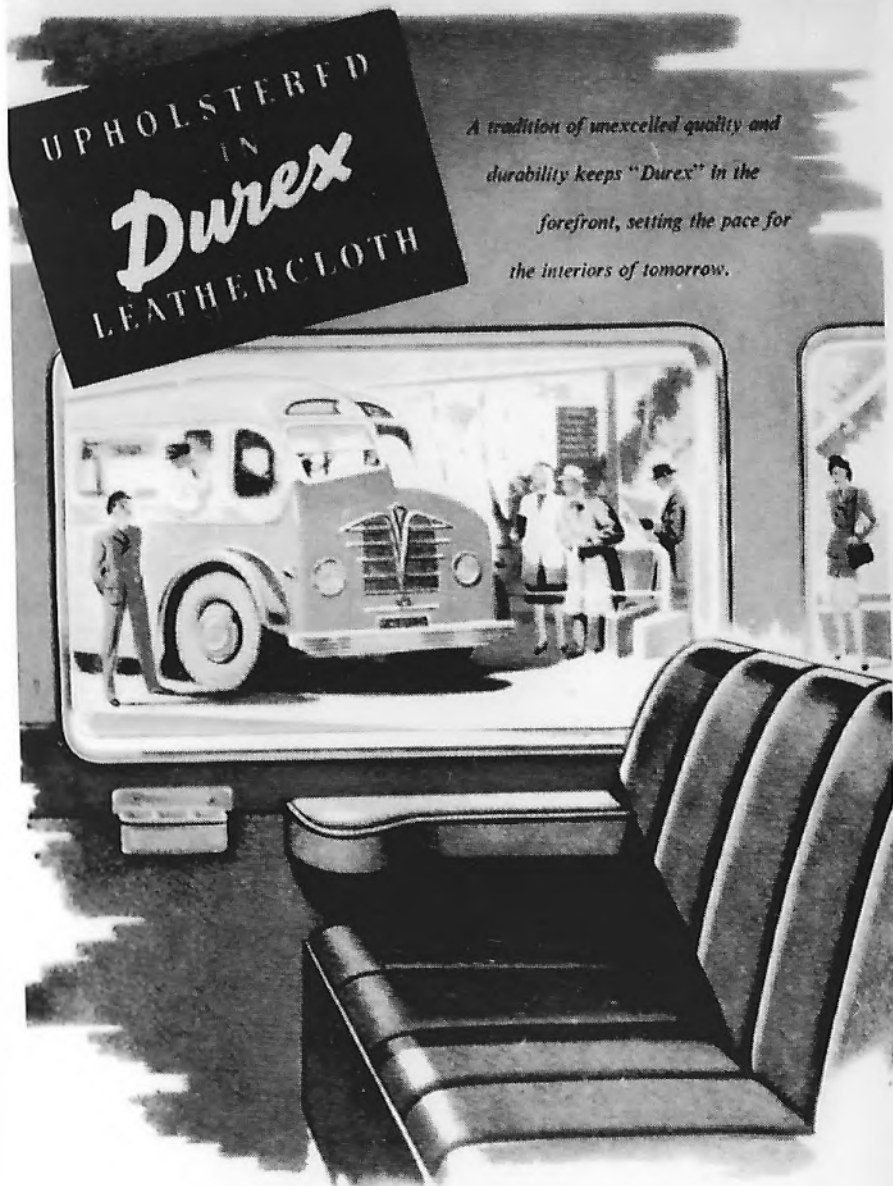


LONDON BUS PRESERVATION TRUST

NEWS  
87





THE GREENWICH LEATHERCLOTH CO. LTD. DUREX, 80, QUEEN ST. MARY CRAWLEY, KENT. Tel. Dovermouth 0174

ENGLAND

Photographs

Front Cover: STL 347 at Morden, 25 April 1950 - Photo Alan Cross.

Back Cover Top: Ex LT Q1 1829 at Maliano - Photo J.G.S. Smith.

Back Cover Bottom: Ex LT RT 422 in Bradford livery. Photo J. Whiting.

Inside Front: The Greenwich Leathercloth Co. had an interesting trade name. January 1949.

Inside Back: Q1 1779 at Hampton Court, from a Bus & Coach advert.

Calendar. RT 2880 trips the light fantastic.

**issue no.5** *SPRING 1987*

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Editorial address:

Essex Road, Romford, Essex. RM7 8BB, or to Newsletter, Cobham Bus Museum, Redhill Road, Cobham, Surrey. KT11 1EF. Any items not to be published should be clearly marked.

Apology No.1

May we apologise for the change of type face in this issue. Unfortunately we have lost our free use of the computer on which we used to type this newsletter. So for the time being we have had to revert back-in-time to the old faithful typewriter. We do hope it will not interfere with your reading.

Normal service will be resumed as soon as possible, or at least until we find another computer.

Apology No.2

We have been informed that in the article 'Cobham Fireworks' (page 14) the paragraph about the building of the bonfire should have read "Ian Barrett and Dave Kreisler" and we apologise to Dave even if all your work went up in flames.

Apology No.3

We have also been informed by two members that John Bedford has only taken on chairing the Committee Meetings, and not the Chairman's position overall.

So John you can stop doing all that extra work now. Obviously the new Chairman would be democratically elected by the members at the next A.G.M.

Apology No.4

There is'nt one. Not even we make that many mistakes.

This month we've gone over the top, inside this issue or outside on the floor, if its already fallen out! You will not only find your usual calendar but also its sister, a rally diary. So now you will have to find a bit of wall twice the usual size to hang them on.

May we suggest that you write in the rallies you have entered in the column beside the dates and in the small column write in the date the entry form was sent, also if you write in a water-type felt pen then you can change your mind half way through the year, its easy to change.

Where to hang your rally diary! How about on the toilet door. Then there is no excuse for missing any rally because when ever you sit down it will be there right in front of your eyes...

1986 was quite a year, we obtained charitable status after a long and complicated process and we 'lost' our Chairman after many years, to mention but two. So, what is 1987 going to bring? The Trust will come into full operation and this will lead to a number of changes to the way we operate. John Bedford has contributed the next three pages to give some idea of what is to come.

Elsewhere in this issue we have articles from Jeff Stoute on the Open Day and a 'topping event', from Bill Cottrell on how to spend a few million pounds and details of this year's coach trip. This should be a really sociable weekend, with visits to Crich, where we hope to hire LCC car 106 and the working trolleybus museum at Sandtoft, where Q1 1812 from Spain is under restoration. Yes a Q1 from Spain, via Fulwell, of course.

Talking of being sociable, we, and JB, have had a number of favourable comments about the evening so another one(or two) is being planned at a suitable location.

Nearly time to shut up, but before I do, you might notice an empty bit at the bottom of this page. Why not help fill it? We'll take almost any thing and if you're fed up with our brand of cartoons, why not send one of your own?

YOU TOO CAN HELP FILL THIS SPACE

## THE LONDON BUS PRESERVATION TRUST

At the last Annual General Meeting of The London Bus Preservation Group Ltd., it was announced that its application to the Charity Commission had been successful, and a new organisation - The London Bus Preservation Trust - was being set up to administer the museum and its assets.

The Group's accountants have now advised us that the formal transfer of assets from The London Bus Preservation Group Ltd. to the Trust can take place. In consequence, a number of meetings will be arranged to set up the Trust as a working body, and details of these will be circulated to the members as soon as possible.

Since the inception of The London Bus Preservation Group Ltd. in 1966, it has functioned within the guidelines established by its constitution - the Memorandum and Articles of Association - and as a "company limited by guarantee". Its development as a museum was made possible by the purchase of freehold premises at Cobham in 1972, and the security of tenure that this provided as a base. During its 20 years' existence, the Group has operated under a single committee of management composed of up to six directors, as provided for in the Constitution.

In 1987, the creation of the new body will represent the first major change, bringing into being two distinct organisations, running in parallel. The London Bus Preservation Trust, and the London Bus Preservation Group Ltd., which will continue trading as a separate entity. The Trust's terms of reference are set down in its Constitution which has already been approved and a series of important meetings will be taking place from now on, to determine the course that we adopt for the future of Cobham and the Society which it embraces.

## The Committee of the Trust

With the benefit of 20 years' experience of the London Bus Preservation Group Ltd., the impending change of status and the introduction of broader representation at Committee level - this presents the opportunity to 'take stock' of the existing situation, as a first step in setting up the Trust.

As a working body, its principal function will be to manage the museum and its assets. With the London Bus Preservation Group Ltd., the objective will be to develop opportunities in the commercial field as they arise. Thus, the emphasis is different.

It is not my intention here to elaborate on the current disagreements about policy within the Group, and I must emphasise that in this brief summary, the views expressed here are purely my own. If there has been criticism that the present committee is small, and operates too much in isolation from the main stream of the membership, then I believe that we should make changes in shaping the Trust to counteract this. In this way, we can ensure that the new committee is better suited to serve the Trust and the needs of the membership in the foreseeable future.

In a society such as exists at Cobham, we must be prepared to exercise tolerance and foster a degree of personal expression from within the membership. If the system is too rigid, individual initiative will be stifled and support will diminish. If the committee is too inward-looking, and insensitive to the aspirations and beliefs of the members it is elected to serve, then it will lack credibility.

## The Trading Operation

As a Registered Charity, the Museum cannot operate in the commercial sense. In the near future, there will be an opportunity to restate objectives and clarify the relationship between the Trust, the Group, and the members.

### The Museum Building

At the Annual General Meeting, a resolution was approved to commission a structural survey of the museum building. From this report, several options have emerged, ranging from refurbishment to current standards, to relocation on a new site.

Since 1972, when the Group took possession of the building, on-going maintenance has been carried out. However, because of its basic form of construction, it is poorly insulated, and damp conditions prevail, a problem which is aggravated by the high water table. Thus, the vehicles and equipment are housed in an environment which is far from ideal. In view of the report's conclusions, a decision on the future of the building cannot be delayed.

### The Future

In this brief summary, I have discussed matters which are likely to be high on the agenda of the forthcoming meetings. My thanks to the Editors who invited me to contribute to this Newsletter. To you, the members, may I urge you to respond in a positive way with your support. The debates which will be taking place in the setting up of the Trust are important, as they involve decisions on matters fundamental to its future.

J. L. BEDFORD (Trustee/Acting Secretary).

### Vehicle News

Seen on the 14th February 497 ALH. RW3 is alive, well and still working for a living on stage carriage work in and around Salisbury.

Its tax was noted as running out on 28 February, '87!!

Could be a possible preservation project. If interested please contact Geoff Singer who can supply owners name and address.

RM 742 noted in Ensign workshop being converted for Yorkshire Press, Paul Morris took it there!

With the smell of greasepaint still in the air, Graham Batten's fin made its appearance in Miss Marple on 8 and 15 February in a story called Nemesis. Apart from the usual array of splendid vintage cars, Graham's bus was seen in numerous locations on a coach tour during which Miss Marple had to solve a mystery. The bus looked splendid. One of the country Ts also appeared in the first of the two episodes and in an earlier story Alan Cross's C 111 was glimpsed in the rain through an "airport" window.

On the less bright side, FFY 403, the Southport open topper suffered from a collision with our regular filling station's canopy. A new upper deck front windscreen will be needed. Irony was that the driver was fuelling the bus prior to taking a PSV test - (successfully!)

Progress continues slowly on TD 95's interior, whilst UMP 227 has sprung to life and exterior and interior work is progressing at an amazing pace.

Last, London Coaches now advertise for hire vintage buses and have produced a glossy brochure showing ST 922, D 142, C 111, T 504 and the Fin.

### FOOD FOR THOUGHT

It may well have spread via the grape-vine by the time this gets into print but in early January the Museum suffered two breakins during which the display cases on the gallery were cleared out. Obviously whoever broke in knew what was there and how to get it. The Police were brought in and developments are awaited. Burglar alarms cost money, in accordance with the size of the building, and, if linked direct to a police station, (who would hear an alarm at Redhill Road?) even more. But, when we are trying to preserve something of London's transport heritage for the education of future generations, it may be a worthwhile investment to take steps to ensure that we hang on to it. Top of the new year (financial) shopping list should be a security system. Lets make sure we're not all wasting our time.

LETTERS

More in the mailbag this time, a couple we've printed in full, but to leave room for other things we've extracted the important bits from the others.

The short bits first:

Warren Darling, apart from suggesting the "Getting to Know You" item also wrote about the open day. He suggested an ongoing display of vehicle restoration (rather like some of the activities which take place at London Buses' garage open days) and offered to do this himself.

Well, subject to the availability of a suitable vehicle we hope to have something going on at this year's open day in a couple of weeks. If not, can we persuade someone to take this on for next year - there's nothing like planning well in advance.

Warren went on to comment about the bus gathering, suggesting that a more formal approach be adopted, with a means of establishing who is bringing what to the event. Warren felt that our stout marshalls (pun intended) were hard pressed to organise things when it wasn't known what was going to turn up next.

So, there's another job for next year if someone wants it!

We also had a letter from John Ball, who felt it was a shame that nothing from Cobham (not even an AEC) attended the Leyland Celebration Rally last year.

Yes it was a shame. The Trust owns about fifteen vehicles and although the best Leyland (TD 95) was in too many bits it ought not to have been beyond someone's ability to organise a suitable vehicle to go. For my part, I was on a canal boat that weekend, so were Paul Morris and Geoff, so that's our excuse. Anyway, perhaps in future it could be someone's responsibility to check the rally diaries and, with due authority of the Committee, put it in black and white that x vehicles will represent the Trust at x rally. (Another job for this mystery "someone" person).

John also wanted us to pass on an outstanding offer which may appeal to those of you who are not full time bus drivers. As you may or may not know John is a driving instructor for London Country South West at Godstone, and is offering a "Day Out With a Bus Driver", all expenses paid and meals provided. Just give him a ring on 0324 006, at a reasonable time, of course. Anyone who goes may care to write a bit for the newsletter afterwards.

Right, now on with scribings (?) of Roy Gould and Dick Smith.

Sandringham Road  
Bromley, Kent.

2.1.87.

Dear Sir (Geoff)

Just a few lines in answer to some queries expressed by other members letters.

Re - Alternative sites for rallies - by all means try - we have had them for years at various places where the public can enjoy and financially assist individual owners with stalls etc. Waterloo - Crich - Kent rallies etc. I am sure this would go down well - bring it up at the next meeting - send a motion in - in writing.

Members leaving. I myself was appalled by the attitude of some members at the AGM - more interested in financial gain than in the original object of the Group in the days of the late Allan Allmay - Lynn and Prince Marshall and other enthusiasts - Bill Cottrell and others who slaved away for the love of it. Unless this attitude is revived, I see no future for the likes of the old members - 1970 vintage. The other reason which I brought up at the 1985 AGM was that retired members find £9.00 not so easy to find out of pensions, especially if they also support other associations which also need financing. I did ask if consideration could be given to retired supporters who could not raise funds by virtue of being non-owners who could not re-coup expenses at rallies etc.

Re - Meetings during the year. This was one of the most enjoyable aspects of the L.B.P. Group. We used to meet at "The Albert" Victoria Street monthly. Members tales - slides - a beer and a 20p. whip round to cover room hire. This ended when the Albert was refurbished, and the hire fee increased beyond our meagre means. The Historic Commercial Vehicle Club used to do the same in Vauxhall Bridge Road and other venues. Bill Cottrell could supply details no doubt, he was and still is one of the working king pins.

Thanks for the L.B.P.T. News Magazine, really first class - plus the inserts, a job being well done. If you can use a few photos (taken at Aldenham) chassis, overseas buses for M.O.T. inspection etc., I will send them; (colour, not black and white).

Many thanks to Allan Cross for his work. The backroom boys don't get much notice unless they run off with the funds!

All the best for the future.  
Dick Smith.

Mitcham Lane,  
S.W.16 6NT

21.1.87.

Dear Geoff

Nice to see a Newsletter appearing at fairly regular intervals again, nicely typeset and legible photos too.

However, a few criticisms.

1. Though Bill has unfortunately resigned as Chairman, John Bedford has NOT taken over as Chairman of The Group or Trust - he has merely chaired meetings - a vast difference. Could you therefore check your facts a bit more carefully in future!

2. Please leave out the "in" jokes and comments; if this Newsletter is going to non-members, it does the Group's image no good to read "Back Biting Rumours", "Friends" meetings etc. I know they are there for a laugh but to outsiders, and a lot of insiders, such comments only harm the image and cheapen the Newsletter.

3. Could we have a section of items currently "In Committee"? Not detailed committee minutes or confidential details, but a general précis of items under discussion i.e. progress of possible museum move etc. Meanwhile, keep up the good work.

On "food for thought" I feel we do need The Open Day. I know it's a lot of work for all, but it serves several purposes. Firstly it raises a large sum of money, without which The Museum buses would suffer. I believe it raises between £2,000 - £3,500 a time. Would members be prepared to see subs increase or rents increase to make up for this deficiency?

It's also a good PR exercise, by letting the public know we still exist and letting our buses legally do what they were built for - operating a bus service.

Personally, it is difficult for me to help get things ready for The Open Day - I am in charge of The Model Railway Club's 'oo' exhibition layout, whose exhibition is always at Easter. Unfortunately, I can't split myself in two! Last year, I spent a long time getting my BEA coach ready for the Open Day service. No doubt, had it been a Cobham resident, I would have had a bit more time to lend a hand at the Museum.

I have, in the past, lent PA equipment to the Museum, though in the last couple of years someone else has stepped in. The offer is still open should my equipment be needed, either at The Museum or in The Village. MLL 721 will also be available for the bus service again.

I would have liked to have spent some time working on the group vehicles, but, with two buses of my own to keep going single-handed, plus a 1948 Rover car, at the moment it's not possible. Again, if my buses were under cover, the task akin to painting the Forth Bridge would end, and I could devote time to group matters. Maybe if the Museum move comes off you will see a lot more of me.

Anyway, that's about all for now - no doubt I'll pop up at The Group and Trust AGM's to make a noise as usual.

Meanwhile, expect to see GS67 back on the road this year - in Tillingbourne Valley maroon - complete with authentic blinds and original fare and timetables.

Also a plea - someone STOLE a BEA Town blind last year - if anyone has one I could find a good home for it.

Yours  
Roy Gould

## Dear Doc

We have had a talk to an expert mechanic who has been with London Buses for many years. He has agreed, through the Newsletter, to answer any of your mechanical problems to the best of his knowledge.

So if you have a mechanical problem that you need advice on, please write to us at the editor's address. We will print your problem, and the answer given, which will also help many people at the same time, and possibly save you money if the job can be done yourself.

Our mechanic has stated that he can only answer mechanical problems. If you have any other 'problems' please write and we will all have a good laugh.

## Diary

We have been advised of the following events:

Saturday and Sunday 30 & 31 May. Cavalcade of Transport, Hampshire Veteran Vintage and Classic Club. Venue not given, plaques for each entry and 1st 2nd, 3rd prizes.

Sunday 5 July Andover Veteran Vintage and Classic Road Run (60 miles run) Entry forms for both (either/or) events from:

Malcolm Treasure  
112 Colenzo Drive  
Andover, Hants.

On an earlier date, Sunday 12 April to be precise, we are of course holding our own open day. This year Wandle District of London Buses are running an excursion with a coach seated Olympian to the Museum. Fares are £3 (single or return), no child fares, or passes. Tickets from: Traffic Office, Wandle District Office London Buses Ltd., Unifilter House, 25 Ralleg Gardens, Mitcham, Surrey CR4 3NS.

Cheques/P.O's to "London Buses Ltd."

Times are:	Aldgate Bus Station. Stop M	0900
	Liverpool Street, Camomile Street Stop N	0910
	Charing Cross Station, Strand. Stop K	0920
	Victoria Bus Station Bay 4	0930
	Stockwell Station, Sth Lambeth Road, Stop B	0940
	Brixton Tube Station Stop N	0945
	Streatham High Road, opposite AK garage	0955
	Thornton Heath, London Road, opposite TH garage	1005
	West Croydon Bus Station Stop B1	1010
	Arriving at Cobham at:	1100
	departing at:	1600

Please give pick up point when booking.  
Unbooked passengers will be carried if seats are available, (pay on bus).

Saturday and Sunday 18-19 July. Hampton Court Steam Rally.  
All comers welcome. Contact the  
organiser: Mr. G.A. Green, 4 Elm Drive  
Sunbury-on-Thames, TW16 5NX.

## Getting to Know You

A new feature, suggested by Warren (RT1379, 739J) Darling to help members to get to know each other. Putting his best typing finger forward Warren offers the following:

NAME: WARREN DARLING  
MEMBERSHIP: 5 YEARS  
VEHICLES: Co-own with Dave King RT 1379 (KXW 478) 1950  
Weymann body in Central livery.  
Owns outright 739J (AGX 517) 1933 Auxiliary breakdown  
tender (ex STL 175)

BACKGROUND. Served an apprenticeship as a mech./elec. fitter with British Railways (Southern). Now with the Underground at Ealing Common depot on the glorious District Line. Over the years I have been a fitter on buses of AEC and Bedford origin (a fleet of 90 RFs, but not LT, any guesses where?).

First entered the field of preservation in Christchurch (NZ) looking after RT 3132 in the mid 70's. Hold UK and NZ PSV licence.

Thanks Warren. Perhaps you'll let us know in due course where the 90 RFs were. Right, not to be left out here's my own bit of stuff!

NAME: DAVE JONES  
MEMBERSHIP: 9 YEARS  
VEHICLE: Co-own with Paul Morris and spouses RF 672 (NLE 672) 41  
Seat Country Bus.

BRIEF BACKGROUND. Joined London Transport from school as an admin trainee and spent three years in both railway and bus departments. Now working at London Buses Forest District in Ilford as traffic assistant. First became involved in preservation in 1976, with RF 503. Joining the RF 672 group a couple of years later in the search for originality. Was secretary to the National Association of Road Transport Museums from early 1985 to December 1986. Hoping to take PSV test when cash allows.

And now the other half:

NAME: SUE JONES  
MEMBERSHIP: 1 YEAR  
VEHICLE: RF 672 (part of Dave's worldly goods!)

BRIEF BACKGROUND. From school went to Teacher Training College and on completion joined the staff of a local (Romford) Junior School. Promoted to Science Advisory Teacher for all the borough Junior Schools with effect from April. Became involved in preservation by accident when she met Dave at the 1979 Cardiff Rally (having travelled on RT 190) and romance bloomed! Drove a bus for first time last year and hoping to do more.



Right, that's your lot this time. Next issue you can meet 'Ding' and Lady Helen and anyone else who has written in with details in the meantime. At the rate of three per issue it'll take just over eleven years to get through everyone. Still, even oak trees start somewhere.

### The North Weald Experience

Tuesday 26 August was a typical British summer morning, wet and windy. We wandered up to our local bus stop to await our vehicle and I've never seen Dave's eyes pop out of his head as when RML368 hove into view.

I had never driven an RM before and I was 'sort of' looking forward to it. Apparently this one is quite rare as well, being the only single deck RM. Dave reckoned one or two people would be jealous.

Well, we got to North Weald Airfield and after having parked the bus we went for a cuppa where we met other trainee drivers and instructors. Now it was my turn. We walked out and with much apprehension I clambered up to the cab. After being shown the pedals and adjusting the seat and mirrors I started to drive the bus slowly up one of the runways. Fortunately it was automatic so I didn't have to worry about gears. Then Dave said much to my horror, "reverse round that corner".

The next 45 minutes or so were spent reversing right or left around corners. At one point while I was reversing round a right corner Dave told me to lean out of the cab door keeping my left hand on the wheel, I nearly fell out of the cab. Another voice from inside shouted

"Glide the bus back"

"Wait until the back wheels reach the corner"

"Start turning"

"Use your mirror"

"Make sure your road wheels are straight"

"Nothing to it is there"

Of course each time I reversed I always remembered to sound the horn. Having mastered that, well nearly, I did some more driving "Get up to 30 M.P.H." said Dave

"I'm trying", says I as the bus struggled up a slight rise.

"Stop", shouted that voice again from inside. This was John who had arranged the trip. Well I did stop and everything inside went flying everywhere.

"Good brakes aren't they", said Dave.

After another emergency stop I parked the bus and it was time for lunch. The time had passed very quickly. Upon reflection I really enjoyed my morning it has certainly whet my appetite!

Sue Jones.

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### COBHAM CHRISTMAS CAPERS

It is certain that many of you will in the past have attended the last rites of a particular route or bus type. It is equally certain that few will have attended the last rites (nearly) of a non-operational "London Transport" building. So it was on a Thursday 11 December that 50 or so assorted members and families assembled at the LRT Griffin Rooms at Pelham Street, South Kensington at one of its last functions, as the former South Kensington Dining Club closed on the next day.

However, thoughts of such gloom were far from the minds of the revellers who were busily sampling the assorted fermentations and distillations on offer. After further sampling, a sumptuous buffet, provided by LRT Catering, the serious (?) part of the evening began with an assortment of slides by Paul Morris, Paul Naylor, Geoff Singer and myself.

I had selected about 70 slides from my collection of 5500 taken since late 1977 and it has been very difficult to get the number so low, I had forgotten how much I had seen and done. Still, some of the slides were memorable, the last RT on route 146, preceded by a DMS at Bromley North on the same evening. It was fortunate that LT had ordered and fitted new DMs blinds before the decision to use BLs on the 146 was taken. Another shot which got noticed with a line up of RFs 510, 511 and 512 at Staines West on the 1979 RF memorial run, all carrying consecutive registrations. Some bright spark asked which was MXX1, another wag replied "all of them".

Geoff showed a nice selection of buses and lorries, lots of AECs, and a particularly well documented event in Romford when a Seven Kings RT was stolen from outside the garage and ended up at 45° across a pedestrian subway. Paul Morris entertained us with a selection from South West London as did Paul Naylor who included some typical wintery snow scenes (taken in June I think) and some historic Routemaster shots.

At close to midnight we bade farewell to the Griffin Rooms after a thoroughly enjoyable night. If we can find a suitable alternative venue, I'm sure that we shall have more social gatherings.

Dave Jones



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### Open Day - A Marshal's View

Most of you probably know me as the marshal who, on open days, walks around with a 'Stop-Follow me' lollipop board, and saying things like "back a bit, forward a bit - whoa". But as open days come and go, it still amazes me that bus owners will spend tens of hours preparing their vehicles for a show but fail to understand the need in presenting them correctly when it comes to parking.

On one occasion an RT owner told me that he had just driven 250 miles and was not going to shunt around just for me. Last year an RTW owner blew his top because, because - well I really don't know. Was it my approach? were my instructions hard to follow, or was it just his inability to manoeuvre in tight situations.

I often hear in the background from bewildered drivers things like "what the hell is he trying to do now", well here it is -

### Marshal Stoutes theory of parking at rally sites

Remembering the policy of anyone can turn up with a bus on the day without notice, the aim is this.

1. To get as many vehicles into the parking area as possible (60+).
2. To have as many buses showing their best side (usually nearside front) facing towards the sun at its 2 o'clock position. Very important for camera clickers who are 50% of the shows visitors.
3. To keep about a 3 ft. gap between vehicles.
4. To create a theme, Bristols one year, RP's the next.
5. And the most contentious of all, to keep all radiators or fronts in line to the nearest thou of an inch in order to produce a professional look, whether in a straight line, a curve or herring bone.

That's the theory, but this is what happens while trying to achieve it. Early arriving vehicles are used as temporary markers at each corner of the parking area, a note being taken of any overhanging trees (or petrol station canopy's).

At 09.10 the adrenalin starts to flow as 50 or so buses arrive together lined up along the road as far as the eye can see. Enter the first couple of vehicles, these are not likely to be the theme of the year or they may be service buses later, so the drivers are asked to nose in on the fence somewhere and stay with the bus, I will get back to them. There's always one who locks it up and disappears for hours.

Next is the driver who lacks driving experience, doesn't know his left hand down from his right and takes 5 valuable minutes to park

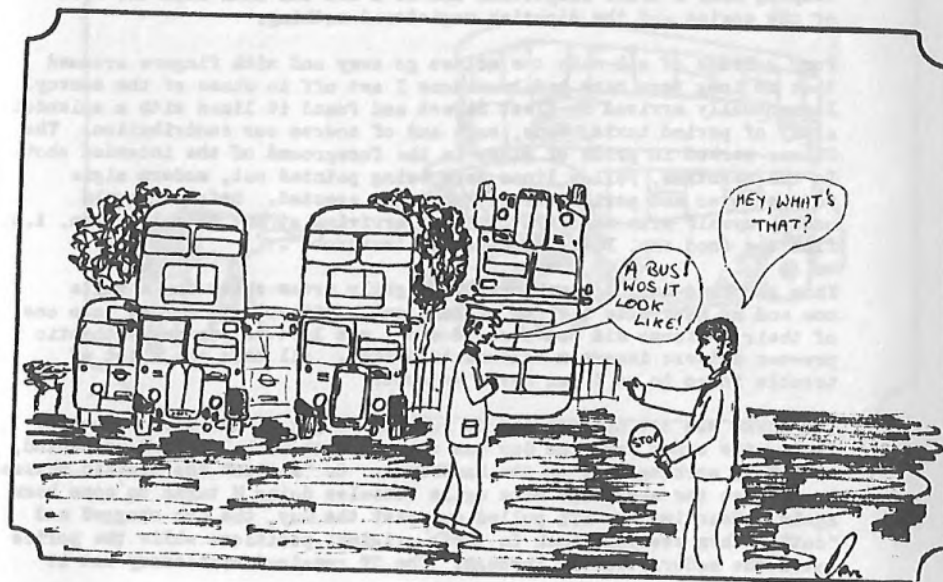
it at a crazy angle amongst the neat line up of soldiers. The next bus for the line up is driven by a macho type who wants to impress everyone how fast he can park up without hesitation. The only problem here is that every time I say stop (whoa), he overshoots the soldier line by a foot or so and after several vigorous steering wheel movements, blows his top and stamps off. There's no doubt that more shunting practice is required by these people and also some observation and interest on how the display is taking shape.

Finally there is the mass exit, nose to tail like factory staff buses in a hurry to get home. Little thought is given to camera clickers and onlookers along the road. How about leaving a gap and pausing at the gate for a moment, become a POSER.

Maybe though, I am missing the point, perhaps a professional look is not required and maybe we are not looking for public appeal, just self indulgence. Perhaps the rally site should have buses scattered around like caravans at a gypsy camp.

Lets have your views on bus rally site presentation, put pen to paper now while you are still wound up. O.K. let's go, forward a bit, forward a weeny bit, come on, come on, whoa, whoa.

Jeff Stoute.



## CONFESSIONS OF A BUS DRIVER...

"The Smell of the Greasepaint (or Diesel?)"

There has been plenty of "hype" in the papers about the forthcoming ITV blockbuster "Scoop", a £3 million pound epic due out in the new year. It should be worth seeing just for the contribution the group made. We were asked to provide six pre-war buses for street scenes.

Our contribution was to make a 1930's traffic jam in Fleet Street. To achieve this, ST922, C111, STL441, STL2692, G351 and RTL499 sallied forth early one Sunday in search of stardom. As someone once said "You can't fool all the people, all the time" so RTL499 was rejected, but as "you can fool some of the people some of the time" STL2692 was in as a Greenline relief.

I volunteered to drive anything, so long as it was legal, and found myself allocated to ST922. The convoy set off along the A3 but after only a couple of miles the ST was making some very unhealthy noises from the engine. I pulled over and decided to return to Cobham. After limping back a brief inspection showed a bad oil leak from the back of the engine and the dipstick registered nothing.

Four gallons of oil made the noises go away and with fingers crossed that no long term harm had been done I set off in chase of the convoy. I eventually arrived in Fleet Street and found it lined with a splendid array of period taxis, vans, cars and of course our contribution. The ST was parked in pride of place in the foreground of the intended shot. In the meantime, yellow lines were being painted out, modern signs covered over and period street furniture erected. Before I could occupy myself with the first rule of arriving at any film location, i.e. find the food van, I was directed to 'wardrobe'.

This involved having to change my slightly cream shirt for a white one and my navy blue tie for a black one. Attempts to get me into one of their uniforms did not succeed and I was left to wear my authentic pre-war drivers icecream salesman's jacket. All this was a lot of trouble to go to as I was never in shot.

The scene was set up with people running to get on the ST. Opposite, facing the other way, the Guy was stopped with STL441 pulled up behind, with Tony working well on the handbrake. On "Action" the traffic whizzed by through the shot, the more agile vehicles doing U turns to come back again. Meantime the STL pulled out past the Guy, the Cub chugged and "cut". Then everyone back to their original positions while the police waved the modern traffic through. The ST remained stationary but it

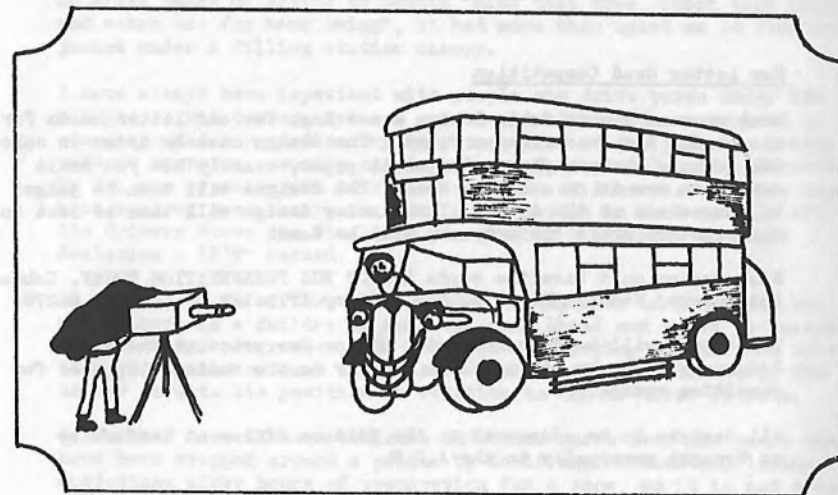
was decided that it would look nice if little puffs of smoke were emitting from the exhaust pipe. The technical advisors second assistant was delegated to achieve this by trying to introduce various substances up the inlet manifold or up the exhaust pipe but all failed miserably. Smoke was eventually introduced by using one of these things bee keepers puff into hives. After a hectic morning sitting at the side of the road watching everyone else work, we adjourned for lunch. I think the film companies are feeling the pinch in these troubled financial times as after lunch there were only eight kinds of cheese to choose from. You have to be quick off the mark when lunch is called as a crowd of film extras can empty a food wagon faster than a fart in a telephone box.

After lunch the ST was required to attend another location at Lincoln's Inn and most of the other vehicles parked up at Smithfield.

After 2 hours of watching Denholm Elliot walk back and forth through an archway it was decided to call it a "wrap" and the vehicles weren't needed after all. So at the end of the day about 200 people managed to get 15 seconds worth of film in the can.

£3 million, how do they do it for the money?

Bill Cottrell



WENDOVER BUS RALLY

SUNDAY 19 JULY 1987

The RT/RF Register invite all LBPT members to join them at the Wendover Bus Rally on Sunday 19th July. It is a rally mainly for pre-1960 ex-London Transport vehicles, although entries for more modern vehicles and those of non-LT origin will be accepted. The rally takes place at Wendover B.R. Station, Buckinghamshire, and is different from most rallies in being an opportunity to display LT classes in quantity, with the different types being carefully grouped. Last year two RLH's owned by LBPT members stole the show (and got their photographs in 'Buses'). Despite a display of 32 ex LT vehicles (and 5 non-LT) in 1986, there were still certain types not represented - it would be nice to improve on this in 1987.

Emphasis at this rally is on informality - there is no public address system, nor is there any competitive judging. There are no entry fees, and there are free scenic tours and trips to a nearby garden centre to ease family boredom.

Anybody requiring further details or entry forms should write to the Rally Secretary, Paul Fleet, Atherstone Road, Luton, Bedfordshire.

New Letter Head Competition

What we want you to do is design a new Logo for our letter heads for the London Bus Preservation Trust. The design must be drawn in colour, two colours maximum please and on A4 paper, exactly how you would expect to see it on a letter head. The designs will then be judged by yourselves at the A.G.M. The winning design will then be sent to the printers where the art-work will be done.

Each design must have the words LONDON BUS PRESERVATION TRUST, Cobham Bus Museum, Redhill Road, Cobham, Surrey KT11 1EF. Cobham 64078.

The winner will be presented with His or Her prize at the A.G.M. Judging will be by voting slips similar to the voting slip used for committee voting.

All designs to be addressed to the Editors Office at Romford by or brought personally to the A.G.M.

P.S. As many designs per person as you like.

P.P.S. Nearly forgot, the closing date is Friday 2nd May.



Max Headroom is out of sight and for a moment, out of mind.



After lecturing you all on how to handle your vehicle competently in tight situations, I have to confess that I have not been all that competent myself recently. Some of you may have heard about my mishap with the Leyland open top PD II and a petrol station canopy.

I have always considered myself a smoothie in placing buses and trucks in tight places without damaging them, whether required in a line-up or in the smallest corner.

So after years of saying to people "mind that tree, check that bridge and watch out for back swing", it had more than upset me to find myself jammed under a filling station canopy.

I have always been impatient with people who drive buses under low bridges or hit trees. Drivers questioned afterwards never seem to remember what happened or why they travelled so far past the bridge without stopping, usually ripping the roof completely off. Preserved RM 254 was recently the latest of a number of Routemasters that have been scalped over the years under a low bridge in East Acton. All the drivers drove the final 250 yds passing 4 illuminated signs declaring a 12'9" hazard.

It would seem to me that there are two categories of incident; one where there is a failure to read the road ahead and react to hazards as the driver progresses, and one when manoeuvring in confined spaces close to obstacles such as pillars, cranes and low roofs etc., the driver forgets his position in relation to one of these objects.

I remember several show vehicles in London Buses over the years that have been wrapped around a pillar by their experienced and loving custodians after hours of preparation for a show, so it is not a case of not caring, but one of not remembering unseen hazards for a brief moment.

QED recently investigated human error while flying aircraft, driving cars or making tea. Although not having all the answers, it would appear the better you are at carrying out a complex task, the higher the chance of error. The brain goes into 'auto pilot' while you think

about something else, in my case passing the PSV test the following day.

I don't have any answers on how to avoid this kind of accident, and hope this article will help others to have their mental warning flags and buzzers to operate in time when disaster looms near.

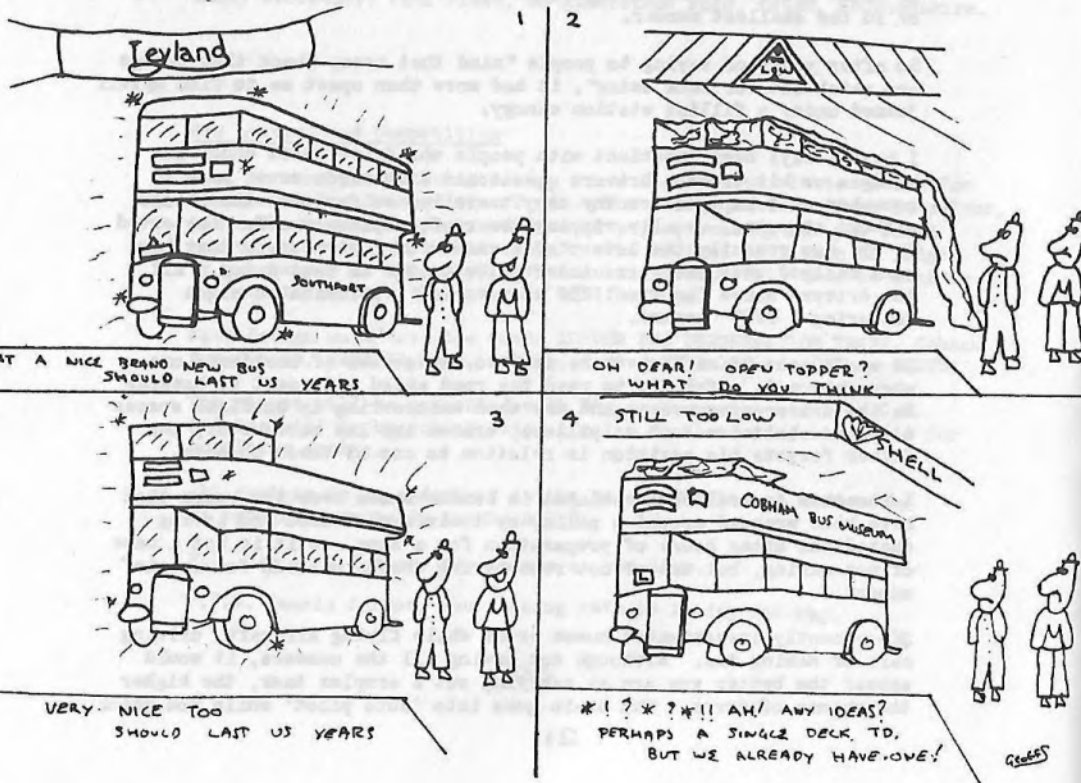
Luckily, the damage to the open topper was not major, but I have had a few sleepless nights worrying about my two passengers and a dog, who left the top deck just 30 seconds before the accident. Couple that with the thought of a scalped priceless bus and you can realise how serious this mental lapse could have been.

I apologise to the group for the damage sustained, and I will start repair work on the vehicle shortly.

As they might say at Hill Street

Lets be extra careful out there  
Lets do it to Max Headroom before he does it to you.

Jeff Stoute.



#### NEW MEMBERS

Keith Delabertouche  
Michael Horan

Ramulis Drive, Hayes, Middx. UB4 9PZ  
Charmouth Court, Charmouth Road, St.Albans  
Herts, AL1 4SJ.

Terence Robertson  
Graham Ruddock

Ingham Road, Selsdon, S,Croydon,Surrey CR2 8LT.  
Gordondale Road, Wimbledon Park,London SW19 8EN.



The Christmas competition went well and for those of you that did not enter you missed the chance of receiving the first prize, which was not only a choice from a range of Corgi Classics but also a chance to take Mum and Dad away free of charge on one of our group trips this year.

A great prize, you must agree for the christmas competition and to start our "Little un's" page.

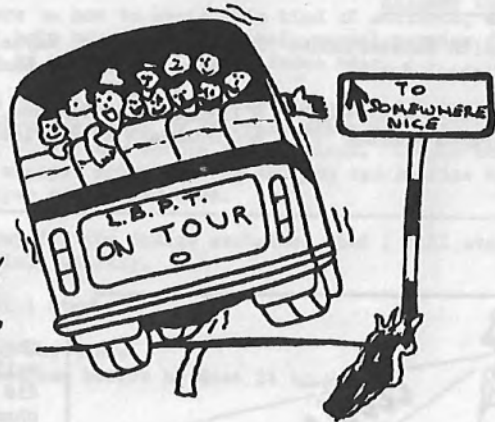
So don't miss out on our next competition which follows later. Early on in this newsletter were details of our group trip this year. Its to Crich Tramway Museum, Derby, and then on to Sandtoft Trolleybus Museum. Crich has a lot to offer little un's, what with a really old street you can walk down and pretend you're back in time, to looking around the tram sheds and, of course, a ride on a tram or two. Sandtoft has lots more for you to do because its their open day, they have for you a miniature railway, fairground stalls, a transport bazaar and much more.

Hope to see you there.  
Also don't forget Cobham on the 12 April to start the season.

AND NOW, the next competition is.....  
How many words of three letters and more can you make from  
ROUTE MASTER  
using each letter only once.

Entries to reach us by 22nd May.

# COACH TRIPS



## Weekend 25-26 July to Sandtoft Gathering

The weekend will start early Saturday Morning, after picking you up at either Romford, Euston Station or Finchley. We will speed you north to spend Saturday afternoon at the Crich Tramway Museum. Later that afternoon we will continue north to our hotel where the evening is yours to enjoy.

After Breakfast Sunday morning, we will make our way in a leisurely fashion to Sandtoft to spend the whole day with the trolleybuses.

Please find enclosed a Sandtoft 1987 leaflet to see what they have to offer.

Our return will be late afternoon via the A1 to our pick-up points in London.

This trip offers something for all the family and will be limited to 35 maximum. This figure will ensure more comfort on the coach, plus its easier to find a hotel to cope with us.

Price approx. £ 25 not including entrance fees.

You are under no obligation (big word) but if you are at all interested, just fill out the form on the next page so to give us some idea of accommodation that's required.

## 1987 COACH TRIP

I cannot possibly find myself missing your coach trip to Crich and Sandtoft, but I understand that I am under no obligation to attend.

I am: Name .....

Address .....

.....

.....

I will pick the coach up at: .....

I would like the following Hotel Accommodation:-

Single\*..... Number required .....

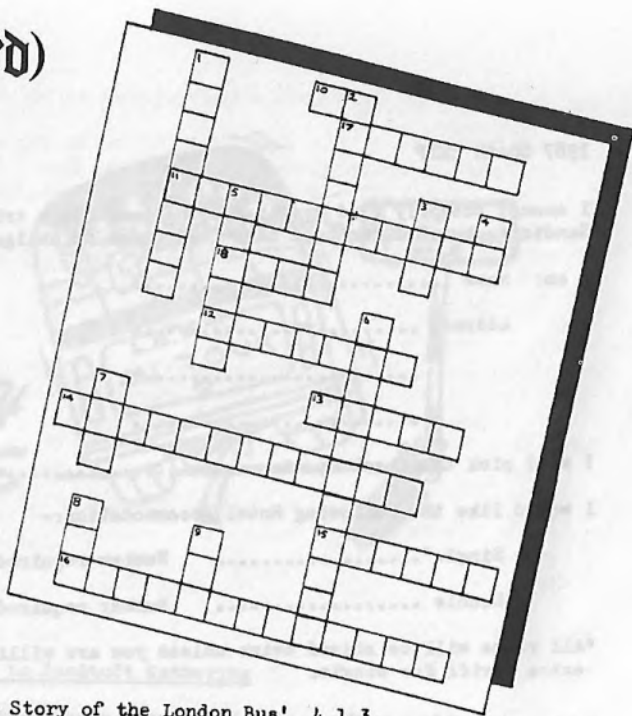
Double ..... Number required .....

\*All rooms will be shared twins unless you are willing to pay the extra tariff for single.

Once we have some idea on how many people are interested, we will send you more information, complete with a proper booking form, when we will then ask for a deposit.

Please return by 1st May.

oh damn!  
(a cross word)



DOWN

- 1 He wrote 'The Story of the London Bus' 4,1,3
- 2 Could be a six wheeler or a two wheeler 7
- 3 Routemaster with a difference 3
- 4 One of two here but not used now 2
- 5 Not a trolleybus depot 6
- 6 In 1926/27 they moved from here to Southall 11
- 7 20 Seats and Leyland 3
- 8 Our treasurer or an Ian Allan book 3
- 9 RLH's were this 3

ACROSS

- 10 The saying goes:- 84 built 85 preserved 2
- 11 Name of a petrol company plus 2. 6,5
- 12 The London ----- Omnibus Co. 7
- 13 Said to be London's first standard 1,4
- 14 Chelverton Road 6,6
- 15 They called her the -----Lady 6
- 16 Aldenham moved here 8,5
- 17 An RT with 5 instead of 4. 6
- 18 RTL 43 did'nt have one here  
(to hop on and off) 4

26

WARRIOR AUTOMOTIVE RESEARCH

offer a complete

# CYLINDER HEAD RESTORATION & REPAIR SERVICE

Our experience in all aspects of cylinder head work including the design and manufacture of the 'Warrior 16 Valve' engine conversion enables us to carry out the following services.

CHEMICAL CLEANING • PRESSURE TESTING • WELDING • BEAD BLASTING  
RESIN IMPREGNATION • POLISHING • REFACING • HEAT TREATMENT  
INSERTING • PORT FETTLING • HELI-COILING, etc.

We specialise in the high quality repair of all types of classic, vintage and competition car cylinder heads. So if it's repairable we can repair it!

Cylinder head defects of any kind can be responsible for a large number of engine problems. These can include overheating, uneven running, misfires, poor fuel economy, gasket leakage, high oil consumption, etc. Indeed when undertaking an engine rebuild on a competition or collector's car, the success of the whole exercise can ride or fall on the preparation of the head.

Whether you have a worn out high mileage head, or a damaged unserviceable one, we can carry out a complete restoration.

This will include a thorough chemical clean to remove all foreign matter from the water jacket and oilways. Bead blasting all over, correcting any damage such as corrosion, pitting, stripped threads, etc. Reface all machined surfaces, clean ports leaving a bright finish, renew valve seat inserts and guides as necessary, cutting seats and lapping in valves.

Further work can be carried out including balancing combustion chamber volumes and reworking port and chamber shapes. Heads incorporating camshaft bearing bores and cam bucket bores can also be refurbished. More radical repairs can be undertaken on (1) Cylinder heads which are corroded to such an extent that they are either porous or have inadequate strength to function properly; (2) Cylinder heads which have been seriously damaged due to a major engine 'Blow-up' (valve seat dropping out, piston hitting head, etc.).

Whatever your cylinder head problem, our comprehensive service can provide you with a fully refurbished unit at reasonable cost.

Please contact us with your requirements.

Securicor collection can be arranged.

WARRIOR AUTOMOTIVE RESEARCH LTD., Battle, East Sussex, England TN33 9LR  
Telephone: Battle (04246) 4318

# COBHAM BUS MUSEUM

Redhill Road, COBHAM, Surrey

**14th OPEN DAY**

INCLUDING THE USUAL

**FLEA MARKET**

**BUS & COACH GATHERING**

**12th April 1987**

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

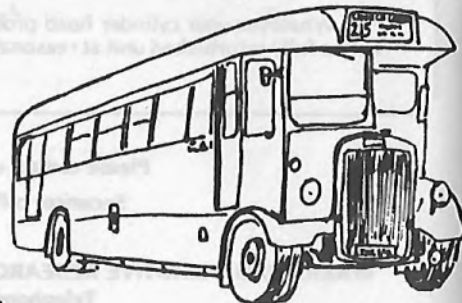
**HOW TO GET THERE**

**FREE BUS SERVICE.**

From Car parks at Cobham Village –  
Weybridge Station. Also connections  
with Green Line Coaches at Weybridge  
and Cobham.

Signposted from A3

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



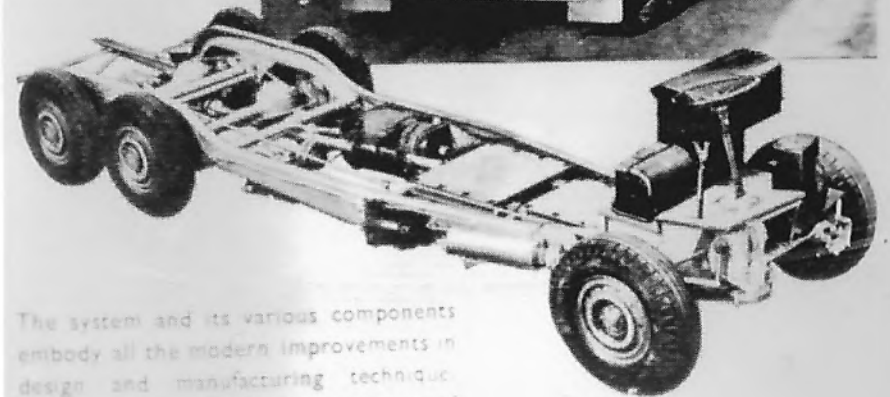
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The air braking on these new  
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inghouse Trolleybus Type includ-  
ing a 5 cu. ft. motor-driven  
compressor with governor, auto-  
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The system and its various components  
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creased weight and high acceleration of  
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best is good enough, and Westing-  
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**LONDON BUS PRESERVATION TRUST**

WITH COMPLIMENTS



1987		APRIL					1987
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			

1987		MAY					1987
Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
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10	11	12	13	14	15	16	
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1987		JUNE					1987
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					

1987		JULY					1987
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		



## Rallies Entered...

<i>April</i>	4 5		
	11 12	12/ COBHAM BUS MUSEUM OPEN DAY	
	18 19		
	25 26		
<i>May</i>	2 3 4		
	9 10		
	16 17		
	23 24 25		
	30 31		
<i>June</i>	6 7		
	13 14		
	20 21		
	27 28		
<i>July</i>	4 5		
	11 12		
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	25 25		
<i>Aug.</i>	1 2		
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	22 23		
	29 30 31		
<i>Sept.</i>	5 6		
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	19 20		
	26 27		
<i>Oct.</i>	3 4		
	10 11		
	17 18		
	24 25		

LONDON BUS PRESERVATION TRUST