

# LONDON BUS PRESERVATION NEWS TRUST





Photographs for Winter are:

Front cover: RM 1346 waits at Ongar, Cripsey Avenue on 30 December 1976 with a BL, on route learning, behind.- Photo Dave Jones.

Back cover: TD 95 will look like this one day, as advertised in the January 1949 edition of Bus & Coach.

Calendar: The front cover of Bus & Coach May 1951. Dave Jones has a collection of Bus & Coach dating from 1948 to 1963.

Inside front cover: RT 571 rests at snowy Lower Kingswood. Photographer unknown.

OM1 at Nunhead awaiting the launch of the 7L, Xmas lights service. Photographer Leon Daniels.

Inside back cover: STL 1037, as a showmans vehicle. Photographer unknown

Old RTL's never die, they just go somewhere sunny to retire. RTL 1348 came back and was recently at Cobham. Photographer unknown.



## Issue no.4 WINTER 1986

This newsletter is published by the London Bus Preservation Trust. It is distributed to all members of the L.B.P.T. and other interested bodies. It is never offered for sale because we have enough trouble giving them away.

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Any items not to be published should be clearly marked.

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This information will not under any circumstances be used for any other purpose and will not be disclosed to any other person (especially Readers Digest) without your prior consent. This unfortunately prevents us publishing a membership list, so if, like the merry men at Model Road and Rail (see letters) you won't know who else is a member, it looks like "hard luck". Unless the majority of you feel like MRR and give your permission to divulge your details let us know.

## EDITORIAL

Well hello and welcome to our last newsletter of the year. We hope you have enjoyed the last 12 months, what with the weather and all that. None of us know at the moment exactly what to expect at next years' rallies concerning tachos.

"What's a tacho?" I hear you ask, well if you haven't heard yet you must be blind!!

Every bus book, every club newsletter and everybody has been talking about what they should or shouldn't do about fitting tachos to their preserved bus.

Why do the E.E.C. insist on us having and using tachos? Well the way we look at it, it is there to protect us from idiots and we have to suffer.

Unfortunately we do have idiots among us, look to the left, there's one now.

How many times have you driven your car for so long that you feel tired but you keep on going to finish your journey? Has it ever happened driving your bus? If it has then you're the idiot we are all looking for.

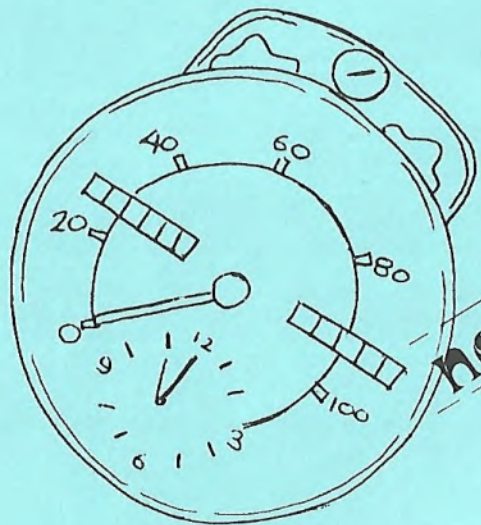
Are you the only one that drives your bus to rallies? I drive coaches part-time the same as probably most of us do. We drive on tachos most times to our full hours. London - Bournemouth and back, that right on the limit. You get back to base feeling you have done a days' work and that's driving a modern luxury coach. You do half that in an RT and you're knackered.

Then there's the other idiots, that let the side down. Most of us are preservationists. We have spent many hours and years restoring our vehicle to pristine condition. We rally it and feel proud about it. We take our wives and children out in it, just like we do in our cars, we might take a friend or two now and again.

But how many times have we seen bus loads of people turn up at rallies time and time again, jam packed.

I travel home via Woodford nearly every night and when I do I always see the same old RT as what I would call a works vehicle complete with London Transport fleet name and the lot.

I wonder if he's a member?



no thanks

## FROM THE CHAIR

It has just come to our notice through the grape vine unfortunately that the London Bus Preservation Trust no longer has a Chairman.

Bill Cottrell resigned as chairman sometime in November, and his post has been taken over temporarily by our secretary, John Bedford.

The following letter from Bill Cottrell was received after we had written our little piece which was not based on any factual notification from the remaining committee members.

To comment a little on Bill's thoughts, the editors are puzzled by the reference to the Open Day, certainly those directly involved in the event noticed the absence of a "leading light" (see comments elsewhere) and Geoff and I can think of no one who would have prevented that lead being taken. Enough said.

We (and the members, we're sure) wish Bill all the best in whatever he does in the future and hope that "Hello Men" will still be heard about the museum. A big "thank-you", Bill.

Dear Geoff.

Just to let the members know that I have resigned as chairman of the group.

I am aware of the criticism following the last A.G.M. which I agree was an absolute shambles and take responsibility for the conduct of that meeting. As this was the last formal responsibility I held, having been eased out of any organisation of the Open Day, I felt I was no longer contributing enough to remain as chairman I held on to the position because I hoped to reconcile the warring factions on the committee, but it needs someone who is a cross between Terry Waite and Henry Kissinger to achieve this.

Best Wishes

Bill Cottrell

P.S. An item for your vicious rumours section  
"Is it true that since the L.B.P.G. have been holding committee meetings at the Friends Meeting House they are being prosecuted under the Trade Descriptions Act?"



## BITS & PIECES

Some of you may have seen a new enthusiasts' publication called "Bus Times", then again some of you may not. Well, your editors have seen the first edition and can thoroughly recommend it. However, it is not available in the shops, only from the publishers.

They are: Bus Times, Unit C10, Moor Lane Business Centre, Widnes, Cheshire, WA8 7AD. If you send them £1.50 they'll send you one copy or send them £6 and they'll send you the next six copies, saving a whole £1.50.

At one A.G.M., can't remember the exact one, it was discussed about the possibility of having a AA/BRS rescue membership included in our group membership. With over 120 members in the L.B.P.T. that's well over 100 vehicles we could get a hell of a good deal. Would you be willing to pay that few quid more in your membership for that extra service?

If you're a Practical Classics reader you can't have failed to miss an article, or shall we say feature, on Peter Plummer and George Townsends RT 593 an excellent bit and makes great reading (5 pages long no less) with a really nice full page colour photo heading the story.

So if you fancy a good read go get it .  
Practical Classics and Car Restorer  
Price £1 November 1986 vol 7. no 7.

Contributions to this newsletter, on any subject, and photographs are always welcome. Photographs should be black and white prints, 5"by 7", 3"by 5" for the inner and back covers or 4 1/2 "wide by 5" top to bottom for the front cover, or 10" by 8" for the calendar. Any prints submitted will be returned as soon as possible, but please advise us if the print you sent is of great value just in case.

Deadlines for the next three issues are:

- 6 March for posting on 30 March
- 5 June for posting on 29 June
- 4 September for posting on 28 September



## VEHICLE NEWS

More screen gems resulted from the appearance of ST922 and T448 in BBC TV's "Fools on the hill" on 27 October. The programme was part of the BBC's 50th anniversary celebrations.

ST922 was busy again along with STL441 (moved out of Cobham for the first time since 1984) G351, STL2692 and C111 for a film which must be worth paying current cinema prices for, if only for the buses.

Keep an eye on the ITV adverts for Compaq (sic) computers which are made out of 384 chips and 32 bits of a bus. The bits of bus were supplied by us, spot the SLT58 grille and the 19 going to Westbourne Park.

For those of you in the dark, RT2775 returned to Cobham from the trading department's yard at Dorking having previously lived at Canterbury.

2 RT's have emerged from the Ensign paint shop in November.

RT 3977 looks resplendent in its L.T. red livery and

RT 3062 has finally been painted yellow and silver. The paint jobs are excellent but the colours - no comment!.

Last (unless anything else comes to mind), Graham Battens "fin" has returned to Eastbourne and been replaced by his RF600

### Hard Work.

Many thanks to the few who responded to Peter Plummer's appeal for help with TD95. For the figure conscious amongst you, five people attended on both 25 and 26 October, only one of whom was not a regular attender or resident. On 15 and 16 November attendances were two and eight. Anyway, much progress has been made inside with flooring and rexine panelling. The roof has also been painted. I wasn't going to mention names, but Peter Plummer, Stan Gilbert, Malcolm Lewis, Bill Cottrell, and Geoff Stoute are worthy of mention. Needless to say, any offers to take TD95 to its first rally will be carefully considered.

The lure of free food and beer was obviously not enough, and although November 1st was also the LOTS sale, only five people sat down to a sausage and mash lunch washed down with John Smith's. And one of these was my wife who cooked the meal! The same non-regular also turned up that day and his help in getting large objects in and out of small spaces was much appreciated. Unfortunately two others who were planning to help were unable to do so as their car was broken into whilst they were paying a short visit to the LOTS sale.

Nevertheless, the day was reasonably fruitful and a number of gearboxes and engines were stacked rather more neatly than before. That was once we had got the forklift started. Why is its battery and the jump set so often flat on Saturdays? Then it ran out of gas with an engine hanging from the forks. Then after a new gas cylinder and a complete service (points adjusted and alternator belt tighten.) it still cut out every few minutes. We also managed to fill a skip with rubbish, by hand and wheelbarrow.

Rather than make any (more) sarcastic remarks or any sweeping criticisms about people not helping, may I instead invite members to write to let us know why there were such poor attendances.

## FOOD FOR THOUGHT

Many thanks to the few, who wrote to us in 1986. Model Road and Rails letter (this issue) must have opened a few eyes and ears. Yes, the Cobham Open Day. Organization, all I can say is having a very good involvement in The Open Day the organization just gets better and better each year with less and less people. In fact, last year, no one person took overall charge, a small (very) assortment of people did their own thing and amazingly enough, it all came together on the day. Just! Why? because we do it year after year, it never changes.

Personally Dave and myself would have liked to have let the Open Day have a rest in 1987, solely for that reason. It never changes, its the same old thing, year after year. You can only do so much on the site. We have and there's nothing more we can do. If we had given 1987 a miss I wonder if anyone would have missed us?. There are the half a dozen or so flea market stall holders who are loyal to us and around Christmas, without fail write and phone asking for entry forms. The public, do they come year after year, because if they do then after 13 years they must be thinking they have seen it all before. I wonder if anyone has noticed much change around the "museum"? What we need is a kick up the arse or at least new ideas, got any? Please let us know. Last years Open Day, we patted ourselves on the back, said well done and went home to think about next year. Well we've thought and come up with NOTHING. So we need help, not necessarily with sweeping up, tidying up etc but with organizing a few months before.

O.k. ideas that come to mind that have been suggested before but never used for reasons beyond our control. Film Shows/Video. We have a paint bay just right for showing films. Do you have the equipment, projector, screen etc. You probably do, I mean who hasn't but do you have 79 seats for them to sit on?  
Open Top Tours.

The very popular O.T.Tours, did you miss them last year, because they were not running. Why? well we can get the bus no problem, people line up to drive them but what about commentary, do you know the Cobham, Weybridge, Walton area? How about popping to the library for a couple of nights and looking up the history, slinging a few bits together and talking to people. Could you do that for us.

We can't do it because we are so busy, (we aren't really, its because we are shy)

The Steam Railway and Horse Bus.

Oh God, the steam railway and horse bus once again, Did you miss them, we did, like a hole in the head, very, very popular but they don't earn enough for the room they take up! Its a shame. The steam railway could be placed at the rear of the museum out of the way, running on its own along the rear fence, but we can't expect the owners of the railway to do site clearance over about 3 weeks just to run for one day. We would have to do this or would you like to!.

The horse bus caused so much traffic congestion and agro from the boys in blue in 1985 that we decided we would convert the route to motor bus!

Just to let you know the Horse Bus stole the scene in 1985 took lots and lots of money that should have pleased us no end, but it didn't we never got a penny of it.

End of moan.

If you have workable, sensible ideas we would like to hear them, also if you would fancy running your own idea, taking a section away from us then let us know.

As the gardener said to the horse, every little helps.

## MEMBERS' NEWS

That time has come around again

Which time's that Geoff?" I hear you say. Remembership time, yes thats right, just when you thought that all money outgoings for Christmas have outgone we come up with this. But don't despair, we are here to help with Christmas cheer and all that, stuff! "How's that Geoff?" I hear you say. With free, thats FREE, as in nothing to pay, membership for a year.

What do you have to do.

Not a lot, just walk up the road or pick up that phone and convince that other ex - London Transport bus owner that's not a member that he ought to be, tell him just what he's missing from not being a member, "Whats he missing Geoff?" I hear you say. WELL, THE NEWSLETTER FOR ONE THING, that must be worth joining for.

On the rear of this newsletter you have two membership forms printed back to back. Get your new friend to complete one form and sign his life away, whoops sorry! and give you his cheque or P.O. then all you do is complete the other side and write across the form "FREE MEMBERSHIP" and send the form and cheque to Cobham.

Simple isn't it. We have a new member, possibly one that we wouldn't have got otherwise, we are happy. You've saved yourself lots of money for Christmas. So you are happy. The bank manager, well you can't please everyone.

To totally convince the other party that the L.B.P.T. is the best thing since sliced bread give him a newsletter or two, we have a few left just contact us and we will send you one or two or three or .....

The free idea lasts all year \* in other words if you don't know anyone at the moment just rejoin as you always do and if you do find someone later in the year Bingo, free membership next year. (1988)

So Christmas doesn't only come once a year. Not at the L.B.P.T.

The slogan this year is: GET YOURSELF A MEMBER FOR CHRISTMAS.

\* a 1987 idea only.

Go and  
get sid

You should have had four newsletters this year (1986) Spring, Summer, Autumn, and this one Winter. If you are missing one let us know we will send you the missing one.

Going back to issue two, Summer, I commented how our membership was on its way down.

While updating our records we found that over the last two years, that 1985/6 we have gained 27 new members, but we lost...wait for it...29 members at this rate there will only be me and Dave here in 1999.

Whilst we welcome new members we must ask why 29 members decided to leave.

Below are their names, if you know any of them why not ask and let us know, or perhaps get them to rejoin. Remember FREE membership for you if they do

Christopher Adams; Morden.  
Mr.R.O.Brewis; Sudbury RF 489 & RF 625  
Graham Burgess; Surbiton. GS 33  
Mark Chapman; Croydon. RP 40 RP 54  
Robert Charnley; Ashford  
Paul Claridge; Romford RF 600  
David Gomm; London RT 54  
John Granger; Worcester Park RF 644  
Donald Griggs; Dover RT 4139  
Alan Hallpike; Bristol  
Nigel Harper; Croydon RF 381  
Henry Harwood; Basingstoke RT 3911  
Michael Horan; St, Albans  
John Huxford; Epsom  
Andrew Jackson; Sanderstead RF 177  
Mr.T.Jeyes; Hemel Hempstead RF 305 RF 684 RF 224  
Clive Jones; Darlington SMS 683  
Michael Overton; Stanmore SMS 396  
Mr.T. Richards; Macclesfield  
Graham Ruddock; London RF 518  
Philip Sawyer; London RF 271  
Alfred Sarney; Sawbridge RF 442  
Mr.B.Simmons; Manchester RT 3254  
Dawn Smith; Sutton RF 280  
Mr.E.J.Stephens  
Mr.D.Stewart  
David Thrower; Manchester RT 2794  
Derek Tippetts; Swindon RM 108 581 J  
Kenneth Wade; Chertsey RLH 32

## Tachographs.

Good news, there will be a 1987 rally season. A meeting of the National Association of Road Transport Museums held on 15 November, attended by John Bedford and Dave Jones, was addressed by Derek Grossmark of H.V.C.C. and Garrick Sharman of H.C.V.S. on their meetings with the Department of Transport. At their last meeting on 10 November the glad tidings about tachographs were told.

Before detailing the results, I should explain, as Derek and Garrick did, the background to the tachograph situation. The fact that Britain is in the E.E.C. means that laws passed by the E.E.C. have to be implemented in Britain with very little scope for alteration. It appears that the law in question was put out for consultation in February this year, however, no one outside Government circles ever saw it, hence the great surprise with which the "Important Notice" hit us. The H.V.C.C. and H.C.V.S. met the DTP on 13 October and had a fruitful meeting. The DTP were surprisingly sympathetic (I suppose they don't like being told what to do by the E.E.C. either!) and agreed to approach Brussels with an application for a "derogation" to the law.

At the meeting in November the DTP announced that the derogation was being processed and would be effective in 6-8 weeks, Brussels willing. The details are:

Vehicles over 25 years old, carrying not more than 9 people (including driver) and used privately, will be exempt from tachograph regulations.

Why 25 years old? The DTP felt that they would not be granted a 20 year exemption.

Why 9 passengers? This is the European standard. Britain is unusual in having a 17 passenger category for mini buses. The DTP were intent on "catching" the "hippy coaches", dance troupes etc who use old buses, often in poor repair, for transport, hence the limit on passengers. But vehicles of any age used on a regular publicised service will be exempt from passenger limit and tachograph rules. The form of notification need only be a "timetable" posted in our museum, or an announcement in the newsletter that a certain vehicle will be travelling from A to B on a regular basis (once a year is regular) provided that A to B to less than 50km.

So, we can breathe again, thanks are due to Derek and Garrick and the others involved in the DTP meetings on both sides. Thanks also to John Bedford and his colleagues from NARTM for their efforts and to John Gray and Bob Chalmers who wrote to us and official bodies on the subject.

## LETTERS

Graham Road  
Wealdstone  
Middlesex  
HA3 5RE  
22-10-86

Dear Geoff,  
Full marks to Tony Beard for his ideas on a 'new-look' rally. But surely an airfield or park isn't the right setting for such an event - it needs to be held somewhere where there are houses, shops and other buildings if it is to achieve the right atmosphere.

Two completely different options spring to mind:-

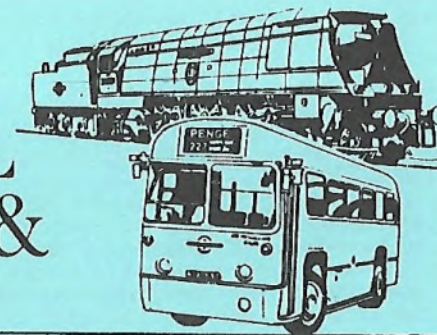
- 1) A number of 'open air museums' are popping up all over the country, reconstructing old buildings to make up small towns. They may be amenable towards having a "London Day" once a year.
- 2) A central London venue could be possible. Parts of the City are so deserted at weekends that the traffic would be negligible, so road closures would not be necessary. I don't see why London Transport should object to carefully controlled free bus operations in their area when people travelling to see the event would represent additional income to them.

I know there are a lot of problems (such as money) that would have to be overcome - but it would be nice if something of this sort got off the ground,

Best wishes,

John Hinson

# MODEL ROAD & RAIL



CENTRAL ROAD,  
WORCESTER PARK,  
SURREY KT4 8HY,  
ENGLAND.  
Tel: 01 330 1187

9th October 1986.

to:

The Editor,  
London Bus Preservation News,  
Elmstead Villa,  
93, Essex Road,  
Romford, Essex, RM7 8BB.

Dear Sir,

We are relatively new members to the Trust (of some three years - maybe that makes us old members?) and we find the workings of the Group (sorry, Trust) a bit of a mystery. It is difficult to participate when you don't know what is going on when, who is in charge of a particular project, which vehicles are actually owned by the trust, etc. Yes, we could pick up the 'phone but we did better than that on the evening before Open-day. Having erected our trade stand we offered ourselves for further duties but we were told everything was done. At least we tried. Organising trade-stands, for instance, is something we know a little about!

This letter is not intended to be critical, we are willing to participate (as much as time, which is a problem for everyone, will permit) but the communication needs to be more dynamic. For instance, most club/societies have an evening get together once a month, has this ever been tried? (if not at the Museum, at a convenient pub). What do other members think? Who are the other members?

Yours sincerely,

*Alf Costen*  
Alf Costen,  
Les Duplock,  
Peter Duplock

## PROLONGING THE USEFUL LIFE OF A CAR BATTERY.

by K.L.Martin B.S.c

You have probably never stopped to consider it, but very few car batteries are replaced because they stop working. In almost every case the battery is replaced because it doesn't work well enough any more. What is not generally realized is that something can be done at this stage which may well prolong the useful life of the battery - quite often by many years, and that the same treatment carried out earlier may well have stopped the symptoms from occurring in the first place.

To understand what can be done requires a simple appreciation of how a car battery works. All car batteries are a series of cells, the most common is the 12v battery which is simply six cells in series. Each cell consists of a plate of lead and a supported plate of lead (IV) oxide both immersed in fairly concentrated sulphuric acid. The lead (IV) oxide plate is the positive pole, the lead plate is the negative pole. As the battery discharges, electrons flow from the negative to the positive pole; when we charge the battery, we simply drive electrons back in the opposite direction.

The reason for a battery failing to work properly any more is due to the chemical processes which take place within each cell. As the battery discharges, the positive plate reacts with the sulphuric acid to produce lead ions and water. The negative plate simply dissolves to form lead ions in the process which finally leads to the battery's complete failure. On charging, the positive plate builds up a thicker coating of lead (IV) oxide, removing water and lead ions from the sulphuric acid as it does so, the negative plate fizzes and releases hydrogen from the sulphuric acid as it builds up a coating of lead.

It is the lead ions formed in the discharge cycle which cause problems. They combine with sulphate ions in sulphuric acid to form highly insoluble lead sulphate. When this coats the plates of the battery, it fails to deliver enough power to be of use. The battery may well be thoroughly serviceable in every other way - only the "sulphating" stops the battery delivering enough power to start the car.

The sulphating can effectively be removed, or prevented, by adding to each cell a weak organic acid known to chemists as EDTA. EDTA stands for ethylenediaminetetraacetic acid, it is a complex analytical reagent which forms co-ordination compounds with many metal ions, including the lead ions formed in the discharge cycle of a battery. The compound formed by lead ions and EDTA is very stable in alkaline solution, but not so in the acid medium of a battery. This is extremely fortunate - as EDTA and lead sulphate are regenerated, but this time the lead sulphate doesn't coat the plate, it sinks down to the bottom of the cell where it lays harmlessly since it doesn't conduct electricity, and the EDTA is free to continue its work. What EDTA effectively does, then, is to free the battery plates of sulphating.

As can be seen from above, treating a battery with EDTA is likely to be most effective when the battery, for one reason or another, spends periods when it is not fully charged, and so contains too many lead ions. This is likely to occur if the car is used for just short trips, is infrequently used, or suffers from an inefficient dynamo/alternator.

To treat a battery with EDTA you simply add about a rounded teaspoon full of the powder to each cell - this assumes an average size of battery but the exact amount is in no way critical. What you should then do is to use the car normally for a few days, or agitate the battery frequently for a few days, and then give it a thorough charge to build up on the cleaned plate areas. On the assumption that sulphating has been effecting the performance of your battery, an increased performance will be noted from here on.

If you cannot find and EDTA locally, I can provide you with enough to treat an average size car battery for £1.50, inclusive of postage and packing. My address is : K.L.Martin, Brookmead, Meppershall, Shefford, Bedfordshire, SG17 5SA. Because most buses have four batteries, Mr Martin has kindly agreed to let LBPT members have sufficient to do all four (four times the amount for a car) for £5. The amount per cell remains the same. Many thanks to Mr Martin for his useful hints.

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# FEATURES

## Cobham Fireworks.

We arrived at Cobham approx 7.15 on November 8th ready for firework night. With box of fireworks clasped under arm we made our way up to the canteen where we had a lot of trouble finding room to stand let alone sit. The canteen was bursting at the seams with people, a very nice sight to see, and very pleasant social surroundings.

There was Win as usual tucked away behind the counter up to her neck in baked potatoes, bangers (the edible type, not the whizz-bang-bloody-hell-what-was-that-type) and soup.

There were rolls and butter laid out on the table and after we helped ourselves to most of it, and very nice it was too, off we went to find Ian who was somewhere within the building.

Bang, crash, mutter, swear... "I think he's over here" said Helen, recognize his swearing anywhere. Yep, we found him in his usual role underneath a bus. "Coming out to see the fireworks Ian?" I said.

"Why, is there another committee meeting on, then?" (joke)

Out he came and after he scraped the dirt off it was back to the canteen for more soup.

More and more people arrived and the bonfire was lit.

The bonfire was built early in the day by Ian, and Colin Prince and I hear if it wasn't for them we would have had to have the fireworks display all huddled around the calor gas heater.

Dave and Peter Krisler were placed in charge of firework lighting and I can remember all those years ago when after an hour we would run out of fireworks, but this year there were boxes and boxes of them everyone excelled themselves.

Most people had either gone home or retreated to the canteen at around 10.0'clock but there, uninterrupted, was Dave still at it with the fireworks, until the last one was lit.

Unfortunately with only a handful of people left by the bonfire, everyone else missed the final of all final finishes, a really large multi coloured "thank you for coming good night from Cobham Bus Museum" firework!

Good wasn't it Dave?

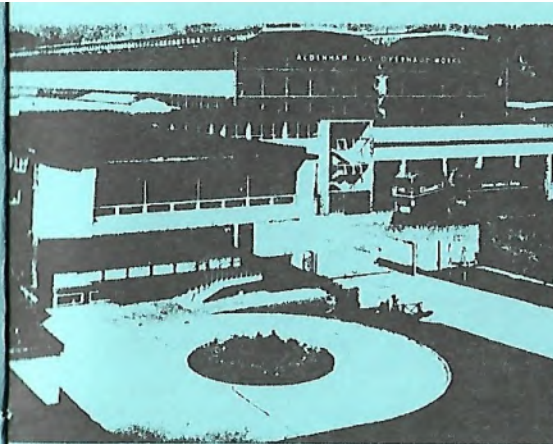
Many thanks to everyone that came we all had a great time.

Also thanks to Win, she never lets us down.

It was a pity though that so many of the usual faces were missing.

Geoff Singer.

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## ALDENHAM WORKS

**Introducing Aldenham** London Transport runs about 8,000 buses and coaches which travel a total of 280 million miles in passenger service every year. Most of the buses and coaches pass through the busy London streets, where they are continually stopping and starting, so that the wear and tear on the vehicles is high. Buses run from almost 100 garages in the London area where servicing, docking and minor accident repairs are carried out.

Aldenham Works deals with the overhaul of the bodies and chassis of London Transport's fleet of buses and coaches, together with the reconditioning and manufacture of body parts. It also handles the repair of heavy accidents where the amount of work is too much to be dealt with at the operating garages.

Overhaul of mechanical and electrical units and the reconditioning of their parts is carried out at Chiswick Works, which supplies units as required to Aldenham and to the operating garages.

**Why Aldenham was necessary** By 1939 the bus fleet had grown to 6,000 vehicles which were overhauled at Chiswick Works, and it was plain that a new factory would be needed. The greatest difficulty was finding an alternative site of sufficient size within the London area. In 1949 the depot at Aldenham, built for a proposed extension of the Northern Line, became available for alternative use. Using the depot as a nucleus, construction work began in 1952 and was completed in 1956. Overhaul of bus bodies was transferred to Aldenham Works in 1956.

Your visit will include the following shops and stores:

**Pre-Inspection Area** Here vehicles for overhaul are received. Upholstery is first removed and inspectors schedule the repairs required to the vehicle body.

**Dismount Area** Where uncoupling is carried out. The body is lifted from the chassis and is taken to the Repair Sections. The chassis goes to the Overhaul Shop. In the Overhaul Shop overhead cranes transport the bus bodies.

**Inverter Area** Inverters enable a body to be tilted through 90° for under-floor washing, inspection and repair.

**Chassis Wash** Chassis are connected to the rope traverser before the washing operation. Dynamo and starter are first removed and some mechanical units masked to prevent damage by water. After the machine washing a hand-spray wash is used to complete the cleaning.

**Chassis Strip** The chassis is progressively stripped. After the units are removed they are sent to Chiswick Works for overhaul. The engine and gearbox remain with the frame. This assembly is then transported by overhead runway to the Frame Repair Section.

**Frame Repair** The frame is inspected, repairs scheduled and carried out by staff mobile within the Shop, material being obtained from adjacent 'cafeteria' racks.

**Chassis Assembly** Overhauled front and rear axles, together with other overhauled units received from Chiswick Works, are installed in repaired frames in the assembly bays, to re-build chassis. Finally the chassis is sprayed with aluminium paint.

**Body Overhaul Shop** Overhaul of bodies is carried out in any one of 15 standings for double-deck types. In addition there are four standings for single-deck types. The body is positioned on stilts and repairs are carried out in situ, defective parts being replaced by new or reconditioned items. Parts for repair are transported to the Repair Section and new or reconditioned replacements are available from adjacent 'cafeteria' racks.

**Mount Shop and Test** The body is positioned on an inverter to enable protective treatment to be sprayed on the underfloor. It is then mounted on to a chassis and after re-coupling, the completed vehicle is passed to preparation for painting.

**Paint Preparation** Paper advertisements are removed and the vehicle generally prepared for spray painting. Washing and rubbing down, both inside and out, is carried out and a priming coat is applied where necessary. Internal painting is also dealt with here and then the vehicle is masked ready for the spray painting process.

**Paint Line** The final painting and varnishing is carried out by the hot spraying process. Vehicles are positioned on a start-stop wire-rope conveyor, along which are two separate, enclosed, spray booths—one for the colour coat, the other for the varnish coat. The booths are fitted with electrically-raised platforms to provide access to the whole of the exterior of the vehicle. After spraying, the masks are removed and advertisements fixed.

**Finishing Line** Now the windows are cleaned; grab rails, dress guards, driver's mirrors and other accessories are fitted and the headlights focused. Upholstery is also replaced. The completed vehicle is then transferred for preparation for road test and final inspection.

**Licensing Garage** It is now prepared for road-test to check brakes and general chassis condition. After this there is a last inspection check before the vehicle is handed to the M.O.T. Certifying Officer for clearance for a certificate of road-worthiness.

**Main Stores** Material delivered to the Goods Inwards is inspected and binned. Raw material is issued to the Manufacturing Shops, finished material is sent to the Shops 'cafeteria' stores.

**Parts Manufacture and Repair Shops** The manufacture and repair of body parts is dealt with in this group. The parts for reconditioning have been washed inspected and batched before being placed on the Production Shops. New and repaired parts are subsequently passed to the Main Stores.

**Accident Shop** This shop is used for body and chassis repair following road accidents.

**Trimming Shop** Cushions are beaten, washed, dried, inspected and coded for repair. Repairs are carried out on benches adjacent to conveyors which remove the finished work.

**Destination Blinds** Destination blinds are manufactured or repaired as needed. Bills are printed by the silk screen printing process and gummed on to linen in special machines.

**Some Facts about Aldenham** The main building of the Aldenham Works is a steel frame structure, 480 yards long by 180 yards wide, with a total floor space under one roof of 17 acres. An area of about 5½ acres of the westerly portion is let to Leyland Motors, the remaining 11½ acres being used as a bus overhaul works. The present output is 15 overhauls and 22 vehicle repaints a week.

## SOME BOOKS ABOUT LONDON TRANSPORT

**Sixty Years of the Bakerloo**  
**Sixty Years of the Piccadilly**  
**Sixty Years of the Northern** } By Charles E. Lee, M.Inst.T.  
Histories specially published to mark these Underground Jubilees, With many historic photographs. Price 2s. 6d. each

**How the Underground Works** By P. E. Garbutt  
An informative account for the more technically minded of the working of London's Underground, including construction signalling and the day to day handling of traffic. Illustrated with photographs and diagrams. Price 5s

**The Story of London's Underground** by John R. Day  
A short survey for the general reader of the development of the Underground over the past hundred years. Fully illustrated and complete with coloured Underground map. Price 5s

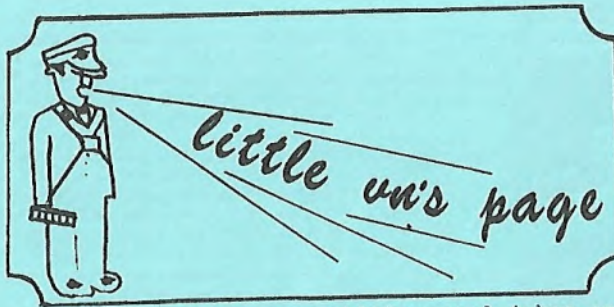
These can be bought at any main London Transport Enquiry Office, or post free, from the Publicity Officer, 280 Old Marylebone Road, N.W.1.



(50/1517/NP/2M(A)

Printed in Great Britain, 1968.

WATERLOW LONDON



This month we have a new subject. It's what we call "Little Uns" page. We suddenly realised that out there in amongst the bus stops and bus garages, behind mums and dads, there's little uns that help their folks restore old buses. So we have givep you your own page.

There will be competitions and jokes and lots more through-out the coming year. We start off with a Christmas competition. P.S. mums and dads keep away O.K. and remember kids don't forget the L.B.P.T. gives away at the A.G.M. every year a silver shield to a young person who has helped in the preservation of London Buses. I mean even Uncle Alan Pearce won it one year! Yep he was young once! (joke Alan ED). The shield was won last year by Melanie Wickens.

#### Funny Ha Ha Bit

Passenger:- How much is it to Aldgate?

Conductor:- 30p mate.

Passenger:- Oh, I've only got 25p is it all right to run behind the bus a little way.

Conductor:- Do what you want mate.

2 miles down the road.

Passenger:- Puff/pant How much to Aldgate now?

Conductor:- 40p, we're going the other way.

#### Christmas Competition

All you have to do is convince your mum and dad that you wish to colour the picture opposite and completely destroy their newsletter or better still get them to go out and photocopy the page and when you've finished your masterpiece send it to the editors address at Romford and you stand a chance of winning a belated Christmas pressy. We won't tell you what the prize is because we haven't bought it yet, so we don't know ourselves, but it'll be good.

So get out your colouring pens and pencils and over your Christmas hols get colouring.

By the way, you don't have to paint the bus in London colours, any colour will do.

We have made a deadline for your pictures to be in by, its Feb 25, no particular reason except that its my Birthday and its easy for me to remember. Oh and sending me lots of sweets on my birthday will make no difference.

The rules: The only rules are, if you're a big person you can't enter, so tell dad to get lost.

How big is big? Well lets say if you pay full fare on the buses, then your too big.

This is "little-un's" page O.K.

Bye for now

Keep on bussing

Ding Ding.



Name:  
Address:

Age:

THE LONDON BUS PRESERVATION TRUST

APPLICATION FOR MEMBERSHIP

(Block letters)

Full name .....

Address.....

.....

.....Postcode.....

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

Do you hold a PSV                      YES/NO\*                      .....

can we have your permission to print your name, address, and phone number on a membership list YES/NO\*

Would you pay a little more for combined L.B.P.T. Membership and BRS/AA membership                      YES/NO\*

DEED OF COVENANT    I wish to covenant my subscription and enclose my completed covenant and Certificate of payment of Income Tax forms                      YES/NO\*

I enclose a postal order/cheque for £9.00 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.

Date received:                      Cheque/PO                      Card                      Issue date

FOR OFFICE USE ONLY



# Built on Tradition

*and abreast of the times*

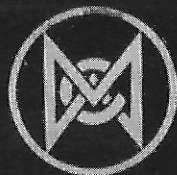


56-SEATER HIGHBRIDGE TYPE DOUBLE-DECK OMNIBUS BODY BUILT TO THE REGISTERED DESIGN AND REQUIREMENTS OF THE LONDON TRANSPORT EXECUTIVE UNDER THE CURRENT POST-WAR REHABILITATION PROGRAMME ENVISAGED BY THE LONDON TRANSPORT EXECUTIVE. THE M.C.W. ORGANISATION HAS BEEN ENTRUSTED WITH THE BUILDING OF SOME 2,000 BODIES.

## METROPOLITAN-CAMMELL-WEYMANN

### MOTOR

VICKERS HOUSE  
BROADWAY



### BODIES LTD

WESTMINSTER  
LONDON. S.W.1.

## LONDON BUS PRESERVATION NEWS

TRUST

WITH COMPLIMENTS

### JANUARY

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

### FEBRUARY

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

### MARCH

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

### APRIL

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

BUY ONE FOR CHRISTMAS

IT'S UP TO YOU NOW BERT, TAKE CARE, THEY'RE ARMED!



The Editors and Committee  
wish all members and readers a very



MERRY

CHRISTMAS



JANUARY, 1949

# Modern Coachbuilding by Mann Egerton

The new Leyland Tiger Single Decker Bus with Mann Egerton 31-seater Body, 100 of which are now in course of delivery to London Transport Executive

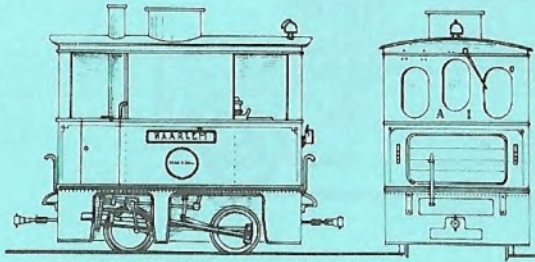


# LOCOMOTIEFPARK

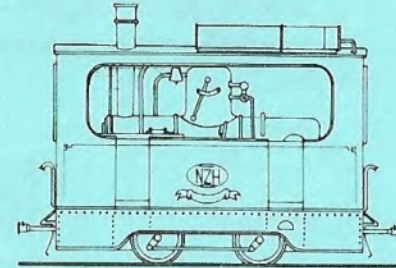
## LEIDEN - HAARLEM

### Namen van lokomotieven

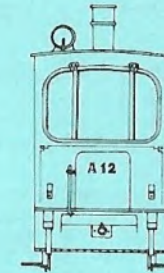
- A 1 'Haarlem'
- A 2 'Leiden'
- A 3 'Hillegom'
- A 4 'Heemstede'
- A 5 'Lisse'
- A 6 'Sassenheim'
- A 7 'Bennebroek'
- A 8 'Zuid-Holland'
- A 9 'Noord-Holland'
- A 10 'Oegstgeest'



A 1 - 7, 10, ex N.Z.H.S.T.M., Hohenzollern bj. 1880, 1902

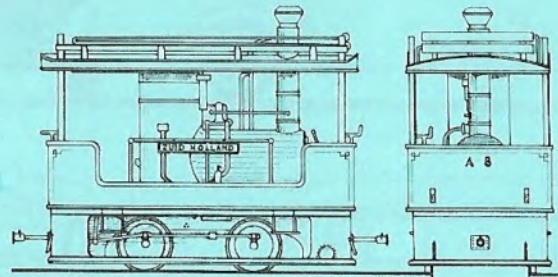


A 11 - 14 ex H.T.M., Backer & Rueb, bj. 1904 - 1909  
in 1925 naar N.Z.H.

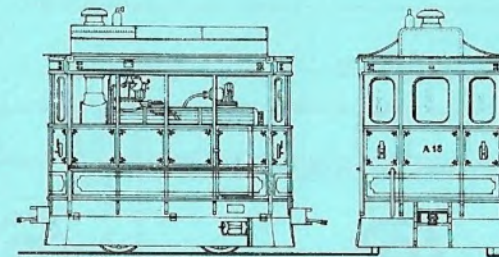


1881-

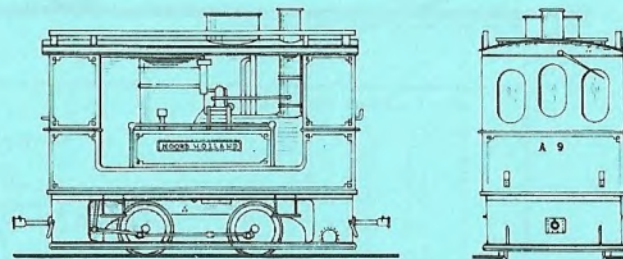
1932



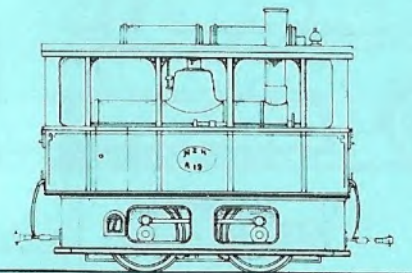
A 8, 9 ex N.Z.H.S.T.M., Winterthur bj. 1883



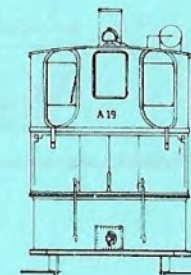
A 14 - 18 ex R.S.T.M., Merryweather bj. 1881  
in 1911 naar Ldn. Hlm, waar alleen A 15 en 16 werkelijk dienst deden



A 9 na verbouwing



A 17 - 19 ex H.S.M., Backer & Rueb, bj. 1884  
in 1926 naar N.Z.H.

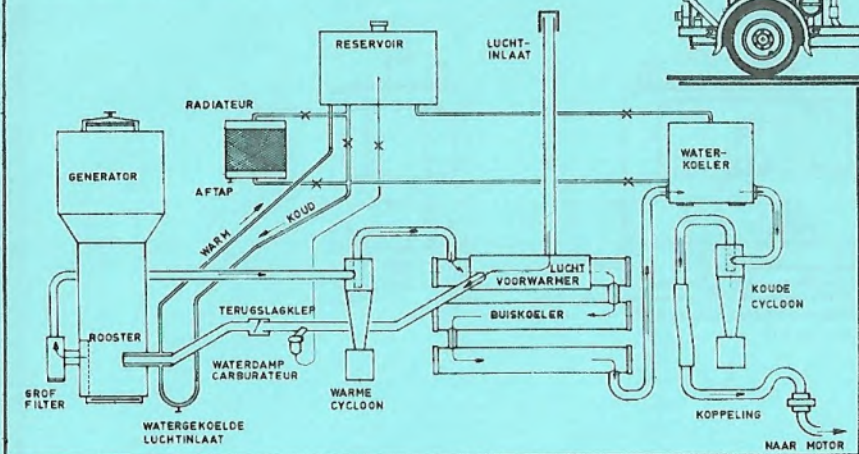


30 dec. 1932  
feestelijke opening elektrische lijn



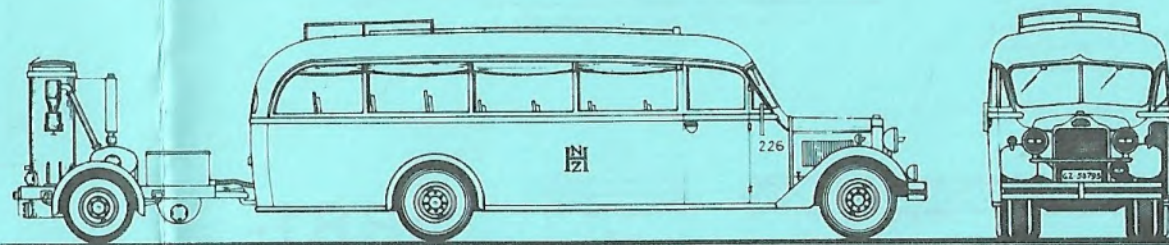
# 1940-'45 RIDEN OP GAS

## GOHIN-POULENC ANTHRACIE TOEGASGENERATOR



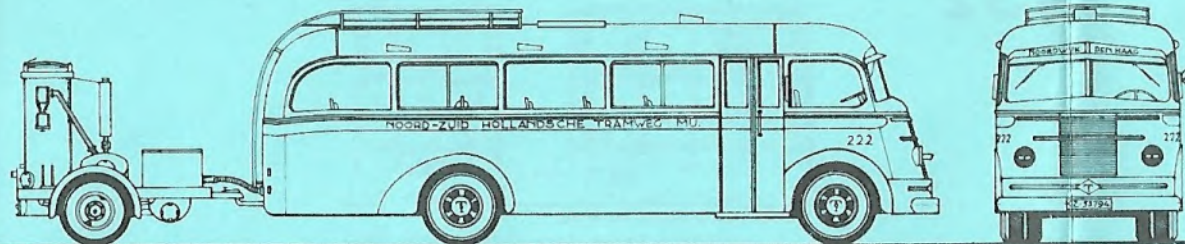
SERIE 41-44 MERCEDES-BENZ/DEN OUDSTEN EN DOMBURG

WIJ RIDEN OP GAS  
IN UW BELANG



1942 NR 226 WHITE 1930/DEN OUDSTEN EN DOMBURG (EX DUINLANDER)

## HOUTGASGENERATOR

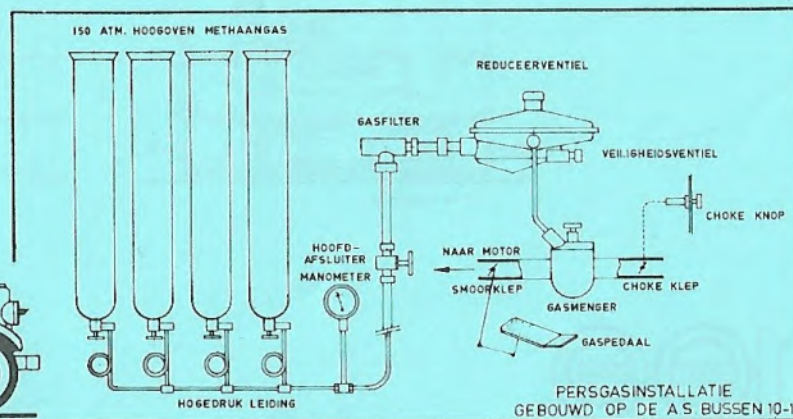


1942 NR 222 DIAMOND 1938/HAINJE (EX DUINLANDER)



1942 NR 218 NAG 1933/VERHEUL (EX DUINLANDER)

## HOOGOVEN METHAANGAS



PERSGASINSTALLATIE  
GEBOUWD OP DE A5 BUSSEN 10-18



50 JAAR AUTOBUSVERVOER 1931-1981

1940-45 RIDEN OP GAS=1942 OVERNAME DUINLANDER