, get them out in the open, you may do some good. Even if your moan is about something the committee have or have not done, you elected them, have a say. Other items will become apparent from this issue but we are always open to suggestions for some we may not have thought of.

1986 is going to be a year of much change for all of us, so lets all make an effort to make the London Bus Preservation Group a club to be proud of.

We are..... Geoff Singer  
Dave Jones

You are ..... the members-let's hear from you.

As we went to print, news was recived that we have been accepted by the charity commission and are now registered as a charity.

May we take this opportunity to give many thanks to J.B. and our solicitor Roger Meadows in Romford for their many hours of work involved in negotiation with the commission and hope the bill will not be to large.

Knowing J.B. as we all do, he is not the quickest of people but when he get's his teeth into something he see's it right through to the end with expertise and we owe much to him for this exercise. Thank you John

## FROM THE CHAIR

Some years can be looked back upon as years of great achievement. Some we look back on and can remember no significant achievements. We hide from this by calling these "years of consolidation". 1985 was such a year. Decisions were held back until the position of charitable status was resolved because once achieved our organisation will be restructured. It was a conscious decision on my part not to push any projects in the past year as I did not want to present any new administration with a "fait accompli" with money tied up in projects they had no say in. When charitable status is achieved, and all indications from our advisers are that it really is imminent, the Trust will be able to start with a clean sheet.

"Whatever happened to the driver training scheme?" I hear you ask. At present, it has become so long-winded to get a test date that it has run out of steam. If we can persuade an instructor (are you busy Ron?) to take charge, it should be possible to run a scheme, be it less ambitious than previously. If we limit it to say four trainees who already have some experience in bus driving, it should be possible to process them before winter sets in again.

The 1986 open-day organisation seems to be well underway. In case you haven't seen the date yet it's on 13th April. Unfortunately, Sandpits car park isn't available to us this year so our new bus controller, Paul Naylor, has that problem to add to his scheduling problems. To compensate for those though, there has been an encouraging number of buses volunteered for the service. Once again, museum vehicles are going to be thin on the ground, so even more offers will be welcome. As usual we will need volunteers on the day to do the unglamorous tasks that go towards making open day successful. If you want to assist either on the Saturday or Sunday, please contact Bill Cottrell at Cobham.

## Vehicle News

TD 95. Progress continues apace in adverse weather conditions. About 50% of the roof has now been stripped. 'Blackie' has researched the blind requirements and an order has gone into Aldenham. The off-front wing and cab assembly has four sections; two have been repaired and two re-made. The last two odd window pans were collected from Aldenham. One, which we didn't have a pattern for, was made three inches too small and will have to be altered. The next landmark to over come is finding replacement window moulding. This could be a real headache. A set of six tyres has been bought for the Dennis for £250..each!!! a necessary if horrendous expense as the tyres were specially made in the USA.

GS 14 is being advertised for sale due to bereavement. Much body restoration done with most materials available to finish. Low mileage reconditioned engine fitted. Any reasonable offer considered. R. Nixon, , St, Georges Wood Road, Brookmans Park, Hatfield, Herts AL9 7BT.

## Magic of Brooklands rally 26 & 27 July 1986

I was asked a month or so back if we would be interested in assisting in helping with the above event. I affirmed that we would be interested. When I am contacted with further details I will pass them on to you.

## Recorded in Buses

A special service for those who can't afford to buy the monthly mag!

RF 382 (MXX 24) has been acquired for further preservation on the Isle of Man and has been re-registered NMN 355. This registration was previously carried by an A.E.C. Regal Mk IV, No 31 in the Douglas corporation fleet. Now does anyone want to register their Regal IV as MXX 24!

Ensignbus Ltd of Purfleet are to place in service RTs 3062 (Saunders Body) and 3232 on sightseeing tours in London. They are both back to PSV standards and look very smart in Ensign blue and silver. Unfortunately RT 3175 had to be stripped to help with the exercise. Who knows, we may yet see RTs on the 145 route recently tendered by London Regional Transport.

## Reminder

Please remember that some years ago the paint bay and ramp at Cobham were built for members use. Not just for Cobham residents. If you wish to use them at weekends contact Bill Cottrell (A small charge will be made).

## Correction to the December newsletter ...

The special offer on paint, the price stated should be for 5 litres, just in case you thought it was on the dear side

## Items for sale :

Radiator badges to fit GS or RTL, RT central/country area. (also RLH/STL etc) All at £10 each including postage and VAT .  
Scrap RF engine. Cracked block etc. buyer collects from Cobham. £50.  
RT for sale. Central area bus. MOT to July '86. £1500.  
New RT rear road springs complete with eye bushes. Price from Jonas Woodhead over £200 each. Our special offer is £60 each or two for £100. (plus VAT).

### Comings & goings and other things.

RM100's registration, VLT100 is now gracing one of Donald Allmey's coaches, previously registered TDK690J.

How does he do it?

RM100, safely tucked away in AEC's works, is now registered ALAB14A. Anyone interested, the odd American or some such? Get your unique registered RM here! Don's coach is an ex Yellowway Plaxton Bodied AEC Reliance (there goes those initials again). What with a Plaxton bodied Routemaster and an AEC Hiace van he has quite an interesting fleet.

### Talking of Donald.

RF 332. Its now 'Put your money where your mouth is' time. Thanks to Don Allmey, we are now the proud owners of an A.E.C. 11.3 litre type A220ACX railcar engine for transplant into the tow bus, (anyone know what Dr Christian Barnard charges?). We hear it fell off the back of a train. Also many thanks to Don for not bringing the train as well, we're all agreed one's enough.

We know its a good one because Donald did his party piece by starting it up on the floor. He did this at Leicester with an 0600 which ran well enough until it fell off the oil drum and tyre it was propped on. The scrap yard man said he'd never seen such a thing and did not want to again as the engine chased him across the yard. It was something that had to be seen to be believed.

The engine is now having bits swapped off it to make it fit the RF. Paul Morris found himself volunteered to convert the engine to fit the towbus. So far, the front engine mounting has been converted, the compressor removed from the engine and a blanking plate made and fitted and the front jockey pulley fitted. Future tasks will see modification to the rear mountings, engine control systems fitment of oil gauge and tachometer. This engine will be 30% more powerful and about 25% faster

### FOOD FOR THOUGHT!

The Manchester museum operates a summer weekend bus service in one of their local parks (in conjunction with a short tramway) owned by the council but using private (i.e. not adopted as public highway) road. They can therefore charge fares, bringing funds to their museum. What a good idea;

Now just up the A3 from Cobham is a very large park, with a good circular road network, called Battersea Park, presently owned by the G.L.C. but soon to be taken over by the local council. Various events are still likely to be held there and negotiations with the council could prove fruitful. How about it Committee?

Would you be interested in running your bus on such a service? Let the Committee know. Preserved buses look much better on the move—just look at the open day we hold!

### NATIONAL ASSOCIATION OF WHAT

How many of you reading this realise that as well as being members of the LBPG, the group is itself a member of the National Association of Road Transport Museums, or NARTMs for short. The association was set up some five years ago, originating in the West Midlands but spreading now as far south as Devon and as far north as Tyneside with eighteen member groups. The LBPG was, in fact, one of the founder members.

The objects of NARTMs, membership of which is open to any road transport museum or preservation group with a museum as their ultimate goal, are to put forward to the various authorities any matters affecting the members, with the weight of an organisation representing some 900 vehicles and owners. Most of the vehicles involved are buses, both motor and trolley, and thus the association has been in correspondence with the Department of Transport on the subject of PSV licences being required to drive preserved buses with hopeful results. On a wider plain, one of the members group's representatives is pursuing the question of old vehicle registrations with the DVLC, again with hopeful results.

Apart from representing its member groups to the authorities, NARTMs also provide a forum for the discussion of various museum projects progress and has a wealth of experience to call upon on all aspects of setting up and running a transport museum. Some of the member groups have been established for many years, like ourselves, while others are comparative newcomers. All have their own ways of ways of managing their affairs, such as the Birmingham and Midland Motor Omnibus Trust who have received grants from the county council to allow the purchase of buildings at their site. Others have been less fortunate and at least one is having serious accommodation problems, whilst others, like ourselves, are getting their 'second wind' and are about to make far-reaching changes for the better.

Having got the introductions out of the way, I hope to use this space in future to let you know some of what is going on at other museums around the country.

Dave Jones.

BLACKPOOL CENTENARY TRIP 28/29 SEPTEMBER

Friday night found Paul Claridge, Ian Barrett, Dave Jones and myself at Southend Corporation's London Road depot waiting to collect No 210. A Duple bodied Leyland Tiger With an idiot's gearbox, one position for forward and another for reverse-and they say Routemasters are easy to drive! We returned to Ensign's premises at Purfleet to park the coach for what was left of the night, pausing only to give Paul a chance to get familiar (pardon the phrase!) with 210 and also to experience some fog driving. Later that morning Helen (my nearest and dearest), Ian and I returned to Ensign's to collect the coach for the first pick up in Romford, however Helen had to leave at that point to drive a National Express service to Blackpool where we hoped to meet again that evening. After the Romford pick up (and breakfast) we travelled to Euston and then to Finchley where, because of a delay at the previous point, the party had returned to J.B.'s.

The journey North was uneventful, with two stops, one for you know what and the other for lunch. Once back on the motorway 210 kept a steady 70 and we soon reached Manchester where arrangements had been made to visit the Greater Manchester Transport Society's museum. We were made very welcome and with our party split into groups were given a guided tour of this prime example of what a transport museum should be. After a very pleasant couple of hours, including tea and biscuits (served in clean crockery!) we set off North-Westwards to our hotel. The one big advantage of self-drive hire is that you can please yourself about journey arrangements.

After booking in and sorting out the rooms (the receptionists were very patient!) I think I was the only one to find a woman in my room (how's that for room service?) but I didn't complain about sharing. After a wash and brush-up (not for the coach) it was back on the road again for an evening trip to Blackpool for the famous illuminations and supper. Oh, by the way, did I mention that the woman in my room was Helen?.... Oh I thought I had.

It was Paul's turn at the wheel and after twenty five minutes on the M6 I was called to the front of 210 by a rather disturbed Paul who claimed that there was a funny smell at the front. After discounting the obvious we noticed that the weather inside the coach was getting foggy, or was it smoke? Yes it was, so we retreated to the hard shoulder to find out what was wrong, apart from the dashboard being on fire. A check around 210 showed that by turning off everything the smoke stopped and by turning things on until it started again we discovered that the fault was somewhere between the side light and the blind lights. The only way to prevent further smoke was to leave these lights off, a small detail at half past eight in the evening half way up the M6. Thus we continued to Blackpool with only rear fog lights and head lights in use, hoping that the Police were too busy

directing traffic to notice.

On arrival at the corporation tram depot our party went in search of food, leaving Paul and myself to re-wire a Duple body. D.K reckoned he hadn't been type trained on the coaches so we gave Peter (his son) back and set to sort things out. After not even finding the fuse box we admitted defeat and went in search of a corporation employee who knew positive from negative, we didn't think Southend did road-calls to Blackpool. We found the electrician was out on a call but when he returned he proved to be a candidate for That's Life's Jobsworth Award. However, he did get the side lights to work and advised us not to use the blind lights.

At eleven thirty our party re-embarked for a tour of the lights (the fancy ones, not those on the coach!) if anyone else had gone to Blackpool that night I'll bet they wished they had't. It took us over two hours to travel the length of the lights and a report in the Coach Drivers Club magazine confirmed that more coaches than ever before had been in Blackpool that night and traffic congestion generally was the worst ever. It was no surprise that we did not get back to the hotel (near Preston) until gone three on Sunday.

After a very good breakfast Ian and I wandered over to the nearby Motorway recovery depot and lo and behold what lay before us? Yes a MkII Mammoth Major, just what I've always wanted (don't tell Helen). "Enquire within" said the notice on the door, but it was locked so we went to the office and, yes, it was for sale. The lorry was just a cab and chassis and the owner wanted rather more than our bank managers would pay so we said pity the crane's missing or we'd have had it and left.

The journey back to Blackpool was smoke free and our party were left at the bus station to amuse themselves for the rest of the day with the trams, buses, shops, trams and more trams and even more trams. I won't go into the centenary too much as it's been recorded elsewhere, but the assorted preserved trams looked splendid on the sea front. A real credit to the owners and organisers and a real shame if we have to wait another hundred years before it happens again. It's not often that you can hold a tram rally but think of the fun in taking your tram to a rally but now it's been done. Another first for the British!

We returned to London and Essex, departing at four thirty for an uneventful journey, reaching 210's depot at eleven thirty that night. The coach did very well that weekend, apart from taking up smoking, and with the fuel gauge needle hovering on empty, 210 was left to be washed and fuelled (and sorted out electrically) before returning to her usual role on the X1. We left for home and a well earned rest.

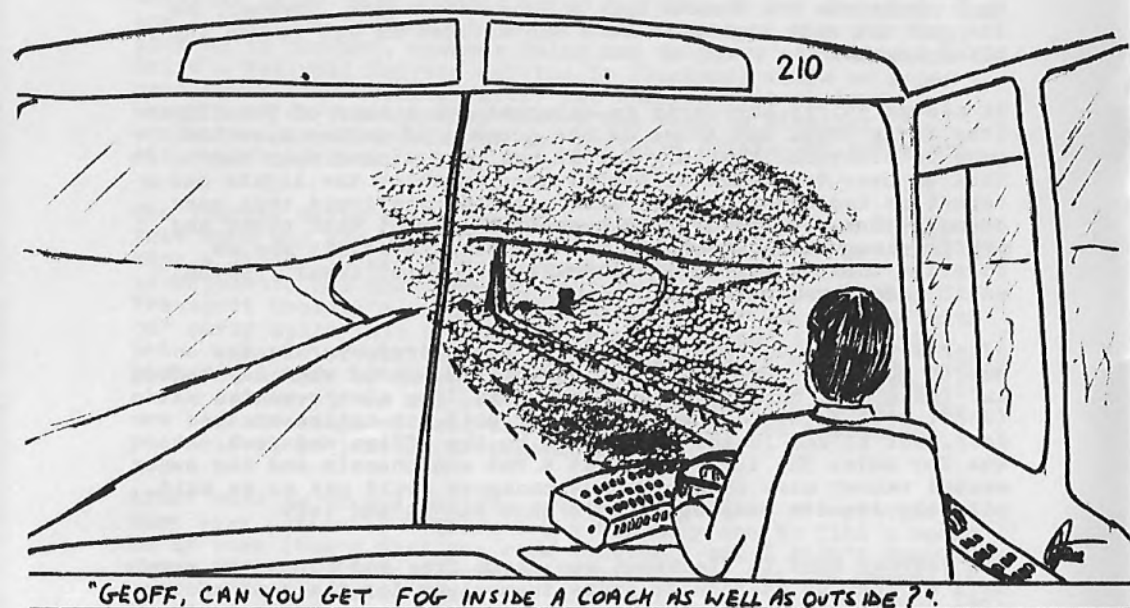
Thirty five people came to Blackpool with us, sorry if you weren't one of them but this trip was something of an experiment,

which having been a great success, will be repeated this year, more of that later in this issue.

Last my thanks to:

Leon Daniels and Traveldata for arranging the coach and Southend for trusting us with it, also Blackpool Corp. for putting out the fire (nearly).

Bye for now, Geoff Singer



### Coach Trips

The idea behind such trips is to allow us to visit museums (or rallies) which are beyond the normal range, in terms of speed and comfort, of a preserved bus i.e. Blackpool

One idea which worked well on the Blackpool trip was the restriction of passengers to thirty five. This made it easier to find a hotel and gave room to move about inside the coach to chat to others or to have a kip. Obviously this need not apply to day trips.

What about the cost? Hotel prices are high but a party of thirty five can get a reduction in cost, just enough to make a worthwhile difference to a weekend away. The coach is a different matter, because we use self drive hire there's no driver to pay, less cost although we still have to pay for fuel and tyre mileage. All in all we only want to cover costs, any profit can be used to subsidise the next trip. Right, that the money bit over with, now where do we go? How about Amsterdam by plane (is this a coach trip?) 25-27 April, £95 from Gatwick. This will be restricted to 35 passengers, so first come first served. Please contact Geoff Singer or John Bedford if interested.

Some of you may know that 1986 is Leyland's 90th birthday. To celebrate they are having a rally, at Leyland. A number of people have shown an interest in a coach trip there, if you are one of them, please let us know so that we can get a coach load together for a long (very) day trip. Oh, nearly forgot - it's on May 17/18

### Congratulations

Dave Krisler and his wife Mary are expecting another little Dave Krisler Mk.II  
Congratulations Dave and Mary.  
how do they do it! Answers on a postcard please.

Tony Peter's received a letter from member John Slater, his last paragraph said "I also enjoyed my special mention in the newsletter. Does everyone get a New member welcome every seven years". Well what can we say John, help Fill the newsletter does't it.

WEEKEND IN AMSTERDAM 25/26/27<sup>th</sup> APRIL 1986

In association with British Air Ferries we offer you the chance to sample Amsterdam for a weekend with us.

After your flight from Gatwick Airport (Appox.18:00 dep.) we will have a coach waiting to take us to the centre of Amsterdam where we will spend two nights in a comfortable hotel.

Our coach and driver will stay with us throughout the weekend showing us the sights in and around Amsterdam.

Included in our sights will be a visit to the "Electrische Museumtramlijn Amsterdam" or The Amsterdam Electric Tram Museum for those who can't understand Dutch, with a vintage tram ride, hopefully through Amsterdam!! Plus other visits to places of transport interest.

The price is £95. This includes return air fare from Gatwick coach throughout the weekend, 2 nights in the hotel.

Not included is insurance which we recommend and can be obtained from an insurance broker approx. cost £6-12. Also not included is Admission to museums etc.

First come, first served basis.

£10 Deposit required by 22/02/86 \*  
£85 remainder required by 22/03/86 \*  
Make cheques payable to: - "Geoff Singer".  
Passports are needed.

Recommended journeys to Gatwick Airport  
From London: British Rail. Tel:- 01 928 5100  
Green Line Tel:- Reigate 42411  
From Romford: Wildean Travel  
Gatwick Flyer Tel:- 01 592 7916/01 595 2147 send to  
Essex Road Romford Essex RM7 8BB  
\* FULL PAYMENT OF £95 BY 22-03-86 PLEASE.

Due to production problems the following six pages, submitted by Wyn and Colin Wickens, have not received the editorial attention we would wish. We apologise for any errors which have crept in.

When I lived in the wilds of Northampton I got involved in Hospital Radio. They decided it would be a good idea if they could have a bus in the carnival. Guess who got volunteered?? My GS wasn't really suitable, so I arranged to borrow an RTL from Frank Hewer. It was suitably adorned with posters advertising Hospital Radio and was about the only vehicle that didn't boil up in the Carnival Parade. Remember that long hot summer? when was it, 1976?.

Anyway, as the RTL had to go back to Bletchley, I decided to take it back the same night, as the local bobby got fed up with it parked outside my house.

A GS was bad enough, but an RTL....So we took a slow drive back to Bletchley with a couple of mates on board, parked the RTL and got in the GS to go home. Decided to go back through Milton Keynes, got lost, as everybody does in that infernal place, and the GS decided to have one of her regular air locks in the diesel. ( see part 3 for remedy ). Pulled into a layby and got out tool kit. Time about 2300.

Now, when I repainted the old girl earlier that year, the lights were restored to original, ie. one tail light and one brake light. Quite legal according to the Road Traffic Act for a large passenger Vehicle ( over 12 seats not including driver ) registered before October 1954 I think it is.

Next thing, Old Bill turns up. "Your bus is it?" "yes". "Do you know/ you've only got one back light working?" "yeas officer". " I'm going to do you for it". Hohum, You're into a loser I thought. Mean while his mate asked my passengers how much in the way of fares they paid for their journey. Nothing they said. Can't do him for PSV offences thinks his mate.

"Ah your head light isn't working either". Unfortunately, a bulb had blown on main beam whilst I was driving along. I'm going to do



you for that as well". Not my lucky night, but just one of those things. As it turned out, 67 had decided to run out of diesel, but there was just enough to carry on to Toddington services. A couple of months later, I received a summons for the dud headlight which cost me a fiver fine, but for some reason, namely that I was right, they didn't prosecute for the one back light. As for blowing up engines, the number of times this has happened to me, it would take up quite a lot of space so I'll deal with that next month.

Roy Gould.

#### VEHICLE NEWS

971 J On 29th December 1985 the engine was started for the first time since April 1975. This was a very cold day ( the water supply in the building was frozen! ) but the engine started after a very short spell of spinning the engine and bleeding the fuel pump. The fuel system had been thoroughly cleaned and fresh diesel was used. The 13 year old 6/- a gallon diesel which was in it when purchased was drained from the tank to ensure that the system was clean. Similar the engine had been drained of oil and the sludge removed from the sump. Since it was last started it has also been completely rewired by Dave Kriesler and everything was proved to work perfectly.

#### NEW MEMBERS

We should like to welcome the following new member.

Derek Cartmill, Belfast. with RM 654.

#### A SAD DAY FOR A LONDON BUS GARAGE.

Another peice of London bus interest, that has now passed into history. The closure of Swanley ( SJ ) garage on saturday evening 18th January 1986. Some might think where is Swanley garage. It is in the Suoth East district of London Country, Swanley town is about 3 miles South East of Sidcup, the garage is ( or was ) on the left hand side of the A20 as you come out of Swanley on the Kent side of town. It was built and opened in 1925, and extended in 1928, then owned by East Surrey, change of ownership was next to L.G.C.S. In 1933 it was then owned by L.P.T.B. country bus coach department, it remained in London Transport ownership intil 1970, it then became the property of L.C.B.S.Ltd. It has had quite a few interesting types of London vehicles operating out of it. Types include K, NS, Mirris Commercial, Commer, ST, C, Q, 9T9, 10T10, STL, RT, RF, RMC, SM, the last types were SMB, and AN, Evenone of the Double Q's was there Q3 was at Swanley during the war for storage when it was destroyed in an air raid that scored a hit on the garage. As the last week of operation came along so did the swarms of enthusiasts, taking photo's of the garage from all angles, and all wanting a sourenere from the garage, If somthing had been given to each one there wouldn't have been much to take to the new garage at Dartford. One thing that hasn't been mentioned, but Swanley has beer the home for preserved RF 202 for the last 4 years, so when the last day of operation came, it was arraged that one of the last journeye to run into the garage be done by RF 202, it did the last run to New Ash Green, and back to the garage, route 423. It was nice to have one of the last buses to run into a fine old garage, a proper London bus, desigined for London and Green Line, and on an A.E.C. The garage opened with A.E.C. and closed with one,

so ends another little part of London's bus history.

As SJ and DT ( Old one ) closed a new garage ( new DT ) opened to take over the operation of the two old garages.

The official opening of the new garage will probably be in May, and will be celebrated by an open day, so there will be one open day to take some preserved vehicles to.

Colin Wickens.

\*\*\*\*\*

WANTED

Wanted for Open-Day TOMBOLA.

we require small prizes for the tombola stall, unwanted christmas presents would be ideal. ( 600 are wanted. ) So if any members can help, please telephone Graham Batten 01 393 7301.

DATES FOR YOUR DIARY

29th March Transport Bazaar and Exhibition, East Ham Town Hall, freebus service operated by vehicles from the League's Docklands Road Transport Museum.  
SAE TO: LPTL, [redacted] The Rowans, London N13 5AD.

6th April Barking Bus Rally and RT Road Run. in the new car park complex behind the London Road / Linton Road ( " Blake's Corner" ) SAE TO, [redacted] The Rowans, London, N13 5AD.

3,4,5th May " Wheels of Yesterday" Rally, Battersea Park London, SAE TO: [redacted], Queens Road, Thames, Ditton, Surrey.

8th June Southsea Spectacular, Southsea Common, Entry forms  
SAE TO: D. Chalker, [redacted], Lower Drayton Lane,  
Cosham, Portsmouth, PO6 2HA.

21&22nd June Southmere Park, Thamesmead, London, Details from:  
Best of British, PO BOX 104, Bedford.

22nd June North Weald Bus and Vintage Vehicle Rally, SAE:  
LPTL, [redacted], Pooley Avenue, Egham, Surrey.

5&6th July " London Transport Weekend" at the East Anglia Transport Museum, a major feature of which will be the re-introduction to service of London Transport HR/2 Tram NO. 1858 following extensive restoration.  
Details from: [redacted], Ashley Downs, Lowestoft, Suffolk.  
NR32 4ET.

27th July Auto Show, Hillingdon Showground, Details from,  
Mr Dobbin, Courtwood Car Services, Lancaster Road.  
Uxbridge, Middx.

14th June School fete, any member like to take there bus,  
Details from: Sheila Smith, [redacted], Winston Drive,  
Stoke D'Abemon, Cobham, Surrey.

The mention in, other news, in the news letter issue 3. about Perkins engined STL's. One of our members has written in pointing out that it is mentioned in the PSV Circle / Omnibus Society, Fleet History LT.10. " The STL class part one ( 1932-1936 ) page 57. It seems that STL's 766, 794, 801, and 864, were experimentally fitted with Perkins engines, ( type unknown ) for a short period in 1937-38, as detailed below.

STL	Fitted	Removed.
766	1/37	8/37
794	1/37	8/37
801	1/37	2/38
864	11/37	11/38

Now we have an answer regarding Perkins engined STL's, it leads us into another query, regarding STL's sent in by one of our members, himself an STL owner.

Following the STL mystery posed in the last newsletter ( Perkins engines ) here is another one.

We have a drawing from Chiswick works listed STL 11 Experimental Body - Arrangement of rear route no, box in roof upper deck.

It is numbered 3558 QF3 and dated 26/2/36.

There is no mention of any such vehicle in the STL book and the idea was obviously used on the RT2 vehicles three years later.

But did an STL ever appear with a rear roof route box?.

\*\*\*\*\*

Thanks are due to Wyn & Colin for their efforts in producing the newsletter since the last AGM.

# COBHAM BUS MUSEUM

Redhill Road, COBHAM, Surrey  
**13th OPEN DAY**  
 INCLUDING THE USUAL  
**FLEA MARKET**  
**BUS & COACH GATHERING**  
**13th April 1986**

GATES OPEN 11-00am. CLOSE 5-00pm.  
 ADMISSION £1.20 Accompanied children under 12 FREE

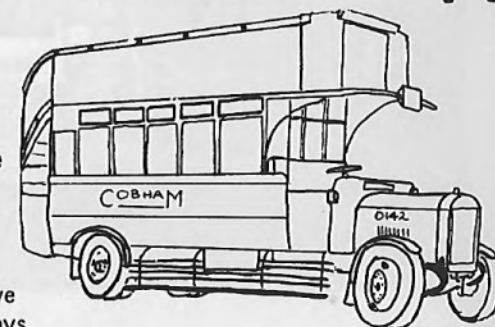


LIGHT REFRESHMENTS  
 CHILDRENS RIDES  
 OPEN TOP TOURS  
 VINTAGE BUSES IN SERVICE  
 VINTAGE BUS TOURS  
**HOW TO GET THERE**

FREE BUS SERVICE.  
 From Car parks at Cobham Village -  
 Weybridge Station. Also connections  
 with Green Line Coaches at Weybridge  
 and Cobham.

Signposted from A3

Enquires to Open Day Secretary address above  
 or phone Cobham 64078 Saturdays or Sundays.





# COBHAM BUS MUSEUM

13th April 1988  
 BUS & COACH GATHERING  
 FLEA MARKET  
 INCLUDING THE USUAL  
 13th OPEN DAY  
 Redhill Road, COBHAM, Surrey

HOW TO GET THERE  
 VINTAGE BUS TOURS  
 VINTAGE BUSES IN SERVICE  
 OPEN-TOP TOURS  
 CHILDRENS RIDES  
 LIGHT REFRESHMENTS  
 GATES OPEN 11-6pm (10-5pm on 13th April)  
 Admission £1.50 (Accompanying children under 12 years free)

Free bus service  
 From Car park at Cobham Village -  
 Wyndham Street, Cobham, Surrey  
 with Green Line Coaches at Wyndham  
 and Cobham.  
 Signposted from A3  
 pointing to Dept. for Transport, Surrey & Sussex  
 or phone Cobham 88278 Surrey or Sussex





WITH COMPLIMENTS

**April**

Sun.	6	13	20	27	
Mon.	7	14	21	28	
Tues.	1	8	15	22	29
Wed.	2	9	16	23	30
Thur.	3	10	17	24	
Fri.	4	11	18	25	
Sat.	5	12	19	26	

**May**

Sun.	4	11	18	25	
Mon.	5	12	19	26	
Tues.	6	13	20	27	
Wed.	7	14	21	28	
Thur.	1	8	15	22	29
Fri.	2	9	16	23	30
Sat.	3	10	17	24	31

**June**

Sun.	1	8	15	22	29
Mon.	2	9	16	23	30
Tues.	3	10	17	24	
Wed.	4	11	18	25	
Thur.	5	12	19	26	
Fri.	6	13	20	27	
Sat.	7	14	21	28	

**"THE RT IS DEAD"**  
 "LONDON TRANSPORT"

**"IT WAS ONLY  
 HAVING A REST"**  
 "ENSIGNBUS"

