

LONDON BUS PRESERVATION TRUST

NEWS  
88





Most of this edition's photographs were made available by Doug Flack of London Buses. No indication of the photographers' identities appears on the prints but thanks for the memories, whoever you are.

Front cover: STL 1637 rests at Crystal Palace amongst the 'spil-dry'. Who says only modern buses leak?

Inside cover, top: SRT 127 abandoned by its crew near Twickenham garage.

bottom: STD 28 rests at Edgware.

Inside back cover, top: D 147 carries a good load down Ilford Hill.

bottom: TP 69's driver seems happy not to be carrying schoolchildren!

Back cover, top: STL 247 on a sunny summer day in the 50s.

bottom: LT 285 turns at the now defunct Wake Arms.

(photo: Omnitus Paraphernalia)

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Editorial address :-

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 Any items not to be published should be clearly marked.

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## EDITORIAL

The Editors would like to wish all our readers a happy, healthy and successful 1988. May we also advise you that contrary to what we printed last time, the Cobham Open Day this year is on Sunday 17 April, a week later than usual, but more of that later. We do hope though that the event will raise a record amount of funds to help the Trust continue its aims. Let's hope the weather for the rally season is better than last year and that everyone gets through the season with no problems and lots of silverware to polish during the winter.

Right, before we get to the serious stuff, its apology time again. In John Gillhams piece in the last issue a few errors crept in, these were:- Bottom of page 9, Mayback should be Maybach, and in the first line on page 11 it should be Kings Cup, not Kings Cop!

## FROM THE CHAIR

Following discussion at the July Trust Committee Meeting, Dave Jones and I were asked to compile short notes regarding items discussed at Committee. Obviously in the space available in the newsletter it is impossible to go into great detail, and in some areas where delicate negotiations are in hand, a premature announcement could prejudice a satisfactory outcome. Nevertheless it is important that trust members are as fully informed as possible.

1. The Trust has been successful in obtaining 50% rates relief on the Museum Premises. Having paid the full amount of rates each month from May to September, no rates are now payable until next April/May.
2. It was agreed that a list of authorised drivers would be prepared and issued after final approval by the Committee. This would be circulated and posted up at Cobham. The list would differentiate between internal museum movements, outside movements and types of transmission.
3. It was agreed that Peter Plummer and Bill Cottrell be appointed project leaders with an initial budget of £500 for the continued restoration of TD95. In addition some new/part-used tyres were to be acquired. This principle of delegation on restoration projects is important and will be applied to other Trust owned vehicles in the future. Obviously there is a continuing commitment to ensure vehicles are restored, and the committee members will be pleased to encourage any similar projects. The tyres were donated by LBPG Ltd.
4. The duties and responsibilities of keyholders are under review. This would enable keyholders to make immediate decisions on movements and activities at Cobham. Written guidance notes are to be prepared.
5. A major overhaul of the electrical system at Cobham was approved. This has been partially completed and work is continuing.

DIARY

6. Replacement of damaged roof panels was scheduled for the Autumn.
7. The Trusts insurance policies have been reviewed and the values have been raised both on vehicles and premises.
8. A covenant executed by the London Bus Preservation Group Ltd. has received £5000 in the year ending 31/7/87. (i.e. at the end of the LBPG Ltd's trading year).
9. 1988 Open Day. Bill Cottrell has offered to co-ordinate this event, Paul Naylor will deal with the bus service, Dave Jones with stallholders. Other persons involved will be announced.
10. On the advice of the trusts solicitor, the transfer of vehicles is to be executed as agreed at the EGM of the LBPG Ltd., BUT a temporary deed of control only to be executed in respect of the Museum premises. This document would give the trust sole say regarding the property but no conveyance would take place. The reason for this is that Mr. Meadows (our solicitor) is applying to the Charity Commissioners to change the Trust to a corporate body and if the land is conveyed across now, and then reconveyed once the corporate body is in existence a further stamp duty charge of £2000 would be payable. Thus the principle of control has been dealt with but not at unnecessary expense.
11. Major work to the engine of the Dennis has been started. It was decided that a full rebuild should be undertaken. The LBPG Ltd. have agreed to finance this as it is likely to cost £2000-£3000. Another engine suitable for future rebuilding has been purchased and delivered to Cobham.
12. More secure locks and security bars have been installed at Cobham. There had been several break-ins during the early part of 1987.
13. STL 2377 has been offered for sale to the Trust, and after considerable discussion it has been agreed that consideration would be given to its purchase.
14. The operation and maintenance of Trust owned vehicles is currently under discussion. The terms and conditions of use by Trust members and their general welfare. Details to be further discussed and published.

David Hurley.

OPEN DAY ASSISTANCE REQUIRED

As you will notice, the Open Day has been put back a week to avoid clashing with a major event elsewhere. We still need help at weekends before 17 April to tidy up the grounds, especially after last October's gales, and to tidy up in the building. On the day itself help is needed at Addlestone to keep an eye on proceedings under the guidance of Chief Marshall Stoute and also to keep watch over vehicles at the London Country garage opposite. You may not get the job you want, but any support is most welcome.

**BITS & PIECES**

Would all Cobham residents please be advised that it is intended to have a major shunt-round of vehicles in the museum on 12 March. In order to make sure your vehicle is not put in a distant corner for the rally season, please contact Bill Cottrell before the above date.

The two telephone kiosks on the green near the Byfleet Road entrance to the ground are now listed as buildings of special architectural or historic interest. Of 11,000 or so K3 type kiosks in Britain before the second war only four are known to survive, our two, one in London Zoo and one at the Science Museum.

If anyone has need for an almost complete set of RT seat frames and cushions, please contact Dave Jones, who will direct you to the present owner.

**DIARY**

We have been asked to mention a couple of events planned for the 1988 rally season.

The first, chronologically speaking, is on Sunday 22 May at Abbey Park, Leicester, and is the Leicester Mercury Historic Transport Pageant and Vehicle Parade. The event is open to all vehicles built up to 1968. There will be a large auto-jumble, model swap-meet and a toy collectors fair. A vehicle run round Leicester will also take place.

For further information and entry form phone Mrs. Hollins on Leicester 512, Ext. 2251.

The second event is Network Southeast's 'Winchfield 150' event, at Winchfield, Hampshire over the weekend of 24 and 25 September. There will be three exhibition areas; north of the station will be a fair-ground and steam road engines, model railways, pub, and car park. On the south side will be rural craft displays, road transport and miniature trains. A vintage bus service will operate between both sites. The third site is the Barley Mow, pub, on the Basingstoke Canal, where special attractions will take place. Of course there will be displays at the station on British Rail as well.

Owners of pre-1940 vehicles only are invited to attend as the event has a Victorian theme. Details from David Taylor, Glamis Close, Oakley, Basingstoke, Hants. RG23 7NJ, and hurry, it's likely to be a popular event.

We have been advised of a third event, on the third of July! Yellow Buses (Bournemouth Corporation Transport to you and me) are holding an open day, in association with the Bournemouth Passenger Transport Association and Bournemouth Museums at Mallard Road Depot. There will be sales stands, a bus rally and a vintage bus service. Rally entry forms (hurry, hurry, hurry!) from B.P.T.A., Corhampton Road, Bournemouth, BH6 5PD. Entries are expected to be in by 30 April.

Yet another event notified to us requires help from owners in East London, although anyone would be welcome. The St. John Ambulance Society are holding a Fun Day at Central Park, East Ham on Saturday 18 June, from 12.00 to 18.00. The organiser would like half a dozen old buses to attend, to accompany several fire engines and other old vehicles. Capital Radio will be there, and the Duke of Westminster and Princess Royal have been invited. Anyone interested should contact George Bowdidge on 2022 (office hours) entry is free and there will be an arena parade towards the end of the afternoon.



CBM FIREWORKS NIGHT. 7th NOVEMBER 1987.

As most members should know (Age Old Customs Act Year Dot) The Saturday nearest to November 5th is host to a members' social gathering for a Fireworks Display.

Unfortunately, this year, I didn't have time to spare, so Peter Plummer, Dave Kreisler and Blackie built the bonfire. Unlike last year, which seemed as if there was a national shortage of combustible materials and reduced me to sacrificing several small trees and bushes in order to gain any bonfire materials at all. This year there was plenty as we are all aware, there was what can be termed "A major disaster" shortly before November and, not surprisingly, the Museum suffered casualties. Fortunately (or not?) these were in the form of trees and fencing only, the building didn't seem to suffer at all. This "Act of God" we think??, more than provided enough fire potential for our bunch of arsonists, so lead by the Plummer (not Plumber I was told most indignantly, and duly called a 'Plonka') managed to create an exceptional bonfire.

The bonfire was the first thing we saw when my girlfriend (answers to the name of Paula) and I walked through the gate after a quick 'thraash' down the A3, as we were told the fireworks would be starting at 7.30 and we didn't leave Kingston until 7.35. However we needn't have bothered rushing as there were no mass crowds or signs of fireworks. In fact we had to go and look for some form of life as the Byfleet Road end of our site was totally devoid of all action. Eventually we found Peter, who welcomed us with open arms, and explained soup plus other warm goodies were available in the canteen.

Paula and I followed the nice smell of food, ending up with no surprise in the canteen. Win had, as usual, excelled herself by catering for the occasion with sausages, rolls, baked potatoes and a choice of two soups. Well done Win, just what everybody needs on a cold winters night to keep their peckers up, (not a rude suggestion). Having got enough food to keep us going we returned downstairs to join the others.

When I say others, there was George Townsend and family, Terry, Colin Prince, Tony, Colin and Win, Peter, Dave Kreisler and Son and a few others. What happened to all of you?. Even the usual regular attenders didn't bother to show up. Is this to be taken as another general lack of interest from the membership over the Museum and buses as on past occasions when help is required. The Museum is everybody's responsibility. This is a social event no help required, the Trust's chance to give something to its members. All that is needed are a few fireworks to add to the display, please try to remember in 1988. Its nice to see peoples faces normally, instead of from under a bus, so be there. All moans will now cease. Do I hear sighs of relief??

Upon returning downstairs a few people were trying to light the fire (arsonists unite). Definately not professionals though, as it took a while to light up. However, when it was alight the warmth given off was very pleasant. Dave Kreislers turn now. He put on a nice show for about 30 minutes, rushing in and out of the toilet, not you may think because he

has a weak bladder or the 'runs' for that matter. The toilet, I should explain is our usual storage point for fireworks. A safe house you might say, or not as the case may be. They definately won't get set alight in there, thats for sure. The highlights of Dave's show must definately be,

- 1) When the catherine wheel came of its tree and made a 90 mph fly-past heading straight for the main road, and
- 2) What seemed to be a nice little white flash, upon reaching 15 ft. in the air let off a loud bang. This amplified by the building was more than enough to raise a few four lettered remarks, and several people, including Paula to indulge in involuntary levitation.

Following these I helped to re-stock the fire, a job I was hoping to avoid, not being dressed for dirty work and having done it for 5 years, thinking I might get a rest. Eventually the fire died down, Paula and myself decided to go forth (but not multiply), especially as the pubs were still open and the thought of a drink calmed our nerves after Dave's bowel affecting performance.

Thanks must go to Win, Dave and the fire raisers for a nice social evening at CBM. See you all next year?? I hope.

Ian Barrett.

Please to remember the 5th of November, Gunpowder, treason and plot, It's a Saturday in '88, so don't say you forgot! Make a date in '88!

## INAUGURATION OF THE SCOTTISH VINTAGE BUS MUSEUM

By John Gillham

One of our largest colleagues in the Bus Museum business is about 420 miles away, at East Whitburn in Scotland, but we still ought to know what they are doing. They held a grand opening ceremony on Saturday 29 August 1987, and by good fortune I was able to be there on that day, just twelve weeks after I had attended the opening ceremony of the Brooklands Museum which was extensively reported in our Autumn News Letter. In many ways their activities are very similar to what we are doing here at Cobham. Their Museum is full of mostly Scottish buses with a few from elsewhere, whilst ours is full of mostly London buses with a few from elsewhere. In both cases there are about 40 vehicles, mostly owned by private individuals or partnerships or groups, with only very few actually owned by the Museum Trust.

The Scottish Vintage Bus Museum had its origins about fifteen years ago when several individuals purchased an elderly bus in order to preserve it for posterity. The group expanded and consolidated over the years, and further vehicles were purchased, many in a very derelict state, and have been restored and displayed to the public at vintage vehicle rallies and other events. Many of these vehicles were the last surviving examples of their respective types, and if not saved for posterity would have been lost for ever. The Museum now has over 40 vintage buses and coaches built between 1929 and 1967. Almost all were operated by Scottish concerns, and many have been fully restored to their original condition and livery, in most cases to that of operators who have since changed their name or ownership and in a few cases to that of operators who have long since been defunct.

A Museum Trust was created a few years ago, from a nucleus of individual enthusiasts previously without any statutory constitution. After extensive searching, a large site with warehousing was secured and purchased, which can provide under-cover accommodation for far more than 40 vehicles, allowing space for future expansion. Until recently these had all been scattered around at various locations, many of them not properly protected from the weather or from intruders, but in 1986 they were all able to come together under the same roof. The new Museum is at Redmill, on the south side of the A705 road mid-way between Whitburn and Blackburn in the County of West Lothian, only one mile from Junction 4 of the M8 motorway, and slightly more than half-way from Glasgow to Edinburgh by the most direct route.

The charitable Trust which has now been set up is dedicated to making every effort to save from the scrap-heap and build up a collection of vintage buses and other vehicles of a bygone era which ran in a very different situation from today, for the benefit and enjoyment of the public at large. These vehicles are privately owned, and, as at Cobham, owners and friends themselves work on them and finance the restoration work by their own means and in their spare time, the Museum providing the covered premises, basic equipment, and workshop facilities. The

restoration work needed to be done on vehicles often entails major rebuilds both mechanically and to bodywork, so the Museum has specialised equipment and stocks of spare parts, etc, to enable this to be done. Heavy recovery equipment is also owned, to facilitate collection of derelict vehicles for restoration, or to assist in vehicle breakdowns if these should arise. Each year restored vehicles take part in vintage vehicle rallies up and down the country, and at the start of each season several of them are selected and fully prepared for this purpose and for passing the stringent MoT test. Rallies as far away as Brighton and Devon are regularly tackled, and many concours awards have been collected at these events.

The Scottish Vintage Bus Museum Trust is administered by a Committee consisting of seven Trustees, namely:-

Jasper Pettie, Chartered Accountant, of Haddington, East Lothian.  
David Hoare, Engineer, of Chepstow, Gwent.  
Michael Roulston, Industrial Consultant, of Glasgow.  
David Heathcote, Technical Lecturer, of Edinburgh.  
Keith Gascoine, Bank Manager, of Edinburgh.  
Andrew Walker, Car Service Manager, of Edinburgh.  
Malcolm Tennant, Engineering Lecturer, of Livingston, West Lothian.

The Trustees themselves are dedicated bus preservationists, with many years of practical experience in all aspects of restoration work, and all are vehicle owners and enthusiasts. There are also many other like-minded individuals who are associated with this project, and who render assistance and support in all manner of ways. The Museum is always grateful to receive support and assistance from individuals and other organisations in bringing to fruition its aims and objectives. There is always a requirement for willing helpers, skilled or otherwise. The Museum relies on covenanted donations from enthusiasts and other interested parties as its main source of income, and voluntary financial support of any sort is always gratefully welcomed. The Museum is a charity, so it is possible for donors to pay by way of Deed of Covenant, whereby the Museum benefits from the gross equivalent at current tax rates. Now that it has its own covered premises the Museum can in future acquire vehicle exhibits in its own right, either donated to it or purchased as funds allow. All this of course is very similar to what happens also at Cobham.

The main objectives of the Scottish Vintage Bus Museum Trust are:-

- (a) The creation of a working museum of vintage buses of a basically Scottish nature and of other associated transport items or vehicles.
- (b) The ownership and maintenance of suitable premises in which the collection can be housed and properly put on public display.
- (c) Expansion by the acquisition of further appropriate vehicles or displays.
- (d) Restoration work on vehicles, and routine maintenance of restored exhibits, to enable a high standard of display and roadworthiness to be maintained.

- (e) Participation in vintage vehicle rallies and other events.
- (f) To provide by these displays a basis for study and research into the historic developments of manufacturing and engineering processes.
- (g) To provide training in skills required to restore and operate vintage vehicles.
- (h) To heighten public awareness of the value of preserving historic vehicles, and to benefit the public by providing these displays for them.

Full visitor services at the museum have yet to be developed, but the collection may be viewed on Saturday or Sunday afternoons when staff are usually present, or by special appointment with one of the Trustees. Further information can be obtained by writing to the Hon Secretary and Treasurer, Jasper Pettie, at Tynebank, Haddington, East Lothian. It is intended to hold Open Days on selected dates which will be announced in advance. The first of these was on Saturday 29 August 1987, which also functioned as the official opening ceremony, and attracted widespread support. All the Museum's restored vehicles were on display in the sunshine in the yard outside, and we were also able to walk round the interior of the building to inspect the derelict ones and those currently being worked on. About twenty other preserved buses from other owners or groups elsewhere, all of them beautifully immaculate, also visited Whitburn that day and added to the display alongside the building. I have had the honour of knowing Jasper Pettie in person for more than twenty years, and of admiring some of his own Leyland buses on several of the Brighton rallies, and even riding there from London in one of them with him one year, so I was very grateful to him for giving up a lot of his valuable time on that one very busy day, 29 August, in a long discussion to tell me all about what they have been doing at Whitburn, and to give me the information on which I have based this article. Meanwhile the next Open Day is being arranged for Saturday 27 August 1988.

The 28 most important buses and coaches in the Museum are listed below, omitting several vans and lorries and some very decrepit buses that are not likely to be runners for a long time yet. Of the 28, 17 are wholly owned by one person, ten by groups of two to five people jointly, and only one by the Museum itself. Of the 17, three each are owned by Trustees Pettie and Hoare, two each by Trustees Heathcote and Gascoine, one each by Trustees Roulston and Tennant, and five by other people. Four of the Trustees are also partners in several of the Groups, indeed Pettie is in four such groups. Trustees Michael Roulston also owns a separate display of ten ex-Glasgow Corporation vehicles. Eighteen other people have a part-share in one or more of the ten Groups.

#### SINGLE - DECK BUSES AND COACHES

SO 3740 LEYLAND TIGER TS2 of 1929, with B32F Alexander body built 1934. Ordered by NORTHERN OMNIBUS SERVICES of Elgin, delivered new to Scottish General (Northern) Omnibus Co.Ltd. of Elgin, taken over in 1930 by W. ALEXANDER & SONS LTD. Rebodyed in 1934 and petrol engine replaced by 8.6 litre Leyland E39 diesel. Sold to a showman in 1951. Purchased for restoration in 1974, very derelict, rebuilding completed in 1982.

Three joint owners.

EK 8867, LEYLAND TIGER TS4 of 1932, with B32R Santus body. WIGAN CORPORATION. Body built by a local Wigan coachbuilder to Leyland design. Petrol engine replaced by 8.6 litre Leyland E39 diesel in 1935. Used as driver-training vehicle until about 1952. Purchased for preservation in 1964, and attended numerous rallies in the next ten years or so. Currently stripped down for major rebuilding. D.L. Hoare, Chepstow.

VD 3433, LEYLAND LION LT5A of 1934, with B36F Alexander body built 1945. One of a huge order for 110 LT5A's purchased in 1934 by the CENTRAL S.M.T. Co.LTD and its subsidiary the LANARKSHIRE TRACTION Co.LTD. Purchased in 1945 by W. Alexander & Sons Ltd. of Falkirk, original B32R Leyland body replaced by a new B36F Alexander, original 4-cyl Leyland diesel engine replaced by a new 6-cyl 8.6 litre Leyland E102 diesel, and used on PERTH CITY SERVICES. Sold in 1959 to a showman, purchased in 1973 for preservation, restored in 1976 to its 1945 condition in the special dark red livery used by Alexanders for the Perth City fleet, came down to London in 1976 for the HCVC Brighton Run. J.W. Pettie, Haddington.

WG 8107, LEYLAND TIGER TS8 of 1939, with C35F Alexander body. W. ALEXANDER & SONS LTD, of Falkirk, based mainly at Arbroath. Converted in 1959 to towing vehicle by removal of most of the body, and based at Peterhead. Original 8.6 litre Leyland diesel engine replaced approx. 1972 by a 7.4 litre E181 engine from a withdrawn Leyland FS1. Not withdrawn until November 1981, by now the eldest vehicle still in service with any Scottish Bus Group company. Has been rallied extensively since then by D.G. Heathcote of Edinburgh, and still functions as a towing vehicle, and looks immaculate.

AWG 639, A.E.C. REGAL Mk 1 of 1946, with A.E.C. 7.7 litre engine and C35F Alexander body. W. ALEXANDER & SONS LTD, of Falkirk, based at Aberdeen and later Elgin. Sold 1965 and converted into a caravan and transporter for vintage cars, including major alterations at the rear and the fitting of a ramp. Sold 1984 for preservation, currently being overhauled and rebuilt back to original condition. M. Mitchell, Edinburgh.

BMS 405, DAIMLER CVD6 of 1948, with 8.6 litre Daimler CD6 engine and C33F Burlingham body. W. ALEXANDER & SONS LTD, of Falkirk, based at Glasgow and later Elgin. Sold 1970, and passed through several private ownerships in the south of England before returning to Scotland in 1984. Currently having an extensive restoration, which will include a complete re-trim of the seats and interior. M.C. Tennant, Livingston.

ESC 652, GUY ARAB Mk III of 1948, with 7.0 litre Gardner 5LW engine and B35R Weymannbody. EDINBURGH CORPORATION. Converted 1961 to driver-training bus, withdrawn 1970, purchased 1973 for preservation, overhauled and rebuilt back to 1951 condition, and rallied extensively since 1974. Four joint owners.



DMS 820, LEYLAND TIGER OPS2/1 of 1948 (first licenced end of 1951), with 9.8 litre Leyland 0600 engine and C35F Alexander body of 1951. W. ALEXANDER & SONS LTD. of Falkirk, always based in Fifeshire. This was an early (for Britain) eight-foot-wide bus, and mounted on the overseas version of the normal British PS2 chassis. Sold 1970 to the St. Helens Trolleybus and Transport Society for preservation. Re-sold and came back to Scotland in 1954. Now being overhauled and restored. K.A. Gascoine, Edinburgh.

SS 7501, BEDFORD OB 1949, with 28-hp petrol engine and B29F Duple Vista body. WILLIAM CLEGHORN, a local bus operator at Haddington. Bus and business acquired 1958 by IAN GLASS. Sold to a farmer in 1965 to transport farm workers, then stored, then purchased in 1978 for preservation. Thoroughly overhauled and re-trimmed, with a replacement engine, and repainted in the livery of WILES OF PORT SETON, East Lothian. Has been regularly rallied since 1982. Four joint owners.

EVA 324, GUY ARAB Mk III of 1950, with Gardner 5LW engine and B33R Guy Motors body. CENTRAL S.M.T. Co Ltd, of Motherwell. Purchased 1962 by a farmer near Dundee, used for the next 16 years for carrying fruit pickers. Purchased 1978 for preservation, refurbished internally, seats re-trimmed, new gearbox fitted, and exterior repainted in WESTERN S.M.T. livery although it had never been owned by W.S.M.T. Two joint owners.

FWG 846, BRISTOL LS6G of 1955, with 8.4 litre Gardner 6HLW engine and B45F Eastern Coach Works body. W. ALEXANDER & SONS LTD of Falkirk, always in Dunfermline area. Sold 1974 to Fife Constabulary, converted into a mobile Police headquarters, and later attended the scene of 34 murder enquiries. Sold at the end of 1983 for preservation, but the interior had been extensively altered, and much work is yet to be done to get it back again to looking like a bus. Five joint owners.

TYD 888, A.E.C. RELIANCE MU3RV of 1955, with 7.7 litre A.E.C. AH470 engine and C43F Duple Elizabethan body. Originally R.E. WAKE'S Bus Service, SPARKFORD, Somerset, sold 1974 to Safeway Services of South Petherton for further p.s.v. use, sold 1979 to the West of England Transport Museum at Winkleigh, Devonshire, and purchased from there in 1980 for Scottish preservation. K.A. Gascoine, Edinburgh.

SWS 671, A.E.C. RELIANCE 2MU3RV of 1959, with 7.7 litre A.E.C. AH470 engine and C38F Alexander body. SCOTTISH OMNIBUSES Limited (formerly S.M.T.), used at first on the Edinburgh to London express service. Transferred 1964 to STARKS of DUNBAR, an S.M.T. subsidiary, and painted in their livery. Withdrawn 1975 and acquired by a preservation group in Northern Ireland. Returned to Scotland in 1981 to another preservation group and repainted in original 1959 livery. Rallied extensively, and now purchased in 1987 by R. Wallace, Edinburgh.

241 SFM, BRISTOL SC4LK of 1960, with 3.8 litre Gardner 4LK engine and B35F E.C.W. body. CROSSVILLE MOTOR SERVICES Limited, CHESTER, based at five depots in North Wales. Sold 1975 to Phillips Motor Services of Holywell for further bus work, and later to Davies of Pentybodkin on

Deeside. Purchased 1982 for preservation, and since restored to 1960 appearance. R.W. Williams, Musselburgh.

7424 SP, A.E.C. RELIANCE 2MU3RV of 1962, with 7.7 litre A.E.C. AH470 engine and C47F Alexander body. W. ALEXANDER & SONS (FIFE) Limited, and worked from Aberhill depot for its entire life until withdrawn at the end of 1978. Purchased for preservation, and restored and repainted in 1979 at Dunfermline. Attended five English rallies in 1980 winning at least one trophy at each, but has since had to be stored for six years in the open at isolated farmyards and is getting shabby again. Two joint owners.

VCS 378, LEYLAND LEOPARD PSU3/3R of 1963, with 9.8 litre Leyland 0600 engine and C38F Alexander body. WESTERN S.M.T. Co Ltd, Kilmarnock.

Used at first on the Glasgow to London express service, with only 38 luxury seats, plus toilet, although built to the then new overall length of 36 feet. Transferred 1969 to Scottish Omnibuses Limited, of Edinburgh, toilet removed, and 49 dual-purpose seats fitted. Converted 1978 to a mobile display vehicle for another Scottish Bus Group subsidiary, Travel Press & Publicity Co Ltd. Used intensively for publicity for 8½ years, and acquired by Whitburn Museum in July 1987 as its newest recruit.

#### DOUBLE-DECK BUSES

BUS 181, A.E.C. REGENT of 1938, with 7.7 litre A.E.C. oil engine. GLASGOW CORPORATION. Original Cowieson body replaced in 1950 by new H56R Scottish Commercial body. Purchased in 1961 by "A.1 SERVICES" of ARDROSSAN and out down to a towing vehicle by the removal of most of the body. Purchased in 1980 for preservation, but restoration has only recently started. M.J. Roulston, Glasgow.

DSG 169, LEYLAND TITAN TD5 of 1942, with 8.6 litre Leyland E102 engine and L27/26R Alexander body. SCOTTISH MOTOR TRACTION Co LTD. Converted to open top in 1959, sold in 1973, stored with the West of England Transport Collection at Winkleigh, Devonshire, until 1980. Returned to Scotland and fitted in 1981 with the roof from an Ex-Ribble Leyland-bodied PD2, interior and all seats re-trimmed, and exterior repainted in the original S.M.T. blue livery. Has since taken part in many rallies, including Brighton. J.W. Pettie and Neville Dawson-Smith.

JWS 594 (formerly GLL 577), GUY ARAB of 1943. Originally owned by LONDON TRANSPORT as G77 at Alperton garage. Purchased in 1952 by EDINBURGH CORPORATION, chassis rebuilt by Guy from Mk II to Mk III standard original H30/26R Park Royal body scrapped and replaced by a new H31/24R body by Nudd Bros & Lockyer to Duple design, and vehicle re-registered in 1953. Original Gardner 5LW engine replaced by 6LW in 1963 and front of bodywork altered. Withdrawn 1968, purchased 1972 for preservation, and rallied for three years. In 1976-78 the 6LW engine was replaced by a 5LW, and bodywork and livery restored to 1953 condition. Four joint owners.



CDR 679, GUY ARAB Mk II of 1943, with 7.0 litre Gardner 5LW engine and L27/28R Ree body. PLYMOUTH CORPORATION. Sold in 1957 to Granville Motors, of Camborne, Cornwall, and in 1962 to Harlohire of Epping, Essex. Sold 1963 to an Essex farmer who removed all the body except the cab and the floor, and used it for carrying bales of hay until sold for preservation in 1978. Stored for several years at Winkleigh, Devon, before going to Whitburn. Owned by D.L. Hoare, Chepstow, who hopes one day to rebuild it as a double-deck bus again.

BRS 37, DAIMLER CWD6 of 1945, with 8.6 litre Daimler CD6 engine and H30/26R Duple body rebuilt in 1958. ABERDEEN CORPORATION. Converted 1964 to driver training vehicle, purchased 1968 for preservation. Was rallied for a few seasons but has now been in storage for many years. It is intended in due course to rebuild the body back to its original wartime utility state. Four joint owners.

ACB 907, GUY ARAB Mk III of 1947, with 8.4 litre Gardner 6LW engine and H30/26R Northern Coachbuilders body. BLACKBURN CORPORATION. Converted 1963 to a tower wagon for street lighting. Purchased 1981 by the nucleus of Whitburn Museum, without the tower. Bodywork saloon rebuilt 1983-84, converted into a towing wagon, and repainted into S.M.T. red livery. J.W. Pettie, Haddington.

AWG 393, GUY ARAB Mk III of 1948, with Gardner 6LW engine and H30/26R Cravens body. W. ALEXANDER & SONS LTD, of Falkirk, always at Kirkcaldy depot. Purchased 1970 for preservation, and rallied extensively. Subsequently repainted into its original blue livery (from the Fifeshire red of 1961), fitted with a new engine, and seats re-trimmed. J.W. Pettie, Haddington.

DCS 616, DAIMLER CVD6 of 1950, with 8.6 litre Daimler CD6 engine and H33/28RD Massey body of 1957. Was originally supplied to Andrew Hunter of Dreghorn, a member of the "A.L.", ARDROSSAN, AYRSHIRE, group of bus operators, with a 35-seat single-deck body built by Irvine of Salsburgh. New double-deck Massey body fitted in 1957. Purchased 1976 for preservation, stored for ten years, overhauled to PSV standards in 1986 by Scottish Bus Group Engineering Limited at Kilmarnock (formerly W.S.M.T.), converted to open top, and now operated in and around Stirling in public service by MIDLAND SCOTTISH OMNIBUSES Limited. D.G. Heathcote, Edinburgh.

GVD 47, GUY ARAB Mk III of 1950, with Gardner 6LW engine and H30/26R Duple body. Was at the 1950 Earls Court Commercial Motor Show as a demonstrator in all-white livery. Purchased by Hutchison's Coaches of Overtown, Lanarkshire, and first licenced in 1952. Sold less than three months later to MCGILL'S BUS SERVICE Limited, BARRHEAD, Renfrewshire. Withdrawn from service in 1972. Still owned today by McGill's, and still in good condition, but awaiting remedial work.

DWG 917, LEYLAND TITAN FD2/12 of 1953, 8'-0" wide, with exposed radiator, 9.8 litre Leyland O600 engine and L27/26R Alexander body. W. ALEXANDER & SONS LTD. of Falkirk, always in the Aberdeen area, until

sold in 1973 to Central S.M.T.Co,Ltd, and then a few months later to Highland Omnibuses Limited. Sold 1974 for preservation, still in good running order, but placed in store until 1979, and then re-furbished and repainted back into its original 1953 blue livery in place of the later yellow and subsequent red. D.L. Hoare, Chepstow.

OWS 620, BRISTOL LODEKKA LD6G of 1957, with Gardner 6LW engine and H33/27RD E.C.W. body. SCOTTISH OMNIBUSES LIMITED, of Edinburgh (formerly S.M.T.), used mainly at Bathgate and later Broxburn. Converted 1978 to driver training vehicle, sold 1979 for preservation, renovated 1987. Four joint owners.

HGM 346E, BRISTOL LODEKKA FLP6G of 1967, with 10.4 litre Gardner 6LX engine and H38/32F E.C.W. body. CENTRAL S.M.T. Co.LTD, of Motherwell, mainly at Wishaw and East Kilbride depots. Sold for preservation in 1981, after running over 650,000 miles. Douglas Forbes, Barrhead.

The Whitburn Museum also houses ten former GLASGOW CORPORATION vehicles now owned by Michael Roulston of Glasgow. These include a Daimler CVG6 (FYS 999), two Daimler CVD6's (SGD 239 and SGD 241), a Leyland PD2/24 (SGD 65), a Leyland PD3/2 (SGD 448), and an A.E.C. Regent V (SGD 500), all six with double-deck Alexander bodywork and dating from 1957-61, also a B.U.T. single-deck trolleybus (FYS 996) with Burlingham body, and three 1944 A.E.C. Matador recovery vehicles (FYS 7/8/10). All of these are in need of extensive restoration, except only FYS 999, which originally had a Daimler CD650 engine and was a unique one-off bus in Glasgow's otherwise highly-standardised fleet, and which has now been restored to full PSV specification and repainted in its original livery.

Amongst the twenty buses of other owners which visited Whitburn for the Opening Day celebrations, to add to the vehicle display, all of them immaculate to best rally concours standards, were six London or ex-London buses. These were RT 4139 (LUC 488) of S.T. Addison, Herne Bay, Kent; RM 737 the pride and joy of Harrow Weald garage; and RML 903 from Finchley garage, these three having come the 400 or more miles up from London just for this week-end; also RM 652 which has been purchased by Clydeside Scottish Omnibuses Limited for further p.s.v. service and repainted in their yellow livery; and RM 1006 (now re-registered EDS 98A) similarly purchased by Kelvin Scottish Omnibuses Limited and repainted blue; and finally RM 10 still in London red livery which has been purchased privately for preservation by the General Manager of Clydeside Scottish, who, it seems, is himself an enthusiast and an ex-Londoner.

You might ask how did I myself get to Whitburn, The answer is, as a passenger in RML 903, which is the last one (numerically) of the original batch of 24 RML's, which is still at Finchley depot where it originally was, and works regularly on route 13, but which has been adopted by the Finchley depot inspector (Danny Johns) and several enthusiasts on his staff as their "special" bus, and in the past year or so has run quite a lot of special enthusiast trips at weekends, and has even been to

Holland and to France. The Whitburn Museum was included in a four-day 1050-mile marathon in which we also attended the 19th annual Dunbar Vintage Vehicle Rally sponsored by Lowland Scottish Omnibuses Limited, and visited eight other bus garages or places of bus interest in Scotland or on the way up or the way back. The aforementioned RT 4139 and RM 10, 652 and 737 were also exhibits at the Dunbar Rally, which thus had quite a London flavour. In fact RM 737 and 652 won the first and second prizes in the double-deck bus class, which perhaps does not seem quite fair to all the magnificent genuinely-Scottish double-deckers (and one from Halifax) which were also on show.

# COBHAM BUS MUSEUM

Redhill Road, COBHAM, Surrey

**OPEN DAY**  
**17th April 1988**

*New Date*

INCLUDING THE USUAL  
**FLEA MARKET**

AT

**COBHAM**

GATES OPEN 11-00am. CLOSE 5-00pm.

**BUS & COACH GATHERING**

AT

**ADDLESTONE CO-OP**

VINTAGE BUSES IN SERVICE

**FREE**

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

Signposted from A3



18

THE

LONDON BUS PRESERVATION TRUST

IS HOLDING A  
SOCIAL GATHERING  
ON SATURDAY  
23 APRIL  
AT  
KEEN HOUSE  
4 CALSHOT STREET N1  
LICENCED BAR.  
SLIDE SHOW  
(VOLUNTEERS WANTED)  
FROM 1 PM  
UNTIL 6.30 PM.

WORKING VISIT TO THE MANCHESTER TRANSPORT MUSEUM

Saturday November 14th, found myself waiting for J.B. on Euston Station at about 7.45 a.m., our destination was "The Manchester Museum of Transport". Earlier in the year John had offered our services to do some work on their RM 1414. This weekend seemed the only one that suited all parties, so a date was fixed. After I had been waiting for five minutes it seemed a good idea to get a drink from one of the snack bars. Having got my drink I returned to the arranged meeting point, feeling that some sort of legalised robbery had just taken place, looking at the change left in my hand. John had by this time turned up so we decided to go and board the train which departed at 8.10 a.m. Just as well we had reserved seats, the train was really filling up fast (handy having a sister that works in a B.R. Travel Office). No need for us to rush about like everyone else, too early for rapid movement anyway - must make a note to get some 'early nights' in. Life seems so busy at the moment - rebuild after rebuild, never a second's rest. So finally the whistle was blown and the guard waved his flag. In just over three hours we would be in Manchester, and starting on a list of about 70 jobs to be done on the RM. Not so daunting really, as we were only going to modify the front of the bus to suit their pictures of it in service around Manchester.

Eventually we arrived at Manchester Station, don't ask which one - I couldn't tell you. As if by magic Dennis appeared to whisk us away to the Museum. It was nice to be met at the end of our journey, saves us all the bother of trying to find your way in a strange city, especially when the place you want to find is quite a distance from the Station. However, with Dennis to drive us through Manchester it wasn't long before we were outside the doors of the Museum in Boyle Street, behind the Queen's Road Depot of the now Greater Manchester Transport Group. A couple of toots on the car hooter and the roller shutter door keeping us outside was raised so we could enter.

The first things that strike you about the Museum is its size and cleanliness. Perhaps I should delve into the past for a while and give you a brief history of the site.

In June 1899 a Sub-Committee for The Manchester Corp. Tramways decided to build one of the largest tramcar sheds. Plans to take over and electrify the existing horse-tram network of the Manchester Carriage and Tramway Company were being considered. In June 1900 the Chairman of the Tramways Committee, Councillor Daniel Boyle laid the foundation stone, hence the name Boyle Street. The tram-shed was to house 252 cars and cost £90,000 to build. The official opening was June 6th 1901, although it had been used to store vehicles whilst in an unfinished condition. Supplementary bus services had grown so much in the 1920's it was necessary to build a garage for all the buses. This was done in 1926



and the building is the present upper hall of the Museum. In 1935, a fuelling and washing bay was erected between the tram shed and bus garage. This is the lower hall of the Museum. These buildings were used into the 1950's, but due to bus reductions became surplus and were thus rented by the Post Office as a vehicle maintenance depot until 1977. Fortunately the Greater Manchester Transport Society were offered the building and the Manchester Museum of Transport opened in 1979.

Having got the history lesson over - back to the plot. What's the first thing you do upon arrival at the Museum? Yes, you've guessed it, put the kettle on. One cuppa and a few introductions later it was time to have a brief look round before starting work. All kinds of goodies round this place. Apart from Leyland, Crossley and A.E.C. buses there were Fire Engines, Recovery Vehicles, Tram Bodies, and Flat Bed Lorries. One of which was an immaculate Leyland Beaver, what a motor, absolutely crisp and fresh from restoration.

Unfortunately, work beckoned so John, Dennis and myself duly donned our boiler suits and went to examine RM 1414. Our task this weekend was to replace the RML front N/S wing with an RM one. Paint strip it and prepare as best as possible. The bonnet also needed replacing and the brake cooling vents had to be cut out so grilles could be fitted. None of this should present any problems, as I'm sure you all know RM's are like big meccano kits and jig built for interchangeability of parts.

By the time we had got the tools, new parts and other bits and pieces organised it was time for a late dinner. Luckily enough for us Manchester Transport not only lend the Museum a hand with experience and knowledge, but also extend the use of their canteen. 'Boy' you certainly get big helpings of food. After eating what we wanted, at a very reasonable price, we walked back through the Ex-Tramshed (remember the history lesson?) to look at what was in service, or wasn't, at that moment in time. This walk couldn't have been timed better. Not only did we need some way of moving the food we had just consumed round our systems so work would be possible, but there were a few interesting buses in the garage at that time. After looking around, what seemed like a personless garage for a while, we let ourselves out of the automatic doors which shut themselves behind us. Oh well, back to work.

In a short time we had stripped all the bits off the RM that had to be removed. While Dennis had to attend to some Museum business, J.B. and myself decided to have a go at cutting out the brake air vents in the new wing and the O/S front panel. It looked as though a lot of chain drilling and filing was going to be necessary. Then we discovered by moving the drill from side to side, like a vertical mill, it was possible to use the flute edges to cut the shape out. Doing it this way saved a lot of time, as a straight profile was obtained and minimal filing was necessary.

What a bonus. Within an hour both vent apertures had been cut, filed and holes drilled to hold the grilles in place.

As we had decided to go out for a meal in the evening, it seemed a good idea to clean up about now. This would enable us to get to a restaurant at a reasonable time. Not to be! In the upper part of the Museum a friend of Dennis's had started taking his engine out. Unfortunately he was having some difficulty in removing his radiator at about the same time we had decided to pack our bits up. Needless to say, we got involved. Trouble was the rubber bushes had perished on to the retaining rods and the radiator wouldn't slip off. A short while, and a bit of leverage later, the \*?!? thing still wouldn't move so it was decided to remove the retaining rods and radiator as one. Not as easy as it would seem - is it ever???. The N/S pinch bolt enabled us to get  $\frac{1}{4}$  of a turn only, and the O/S, which I was lumbered with was blind ("grope and feel job" for professionals). Never mind, after an hour or so, with the use of a big crow bar and a technical adjuster (flipping big hammer), the radiator fell off. Time for a quick wash and brush up before rushing into Manchester and having a meal.

The meal wasn't bad, if you like food with a Greek bias. I wasn't that keen, but excess hunger took over and it didn't take long for all of us to finish our meals. It was getting late now so we decided to head for our beds. Dennis's house being our lodgings it didn't take long to get there. One cup of coffee later and 'Boing!' "time for bed" said Zebedee, just like Magic Roundabout.

Sunday morning dawned dull and damp, (it's just not like those stories used to be is it). Never mind, after a good breakfast we were on our way. Bad weather didn't really matter, all our work was inside anyway. We arrived at the Museum 9.00-ish, only to find a few people had been there for two hours already. What dedication! Just time for a quick cuppa and straight to work.

The paint was stripped off the new wing, then we fitted it in conjunction with all the other bits. This was done so any minor adjustments could be made to the bonnet fitting and grille so all gaps were equal. If they vary it tends to make things look untidy. A different fog lamp bracket had to be fitted because RM and RML ones are different lengths.

Again we broke off for dinner at the Greater Manchester Transport Canteen next door. As before, I felt like a Michelin man walking back to the Museum - no chance of being hungry with a place like that nearby.

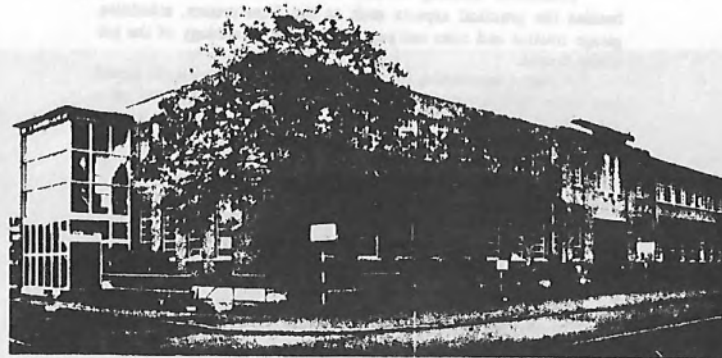
After a short while, all the work we could do on the RM in that weekend was done. We packed all the tools up and cleaned the mess away. Just time for a cuppa before departing to catch the train home.

We nearly got a lift to the station in Dennis's Daimler, but because of a football match that day he was worried the yobbos might have 'A Go' at it whilst in front of the station. Never mind, maybe another time. Instead, Dennis's partner in the Leyland 'Royal Tiger' gave us a lift in his Ford Sierra (not the same though, is it). We bid them farewell and thanked them for their hospitality. Luckily we had reserved seats again (courtesy of Sis.). The train was absolutely packed. Football supporters and commuters to London for a week's work. The journey home was a right 'drag' and seemed to take forever. In fact it took about 35 minutes longer to get home due to various problems. The train really took the strain.

Eventually we arrived at Euston and both dived down to the Northern Line. Here we parted company, suitably satisfied we had done a good weekend's work.

My thanks go to John for organising an interesting weekend, and to Dennis for putting me up overnight. Lets hope we can do another visit in mid 1988.

Ian Barrett.



#### CHISWICK TRAINING CENTRE

**Functions** The Chiswick Training Centre for road services was opened in 1925. The Training Assistant in charge here is responsible for the training of all London Transport road operating and supervisory staff from both the Central and the Country Buses & Coaches departments, together with the training as drivers of staff from the Mechanical Engineer's department. The centre is the responsibility of the Chief Operating Manager (Central Buses). Over 13,000 men and women passed through courses here in 1968.

The function of the centre is to give trainees the specialised knowledge and skill required to perform the particular duties of their grade with the maximum efficiency and safety. The main forms of training given are:-

1. Basic training of new entrants as drivers and conductors.
2. Training of conductors as bus drivers.
3. Training of drivers on new types of buses and the use of new equipment.
4. Training of existing staff for promotion into and within the supervisory grades, including refresher courses.

**Training Courses and Methods** At the present time the centre runs some 20 different training programmes, each one giving the appropriate blend of classroom and practical work needed to teach the trainee quickly and effectively. For example, a man learning to drive will spend the equivalent of only one day of his three weeks' course in the classroom; the rest is practical work. An inspectors' training is spent almost entirely at lectures and discussions.

The instructors at the centre are all practical busmen, having themselves worked in the duties for which they are training new staff. Many of them also occupied senior supervisory positions before their appointment as instructors. But the centre does not by any means rely on practical experience and a number of specialised aids are also used. For example, men wishing to become bus drivers, particularly those with no heavy vehicle driving experience are first tested on SIM-L-BUS. This equipment, installed in 1962, is used to assess the potential ability of driver trainees and helps them to get the feel of bus driving before actually taking a bus on to the public roads. It comprises a mock-up of a driver's cab complete with all controls. In front of the driving position is a screen on which a road system with traffic hazards is reflected; the scene changes as the trainee 'drives' the simulator. He has to steer and change gear as necessary to avoid obstacles, and if unsuccessful a buzzer sounds. In addition to the simulator and practice on the roads, drivers have also to learn how to cope with a skidding vehicle. For this training there is a special private 'skid patch' within the training centre.

Conductor training consists of classroom work in which, besides the practical aspects such as the fares system, schedules, garage routine and rules and regulations, the psychology of the job is also taught.

A recent innovation for the training of inspectors is the model bus route laid out on a table top. Model buses are placed on a diagram of the bus route. Delays and other interruptions to service are simulated so that the trainee inspector can learn how best to deal with such situations.

**After Training** The responsibilities of the training centre do not end when the trainee passes out at the end of his course. Senior officials from the centre make follow up observations of new staff at their work. The purpose of this is two-fold, one to see that the trainee is carrying out his duties satisfactorily and secondly to give the trainee an opportunity of discussing with his former instructors any points of difficulty that he has found in making the change from training to reality.

**Training Centre Facts and Figures** As an indication of the size and scope of the centre's activities, the following figures show the number of people satisfactorily completing courses in 1968:

1. New entrants trained as drivers	2006
conductors	3439
2. Conductors trained as bus drivers	1130
3. Drivers trained on new types of buses or new equipment	3643
4. Training of supervisory staff	628
5. Mechanical Engineer's staff	1206
6. All other forms of training	1855

These books are on sale at most Underground station ticket offices:

**Visitor's London** by *Harold F. Hutchison*

London Transport's official guide book to London and London's country. It includes a 'How To Get There' section, which gives full travel information, times of opening and prices of admission. Price 5/-

**How To Get There** This lists in alphabetical order hundreds of London's places of interest, with full details of times of opening, prices of admission and how to reach them by Bus or Underground. There is also a diagram map of the Underground. Price 1/-

**Country Walks** These books are complete guides to many miles of footpaths and country ways. There are photographs to whet your appetite beforehand, Ordnance Survey maps with your route clearly marked, and notes on local curiosities and places of interest. Price 5/- each.

London Transport publications are also available at all Travel Enquiry Offices - Piccadilly Circus, Oxford Circus, Euston, St. James's Park and Victoria Underground stations, at Eccleston Bridge (Victoria) and at the City Information Centre, St. Paul's Churchyard or, post free, from the Publicity Office Poster Shop, 280 Old Marylebone Road, N.W.1.







**LONDON BUS PRESERVATION TRUST**

WITH COMPLIMENTS

1988		MARCH						1988
Sun	Mon	Tue	Wed	Thu	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				

1988		APRIL						1988
Sun	Mon	Tue	Wed	Thu	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		

1988		MAY						1988
Sun	Mon	Tue	Wed	Thu	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						

2nd: May Day Bank Holiday  
30th: Spring Bank Holiday

1988		JUNE						1988
Sun	Mon	Tue	Wed	Thu	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				





## Rallies Entered...

<i>April</i>	2 3 4		
	9 10		
	16 17	COBHAM OPEN DAY	
	23 24		
	30 1		
<i>May</i>	7 8		
	14 15		
	21 22		
	28 29		
<i>June</i>	4 5		
	11 12		
	18 19		
<i>July</i>	25 26		
	2 3		
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	16 17		
	23 24		
<i>Aug.</i>	30 31		
	6 7		
	13 14		
	20 21		
<i>Sept.</i>	27 28		
	3 4		
	10 11		
	17 18		
<i>Oct.</i>	24 25		
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 LONDON BUS PRESERVATION TRUST 