

LONDON BUS PRESERVATION NEWS

TRUST





Front Cover: Remember the photo of the A.E.C. engine in the last issue? Well this is what its going into!
(photo - Alan Cross)

Inside front cover: Open day 1986, top The Publicity people in full swing at Weybridge Library. Bottom: A tribute to Geoff Stoute and his skill with a rubic cube.
(photo - Geoff Singer)

Inside back cover: Memories of Holland
(photo - N.Z.H.)

Back cover: It's not only new buses that breakdown. ST 922 was a non-start at Forest District office when used for a retirement function good job it wasn't a Titan they had to push
(photo - Roland Clausen - Thue L.B.L.)

issue no. 2 SUMMER 1986

Unfortunaly due to the rise in costs of this new newsletter it may be necessary to drop back a month and make publication every four instead of three monthly-we shall see.
Publication date at present will remain as Sept 1st and articles to be with us by Aug 17th please.

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Any items not to be published should be clearly marked.

EDITORIAL

I'd like to convey my thanks to the many people who showed their interest in the new newsletter and to the outstanding letters we received. We did hear from one member who thought the newsletter was a bit on the political side!!!

A lot's gone on since issue one, to say the least. The A.G.M. and the Cobham open day, to name just two.

The A.G.M., we have been promised the minutes from this and if we have them they will be with this newsletter, if we haven't - well....

There were two main outstanding items from the A.G.M. one, the business side of the L.B.P.G and the other, well you can read about that in the minutes.

The group or the trust (confusing isn't it?) Lets just say the museum, is at present split down the middle, concerning the residents.

On one side we have the residents who think that to save the museum from collapse (not financially, but socially) the business has got to go. That is, leave the museum site at least.

On the other side we have the residents who think it has to stay, operating under the same roof.

Both sides are concerned as to the future of Cobham. Both sides should be listened to by us, the members, and by the committee, and I only hope the committee have not forgotten it already.

Another meeting should be called, not another A.G.M. but an informal meeting, where just this item can be discussed.

We do not want to see a split in the group. As one member put it to the A.G.M. they're not "trouble makers", they're concerned, the same as we all are.

A few years ago, to own a London bus was to be a member of the L.B.P.G. now look, there's the RT & RF Register, there's the London Transport League. Another London bus owners' Group was not even thought of then, I'm not condemning the other groups because I don't know anything about them, but should they really be there. Why is our membership going down! and theirs is going up?

Also, does London Transport really like dealing with three bus groups, instead of one. I know they didn't a few years ago!!

Political, who's getting political!

Written by Geoff Singer egged

on by Dave Jones

FEATURES

FOOD FOR THOUGHT

The opportunities for change afforded by the restructuring of the group are numerous and many will no doubt be missed at the first chance. One change which could be beneficial is to alter the membership structure (again!) so that invited membership would be open to anyone. This would allow people with an interest in practical work on buses the chance to put their interest to use on group vehicles and perhaps dispell some of the myths about elitism which linger about the Group's name. Overall membership may need to be limited to keep the numbers manageable and, as mentioned elsewhere, members could be committed to attending Cobham (or where ever else we may find ourselves) on a number of days throughout the year, but the additional man-sorry-person-power available would mean that STL 2093 may take to the road in half the time it might otherwise take.

Once again Cobham Open Day has come and gone and the bank manager can buy some more cigars. There were plenty of visitors on the day too but what was conspicuous by their absence were a few members, whose presence, particularly during one or two days prior to the open day would have made so much difference. On the Saturday all the on site preparation, tree lopping, sign posting, vehicle shunting etc etc was accomplished by fewer than 25 people, less than 18% of the membership. The operation on the Sunday was carried out by very few more. Thanks are due to all of them.

On other weekends during the 'off' season attendance at Cobham has averages eight, some days as few as three. Some societies have rules stating that members should spend as much as five days a year at their museum....

If you are getting fed up reading the thoughts of the editorial team, don't just sit there fuming, wind up the old pen and write your own thoughts down.

But don't write anything you wouldn't want others to read!

We always talk of the L.B.P.G. and Cobham Bus Museum not thinking that there might be members out there that are unaware of even the whereabouts of Cobham Bus Museum.

The museum is located on the A245 Woking/Cobham Road which lies North off the A3 London-Portsmouth Road.

You will find it if you travel North towards Woking on the A245 from the A3. We are the 3rd left from the A3 Junction. The road that the museum is down is Redhill Road.

When can you visit the museum? Anytime (it is your museum after all) All we tell everyone is to phone first.

You will be made welcome at weekends that can be assured. Weekdays however could be another problem (unless you're buying something, of course).

So if you're passing, on holiday or just out for the day, come in and have a cup of tea and a chat.

As we said, it is your museum and we get a bit bored with the same old faces, (or young faces, Peter Plummer).

If you are visiting, the following lingo might come in handy:

John "nothing wrong with that" Flint.

Pierre De Plonker. (Peter Plummer).

Ian "I can repair it" Barrett.

J.B.--John Bedford.

Bill "Hallo men" Cottrell.

Tear. (Terry Stubbington).

Dave "Are these your biscuits" Kriesler.

Alan "Got any rubber gear" Pierce.

Dave "Are you standing up" Jones.

Geoff "Ding" Singer.

Rod "Are you receiving me" Lucas.

Blackie "Wanna buy a video" Blackburn.

Paul "It's not original" Morris.

Remember the competition in the last edition? Well the winners were Mary and Dave and the correct answer was:- "Together". Mary and Dave win a day at the North Weald rally.

Please note that this will be the last newsletter you will receive if you have not renewed your membership.

So you will find at the back of this issue a membership form, just in case you were one of the unfortunate ones that did not receive one in Jan. (perhaps we all upset the membership sec sometime). Also we apologise if you did not receive a newsletter in March, because if your name is not sent to us via the membership sec then a newsletter is not sent. So get your name to her now.

FEATURES

The West Yorkshire Transport Museum.

One of the more enjoyable parts of my work as secretary of the National Association of Road Transport Museums is that it provides opportunities to visit other member museums. Recently I was able to visit, albeit rather briefly, the West Yorkshire Transport Museum Society's Ludlam Street, Bradford, depot which houses some of the vehicles which have been collected so far. It is a varied collection indeed, ranging from a very nice RT(HLW159) in full Bradford livery, and RTL 554 in full (and accurate) London Transport livery, through a locally made Jowett car and Eton caravan, to Rotterdam trams and, stored elsewhere, a West Country barge.

The depot is acting as a workshop and temporary museum until the site at nearby Low Moor is fully developed. Bradford's only purely motor bus depot was opened in 1931 and remained the only non trolley depot until 1945 when the new Bradford Exchange complex was opened in 1977, incorporating a new bus depot, Ludlam Street became a store and driver and apprentice training centre. With the advent of the museum project in 1984 the depot was purchased by the County Council, who are also heavily involved in the project, as a workshop and store but has been opened temporarily as a museum.

At present the depot contains the project offices, workshops where MSC teams are undertaking restoration of certain vehicles, an informative display on the Low Moor site and over 50 vehicles. Amongst these are, apart from the two London buses, five trams, three from Rotterdam and two from Blackpool (more of these later) about ten trolleybuses, most from Bradford of and course about forty motor buses, mostly with connections with the transport systems of West Yorkshire. The oldest bus is a 1924 Bristol ex West Riding and used to carry passengers to the nearest tramway in its Wakefield operating area. This is, however, in rather poor condition lacking interior fittings and major units. The newest vehicle is a 1969 Bristol VRT with ECW bodywork-why wait until you have to rescue them from a scrapyards or field? My own favourite was former Leeds Corporation 131, a 1966 Commercial Motor show exhibit, with Roe bodywork incorporating vast panoramic windows. It brings back many memories. One vehicle I would have liked to see was the Bradford Regent V, I could well have travelled on it in my youth!

Back to Low Moor, the museum site proper. This was once occupied by a railway goods yard on the still operational Bradford to Halifax line, in fact B.R. is to build a special station to serve the museum. The development will consist of a street scene, incorporating working tram and trolleybus systems, behind which display areas and buildings will house numerous transport exhibits and interpretive material. Motor buses will also provide transport for visitors. The five mile Spen Valley branch will be refurbished and electricified with overhead catenary on which the various single deck trams will operate, serving a number of newly built 'halts' on the way towards Dewsbury, where a waterway museum is a possibility. The museum also owns a number of full size railway exhibits, including a three - car 1948 E.M.U., originally used on

the Liverpool Street to Shenfield line and a two car battery unit, which was converted at Derby from a standard D.M.U. these will also be run at times.

Although development has only recently began at Low Moor, the project is a very exciting one and once doubts about its future connected with the demise of metropolitan councils are settled, should become one of Britain's major transport preservation centres.

Written by Dave Jones.

This Space could have been filled by you !

Write now.

Open Day Report.

The day started well, Saturday I mean, because that's when it all happens.

I can recall only a few weeks before people saying, "nothing's been organised, no one knows what's been happening," if that was the case how come it ended as well as it did.

Back to Saturday, rain, rain and more rain, I wonder how many volunteers Win found herself with trying to shelter from the weather. Everything went according to plan with every one getting on with their jobs, Dave and Sue marking the flea market stalls out, and then marking them out again after someone drove their car over them. Painting numbers on the floor of the building again and again—ever had one of those days! The STL looks nice there, or shall we put it there, or over there, lets have a cup of tea and come back later.

By 8 o'clock bed was calling most people, early night ready for the big day.

This left Colin, Win, Ian, Helen, Stewart and myself. One Saturday job left to do—the dreaded road signs. We loaded up the towbus ready for the off. We picked straws and Ian, Stewart and yes you guessed it, I lost.

Off we went into the darkness to find some lamp posts to nail them onto. The job was three quarters complete when we decided to call it a night or should I say morning as it was half past one. Ten to two by the time the towbus was backed in locked up and kettle put on. Ian got a grunt when he suggested it wasn't worth going to bed.

No sooner had we gone to bed then it was half past six and time to get up. People were arriving, obviously they couldn't sleep because of the excitement of Sunday! So up we got and back into the towbus to finish putting bus stops and signs up.

Dave, Sue and Helen were kept busy with stall holders arriving, Paul Nayler allocating blinds to buses, Win unfreezing the sandwiches (was it cold that night or what) Museum buses were transferred to the gathering at Cobham.

The weather was very kind. The public started to arrive at 10 o'clock and the queue just got longer and longer. Paul's bus service was kept busy all day. The sandwiches and tea came and went. The model passenger carrying Epsom Coach was doing a roaring trade as were the stalls. The car parks filled up to capacity and the bus gathering overflowed. Geoff Stoute was running around like a blue arsed bus inspector with his trousers on fire! He was getting so good fitting all the buses into Sandpits we thought we would find him a smaller place to put the same amount of vehicles, but by one o'clock he admitted he could not take much more. We think he meant buses.

But they kept arriving and the only place left was the road.

The bus service was like a multi coloured rainbow with buses of all shapes, sizes and colours working it.

There were Routemasters, PDJs, Regents, Olympians, RTs, RFs, Cubs, AECs, Reliances, have I missed any! The service ran smoothly throughout the day or should I say services, routes 82 and 82a. The 82a being the extended bit to Weybridge Town.

We had no breakdowns during the day except for an embarrassed L.T. employee (no names mentioned) whose bus decided it wanted more water in it.

Half past four came and so did the rain, the punters decided to call it a day, we started to wind down. The towbus with Ian, Paul Morris and myself started the long task of the road signs and bus stops and Geoff Stoute helped the buses out of their impossible parking position.

He's pretty good at rubic cubes now, red one there, green one here, get that white one out before that blue one nips in.

The last sign is taken down at Cobham Village and a check around the car park revealed we had one bus left. It seems he had run out of fuel, he had topped the tank up with a jerry can but still no joy.

No problem says Paul jumping underneath with a spanner to bleed the system.

Now have you ever had that feeling when you've wanted to eat your own words.

Three quarters of an hour later with the towbus looking like an octopus with jump leads going from batteries to batteries and air lines going here there and everywhere and the bloody thing still not making the noise that buses should. It was time to call it a day, admit defeat and tow it home. What a good job he only lived at Weybridge. It seemed only by course of elimination the fuel pump was no more and was not doing what fuel pumps are meant to, anyway he got home safely and so did we.

The towbus was the last in, the doors shut and we retire to the canteen for another cup of tea, in fact the first of the day for many of us.

A laugh and a joke, a snore from the corner and it was time to go home. What a weekend! Successful? I would say so.

Summed up by a cheerful Bill Cottrell "That was good, shall we do it again next week".

Good Night

Geoff Singer.

For the figure conscious amongst you, we took £2851 to the bank on Sunday night, £315 of it is being from Win's catering efforts. In addition, letting spaces to the 54 stall holders raised about £1120. Initial feelings are that we did better than last year.

Open Day Bus Service Report by Paul Naylor

After inaugurating a bus service to Cobham Village in 1985 I was this year asked to take control of the entire service which I agreed to do. The schedule was duly drawn up and the vehicles allocated. I was then told that the vehicle gathering was to be at Cobham Village instead of Sandpits, which meant that the schedule had to be recast. Also it meant that we had to make up destination blinds and slipboards as none of the museum's special blinds showed Cobham Village. This was a very fiddly and messy job which was undertaken by a colleague of mine, David Buckingham, and I shall therefore take this opportunity to place on record my gratitude for his invaluable assistance.

April 13th dawned and I was up with the lark (if there are any in Wandsworth) full of enthusiasm for my task. However by 9.30 when two buses should already have been plying for trade and neither had yet arrived I began to wonder if I wasn't the victim of some horrible belated April Fools prank. By 9.35 the two buses had fortunately arrived and my letter of resignation had been returned to its pocket. Two other buses also arrived late during the course of the morning but I was able to cover most of these and the earlier missing journeys by sending other buses out early. Following this shakey start the service ran almost perfectly until 1300 with only a few minor delays due to heavy loadings. From then on the sheer volume of passengers started to delay the buses especially at the museum, and I utilised the spare bus to ease the pressure, mainly between the museum and Cobham Village. I was offered the use of a second spare bus and this I put into service at about 1500 to keep any queues to a minimum. Several curtailments were necessary to put buses back on time but where possible one of the extra buses was put into its place to avoid any gaps. Between 1300 and 1630 almost all the buses were full so maybe I was guilty of underestimating the demand slightly. However from my observations at the museum I believed that most people were able to board the first bus which arrived, only in a few cases were people actually left behind - mostly this occurred with the smaller capacity vehicles. From talking to crews and passengers I understand this statement would hold true for the other stops along the route - if anybody knows different please let me know (C/O Public Relations Office, Cobham Bus Museum!). The sudden deterioration in the weather just after 1600 certainly eased the traditional flood (no pun intended) of people leaving the museum and vehicle gathering around closing time and made it far easier for the service to get people to their cars/trains with minimal delays.

To summarise I would say that the service ran as successfully as possible bearing in mind the change in traffic objectives and the consequent difficulty of accurately predicting demand and therefore frequency. The only delays this year were caused by the heavy loadings - a stark contrast to the traffic chaos caused last year by the now infamous horse bus. In closing I would like to thank all the crews for their professionalism and enthusiasm - see you all next year!

Set out below are details of the mileage operated.

Scheduled mileage	1164.6	Lost mileage	0
Mileage by extra buses	70.4	Late put to work	47.4*
Extra journeys	16.6	Traffic/Heavy loadings	10.8
	<u>1251.6 miles</u>		<u>58.2</u>
Actual mileage operated	1251.6 - 58.2 = 1193.4 miles		
Vehicle covering greatest mileage	RT 3491 - 107.3 miles		
* includes 24.3 miles subsequently covered by extra journeys.			

Note

We have received a number of "unsolicited testimonials" all commenting favourably on the operation of the bus service at the open day.

Thank you Paul - Well done

MEMBERS' NEWS

New Members

We welcome the following new members, we'll give details of their vehicles in the next edition.

ALLEN CARR, Cottage, Charing Heath, Nr. Ashford,
Kent TN27 OAX
RAYMOND GRIFFIN, Marlpit Lane, Old Coulsdon, Surrey,
CR3 2HH

The following members have changed their address

JULIAN BOWDEN, Forde Avenue, Bromley, Kent, BR1 3EU
DAVID FISHER, Osborne Road, Enfield, Middx, EN3 7RN
PETER PLUMMER, Northdown Road, Longfield, Kent,
DA3 7QN

Because of the reputation Amsterdam has with certain items, the names in this article are purely fictional and we apologize for any names which may resemble group members.

A GROUP TRIP TO HOLLAND (A MIS-GUIDED TOUR!)

The trip of a lifetime all began at Gatwick Airport. The jokers were in full swing starting with such comments as "When does the plane go up" and "I hope it doesn't breakdown otherwise we could be up there all day", to name just a few. The departure was delayed slightly by the late arrival of the incoming flight but we were rewarded! With a ride out to the plane on LN 118 and 119. The Viscount in splendid Guernsey Air Ferries livery was to be found in the corner of the airfield. (Perhaps they get embarrassed by parking next to the jumbos) After a substantial meal on board we arrived in Rotterdam, 1 hr 10 mins later to be met by Eric Roofingfelt, (can't pronounce his real name let alone spell it). We boarded his N.Z.H bus, a D.A.F with Den Oudsten body 1979, and took "our party" to the 4 Star Hotel Rijn in the centre of Rotterdam. Activities that evening included a visit to the bar, a stroll along the tram tracks and another visit to the hotel bar.

The next day we just so happened to meet a Dutch speaking guide, a friend of Paul Claridge, having fought our way to the breakfast table through two coach loads of French who insisted on having their breakfast before anyone else. After persuading Hank he didn't want to spend the weekend with anyone else but us, we made our way to Central Station where we purchased our Netherlands Rover Ticket for the day only to find out that the Rotterdam Metro had an Open day at Marconiplein, following the opening of their extension line. We discovered here that the open day did not open until 10:30 we had to be back at central station to catch our once an hour bus route No 129 to Delft. So back we went this time by tram. The bus arrived on time and the driver must have thought his bonus was going to go sky high only to find we all had rover tickets. The journey, which followed a canal most of the way, took approx 40 minutes. Then we changed to have a tram ride Service No 1 to Scheveningen for dinner and a stroll along the beach plus a tour of the tram depot. Most of the trams operated in and around Den Haag are high capacity 3 car articulated units built in Belgium. Back to Den Haag where we met the coach which took us to Amsterdam. Here we started to play real tourists, by cruising on a canal boat, followed by a splendid meal from snitzels to ham and eggs. Proceeded the Grand Guided Tour of Amsterdam Red Light District by guide Bill Cottrell

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We found a pleasant museum!!! Although it was not the one mentioned in our literature to finish up the evening and returned at 11pm for the coach ride back to Rotterdam and a well earned rest, after a visit to the bar (of course). The bar closed early at 02:30 much to the disgust of Cliff Blackwell. We hear a letter of

complaint is going in to the organisation.

Next morning it was up again to try and beat the breakfast rush hour, the trough had been replaced by tables and chairs, (Cliff) we sat down with English tourists that had just started their 3 day tour of Europe by Wallace Arnold tours.

After breakfast our driver and another N.Z.H D.A.F. were awaiting to take us the scenic route to his main garage and workshop at Haarlem which is a suburb of Amsterdam.

We were met by Eric once again who showed us all around their one-tram museum, inside the garage and into their workshop (like a miniature Aldenham) to see how the Dutch do it. A very interesting visit finished by a view of Leylands awaiting the scrapman.

After tea and coffee curtesy of N.Z.H. we made our way into the centre of Amsterdam and the Tramway museum at old Haarlemmermeir station.

The station was the departure point for steam trains until it closed in the 1950's. It is now the terminal of the tram museum. We were met by a Vienna motor car and trailer for our journey along their 5 mile track which was part of the old railway track as far as Amsterveen.

We returned to the depot for a tour of the workshop and garage, we were informed they owned appox 40 trams although not all were at the museum and also the trams can at times be run on the streets of Amsterdam as they have a connecting line to the main tramway depot which is situated only next door.

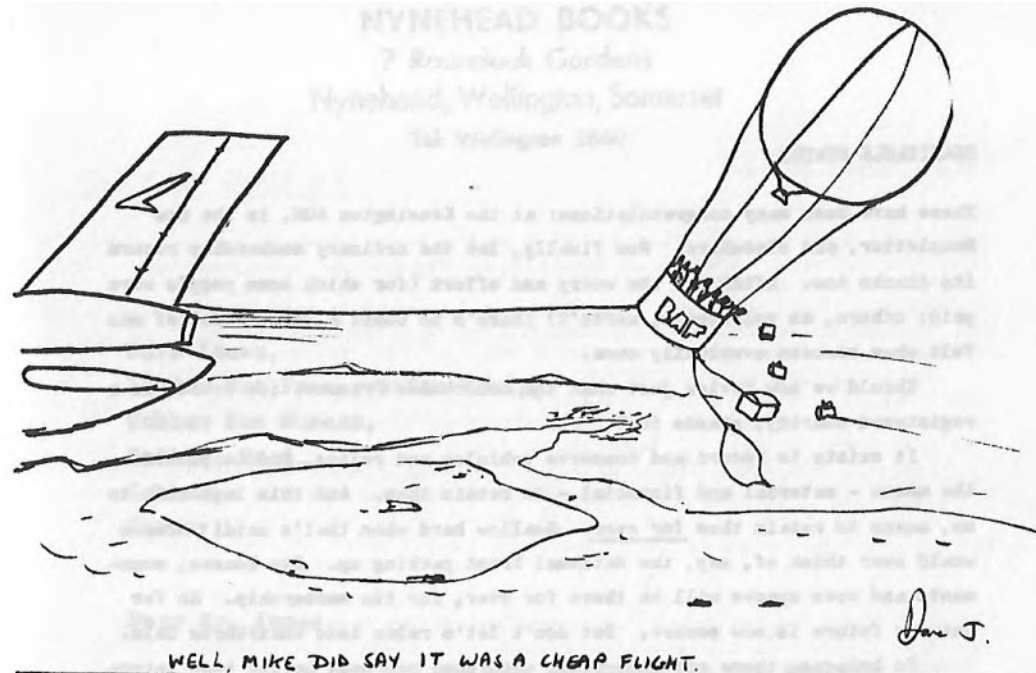
Time was running out fast and we were told by Eric that we had to leave to catch the outgoing flight from Rotterdam. Bill Cottrell and Cliff Blackwell were quoted as saying with bars that stay open untill 02:30 in the morning we'll take our chances and stay a little longer

We arrived via a motorway services for eats etc at Rotterdam airport and our goodbye's were made to Eric, his driver and Hank, our weekend guide, and we proceeded through the check point, a few of us were frisked as the alarm's sounded. Paul Morris was the lucky one, having the only women Customs officer search him, (that bought a smile to his face).

A quick rush around the dutyfrees and our flight was called. Now if we have any London Buses and London Country promotions personnel reading this, please send Rotterdam airport some up to date bus and coach maps of London because they still think that it's 1974 out there, according to the wall mounted maps they have. Quite pleasant to see such things as the 721 still going Aldgate to Brentwood, confusing for the visitors though. Making our way out onto the tarmac we were missing one thing, our trusty Viscount. Where was it? behind that D.C.10? no, in fact they led us to a small Shorts SD 3-30 of Guernsey Air Ferries. I wouldn't say it was small but the pilot sat on Cliffs lap. No, in fact it was a pleasant flight home with a snack included. The landing was smooth (once the Gatwick control found us on the radar hiding behind that cloud).

To finish the whole weekend we were given a ride back to the terminal by MBS237

A very interesting and pleasant weekend and all for £95, what a pity you missed it!



LETTERS

"May I also take the opportunity to say that I am very impressed with the new format of the newsletter. The photographs of RFs in service were particularly good to see."

Extract of letter from John Hinson RT/RF Register.

Dear Geoff and Dave,

Here's a contribution for the newsletter.

Congratulations on the Spring 1986 issue: another rebirth!
I liked particularly the subtleties of the loose calendar inset; where is that churchyard?

I hope you get the material from the likes of me to continue and grow...

Yours truly

John A Gray
(Owner member)

John, the church yard is at Downe, Dave Jones

CHARITABLE STATUS

There have been many congratulations: at the Kensington AGM, in the new Newsletter, and elsewhere. Now finally, let the ordinary membership record its thanks too. After all the worry and effort (for which some people were paid; others, as volunteers, weren't) there's no doubt a wave of relief was felt when success eventually came.

Should we now review just what the London Bus Preservation Trust, as a registered charity, stands for?

It exists to record and conserve vehicles and relics, and to provide the means - material and financial - to retain them. And this last bit, to me, means to retain them for ever. Swallow hard when that's said! No-one would ever think of, say, the National Trust packing up. Its houses, monuments and open spaces will be there for ever, for its membership. So for us: our future is now secure. But don't let's relax into chairborne calm.

To help us, there are many aids, with some new ones having been introduced in the Chancellor's 18th March budget. Firms may now donate up to 3% of their profits to charity and receive tax relief at the basic rate. From April 1987, any employee may donate £100 per year with full tax relief to charity - and get his employer to do it through the paybill. Both these are wonderful bonuses, since they weren't, of course, known about at the time of our application. Then we know about the existing privileges around VAT and local authority rates. Another small relief that's new is we won't pay VAT on non-classified press advertisements.

Very likely there are other ways our new Trust can benefit. Let's use our eyes and ears - all of us - to detect what they could be (for it seems there's no single printed list of them!) and then make a point of telling a committee member - preferably by addressing a line to him at Cobham.

Let's make our Trust work - ad infinitum!

John A Gray

(26-3-86)

NYNEHEAD BOOKS
Roundoak Gardens
Nynehead, Wellington, Somerset
Tel: Wellington 2860

Dave Jones,
London Bus Preservation Group,
Cobham Bus Museum,
Redhill Road,
Cobham,
Surrey.

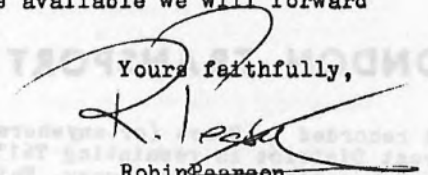
Dear Mr. Jones,

We are writing to thank you and members of the London Bus Preservation Group for the courtesy and friendliness shown to us at the recent open day.

Your society has certainly got the event well organized and it was a pleasant surprise to be able to drive right up to where our stall space was situated inside the museum on the day, especially after enduring a 150 mile drive which included black ice, fog and numerous rabbits intent on committing suicide (we avoided them all).

We would certainly like to attend next years event if we can again have an inside position and as soon as a booking form is available we will forward the required amount.

Yours faithfully,


Robin Pearson
NYNEHEAD BOOKS

TRADING POST

News from Tony Peters. How about a good-as-new steering wheel for your bus for the 1987 rally season? At the end of this year's season a batch of RT, RF and GS wheels are due to be sent for recovering. The price is dependent on the number sent but should not be too much. If you want yours done, please contact Tony at Cobham before the end of August.

Incidentally, we had RF672's steering wheel recovered some years ago. It makes a world of difference to the appearance of the cab and the feel of the bus when driving. Its well worth having the job done so don't delay- phone today!!

Also- if you need Tony in a hurry his car phone number is 0860 332339 But beware, calls are charged at a high rate.

Whilst we're selling you things, we've been notified that RT owner Phil Buckland has had some 1 1/2" half round aluminium beading made. This is rare stuff, not normally available from stock. If you want some, contact Phil at 18 John Eliot Close, Nazeing Essex or phone Nazeing 2421

DIARY

20th July. RT/RF Register rally. Wendover B.R. Station.
11.00-17.00. (on the Amersham-Aylesbury Road).
The rally is aimed at pre 1960 London Transport Buses and other contemporary vehicles with local connections.
Free vintage bus trips.
Flea market etc.
Details from: RT/RF register, , Atherstone Road, Luton, LU4 8QX.

LONDON TRANSPORT NEWS

Not recorded in Buses (or anywhere else yet) is that London Buses Forest District is repainting T613 in an adaptation of the West Ham Cororation Tramway livery. This is to celebrate the Corporation's centenary, and is being sponsored by Newham Council. Look out for it, some tours will also be arranged with it.

BITS & PIECES

Correction to the spring newsletter

RT 3062 of Ensignbus is not yet back to P.S.V. standards as stated and certainly not in blue & silver livery as it is still standing outside the Ensign's paint shop awaiting a gap.

We have been informed that it will be in yellow and silver Culturebus livery, we shall wait and see!

In a previous newsletter the ownership of RF510 was stated incorrectly. It is in fact owned by John Fairbank and kept near Southport. John also owns RT1431 (Craven Bodied) which has won four major awards recently, including first prize at the Blackpool Centenary Celebration.

And now a warning, some owners of preserved London buses, both green and red, may recall the days when they had to obtain the permission of London Transport's Public Relations Officer for their bus to carry London Transport livery and transfers. A recent incident has resulted in a situation whereby this permission may again become mandatory or worse still, could result in a block being put on preserved buses carrying full L.T. livery altogether. I cannot give details of the incident, which remains confidential to L.T. but what I would say is that if you are unfortunate enough to be involved in an accident with another vehicle, you must impress upon the other party that your vehicle is not in L.T.'s ownership. This is especially important now that the Original L.T. Sightseeing Tour buses carry the traditional livery.

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THE LONDON BUS PRESERVATION TRUST

APPLICATION FOR MEMBERSHIP

Full name.....
(BLOCK LETTERS)
Address.....

.....
.....post code.....

PSV licence? Signed.....

I wish to :

(A) apply for OWNER MEMBERSHIP by virtue of my ownership/
part ownership of a former London Transport/London Country
vehicle(s).*

(B) apply for INVITED MEMBERSHIP by invitation of..... *

(C) renew my present membership.*

Please give the bonnet/registration number of your vehicle

.....

I enclose a postal order/cheque for £8.50 to cover my
subscription, made payable to;THE LONDON BUS PRESERVATION TRUST

(* delete as appropriate)

Please return to: The Membership Secretary,
Cobham Bus Museum
Redhill Road
Cobham
Surrey KT11 1EF

Membership cards will be sent on receipt of form and payment.

Copies of the Membership Rules are available on request.

FOR OFFICE USE ONLY

Date received	Amount	Card	Issue date
	£.....Chq/PO		

APPLICATION FOR MEMBERSHIP

Full name (in block letters) _____

Address _____

Available for membership _____

I wish to:

(a) apply for 20% MEMBERSHIP by virtue of my services/
past service of a listed airline/transportation carrier
(Specify)

(b) apply for 20% MEMBERSHIP by virtue of my services as

(c) none of the above

Please give the correct/complete name of your vehicle

I enclose a check/money order for \$100 to cover my
membership, made payable to THE AIRLINE AND AIRCRAFT TRUST

(Enclose in separate)

Please return to the Secretary, Secretary

Charles Lee Brown

1000 17th St

San Jose

California 95128

Membership dues will be sent on receipt of this and payment.

Copy of the Handbook Rules are available on request.

MEMBERSHIP CARD

DATE ISSUED	NAME	DATE	EXPIRES DATE
	Charles Lee Brown		





WITH COMPLIMENTS

July

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	31
Fri.	4	11	18	25	
Sat.	5	12	19	26	

August

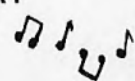
Sun.	3	10	17	24	31
Mon.	4	11	18	25	
Tues.	5	12	19	26	
Wed.	6	13	20	27	
Thur.	7	14	21	28	
Fri.	1	8	15	22	29
Sat.	2	9	16	23	30

September

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



XMS HAPPY BIRTHDAY
 TO YOU.
 20 YEARS OLD.

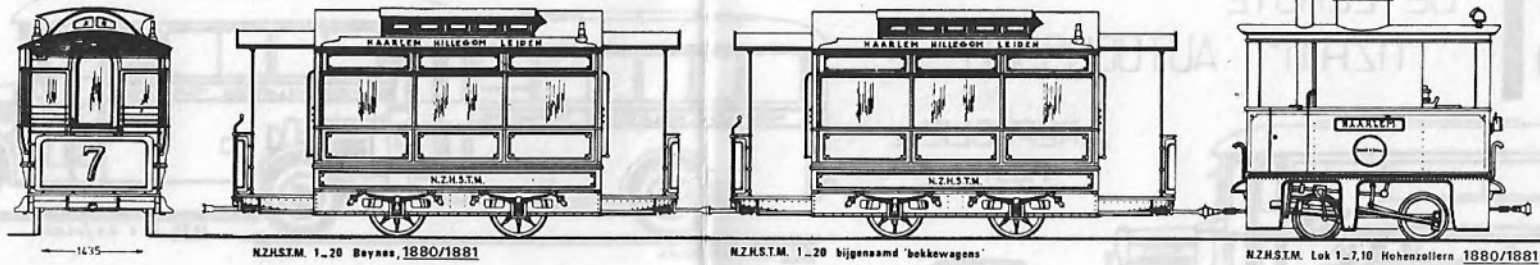


HANDS UP WHO WISHED
 THEY HAD BOUGHT ONE.

1881

NOORD-ZUID-HOLLANDSCHE STOOMTRAMWEG MY.

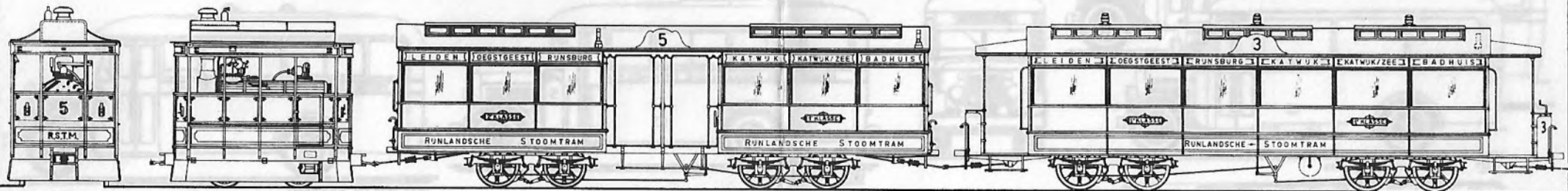
opening
LEIDEN - HILLEGOM - (HAARLEM)
16 mei 1881



NZHSTM 1-20 Bynes, 1880/1881

NZHSTM 1-20 bijgenaamd 'bekkewagens'

NZHSTM Lok 1-7,10 Hohenzollern 1880/1881



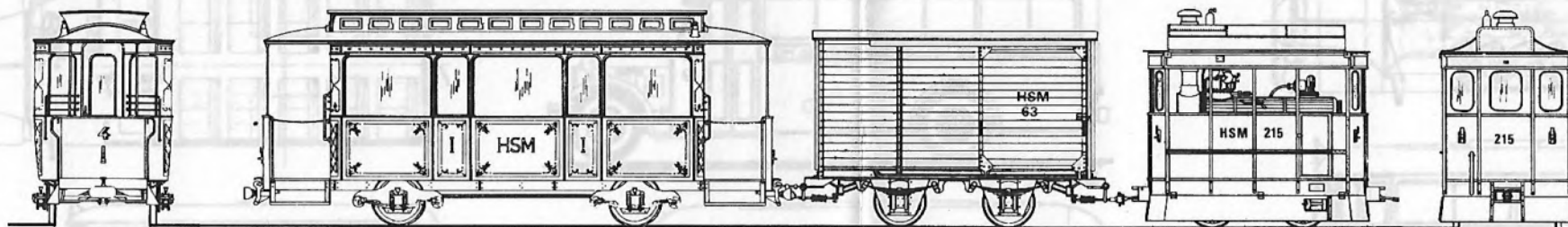
RSTM Lok 1-5 Merryweather, 1881

RSTM AB 5-6 Bynes, 1881

RSTM A1,3 Bynes, 1881

RIJNLANDSCHE STOOMTRAMWEG MY.

opening
LEIDEN - KATWIJK
4 juni 1881



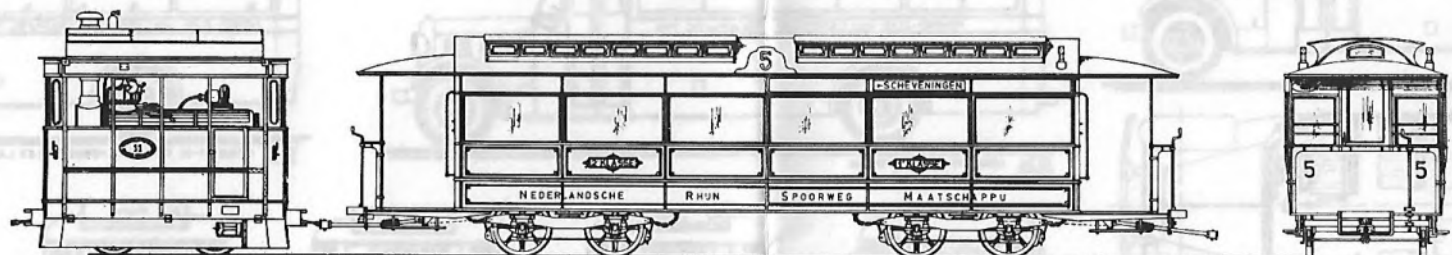
H.S.M. A 1-4 Herbrand, 1882

H.S.M. 63 Bynes, 1898

H.S.M. 215-219 Merryweather (ex R.S.T.M. b), 1881

NOORDWIJSCHE STOOMTRAMWEG MY.

opening RIJNSBURG - NOORDWIJK
20 juni 1885
exploitatie door H.Y.S.M.

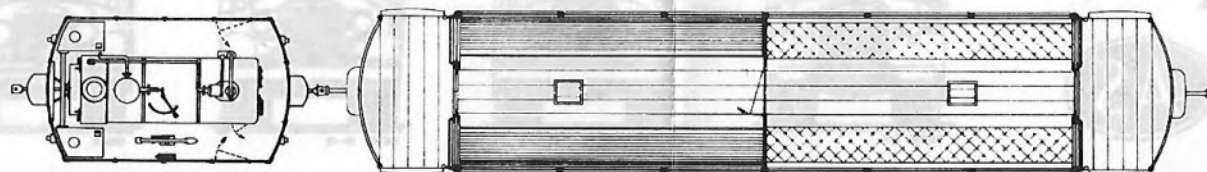


N.R.S. Lok 1-17 Merryweather, 1879/1881

N.R.S. AB 3-13 Bynes, 1880

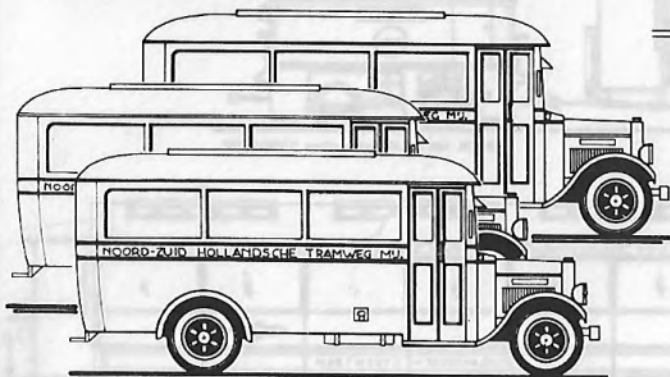
NEDERLANDSCHE RIJN SPOORWEG MY.

opening DEN HAAG - SCHEVENINGEN
1 juli 1879

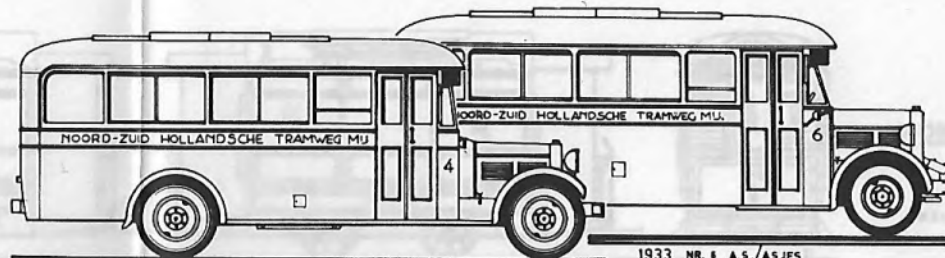
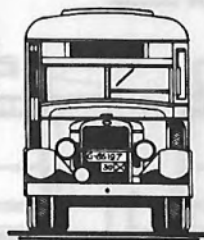


1931 DE EERSTE NZHTM AUTOBUSSEN

=REPUBLIC=
Nos 1-3



1931 SERIE 1-3 REPUBLIC/ASJES



1932 NR. 4 A.S./ASJES

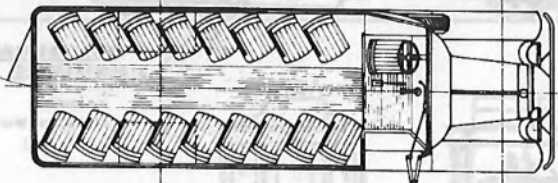
1932 NR. 5 A.S./ASJES



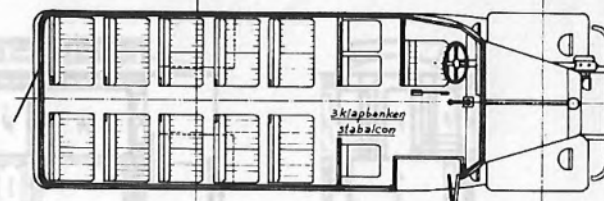
1932 NR. 5 A.S./ASJES



1933 SERIE 7-9 A.S./BEYNES



1935 SERIE 19-21 INDIANA/HAINJE



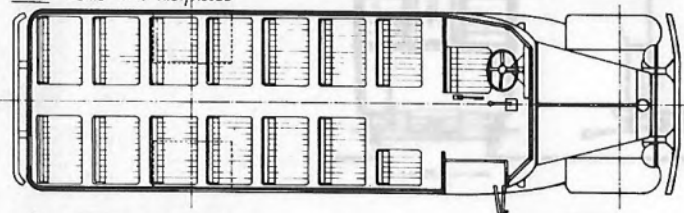
1934 SERIE 10-15 A.S./ASJES



1934 SERIE 16-18 A.S./HAINJE



1934 SERIE 31-34 CITROËN/VERHEUL (EX LAB 6)



SERIE 7-9



SERIE 10-15



SERIE 16-18



SERIE 19-21



SERIE 31-34



50 JAAR AUTOBUSVERVOER 1931-1981

1931-1935: REPUBLIC-A.S.-INDIANA-CITROËN BUSSEN