

THE LONDON BUS PRESERVATION TRUST



NEWSLETTER

JANUARY 1989

THE LONDON BUS PRESERVATION TRUST

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CHARITY REGISTRATION NUMBER: 293319

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DATES FOR YOUR DIARY

3rd February 1989 - Social Meeting at the Model Railway Club, Keen House,
Calshot Street, London N1. - Slide Show by John
Gillham on UK doubledeck buses in the Far East.
This includes ex LT DMS's in Hong Kong.
10th March 1989 - Social Evening at the Model Railway Club
9th April 1989 - ANNUAL OPEN DAY at COBHAM BUS MUSEUM.
21st April 1989 - Social Meeting at Model Railway Club.
All Social Meetings at the MRC commence at 7pm.

THE NEWSLETTER

Members contributions are always welcome - In fact we are holding
articles from messrs Cottrell, Cross, Gould, Jones, Peters and Wickens
for publication in the near future. Any material for inclusion in the
March 1989 edition should be sent to the Newsletter Editor, c/o
Cobham Bus Museum, by 1st March 1989.

The views expressed in this newsletter are not necessarily the views
of the London Bus Preservation Trust.

I trust that everyone enjoyed the Christmas break - I know that it
seemed rather too short this year!!

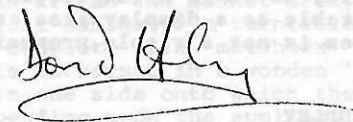
Following some quick organisational work, Dave Kriesler and his team
moved the Driving Simulator from Chiswick to storage at Brooklands.
It had to be broken down into smaller parts than originally thought,
but David informs me that they will be reassembling it in the near
future so that they won't forget where the pieces went!!

The social meeting on the 22nd November was a success and elsewhere
in this issue three further dates are given for future evenings.

Since the last newsletter, I have had two meetings with Morag Barton
of the Brooklands Museum and on the last occasion she and a number
of her staff visited Cobham and they were impressed with the
vehicles which the Trust has acquired and showed great interest in
the TD project. At the moment she and the other Trustees of the BMT
are negotiating with Trafalgar Brookmount for additional land and
buildings and I will advise you further as matters progress.

Following formal approval at the December meeting, I feel that all
members should be aware of the Forward Plan (reproduced following) -
I would be pleased to receive any comments.

I understand from Julian Bowden that he has received lots of
material for this edition, which has been expanded but some has had
to be left over. If material continues to be submitted larger and
more frequent newsletters become feasible.



FORWARD PLAN

Following discussions at the meeting of the 29th September, the
items below were agreed as a reasonable basis for the future. As
with all forward planning, this procedure relies on certain
assumptions, e.g. labour, money and time, and it has been assumed
that:-

1. Disposable income = £6,000.
2. 50% more regular helpers than at present.
3. No more than two vehicles being worked on at any time.

Four areas in order of priority:-

1. Improve present Byfleet Road property.
2. Increase and encourage fresh blood.
3. Improve Trust owned vehicles.
4. Brooklands.

Although Brooklands has been placed number 4, this is because as yet
we are not in a position to judge resources necessary, i.e. finance
and labour to implement this project.

Plan for three months of 1988

1. Increase participation and recruitment - the Display Day should assist.
2. Progress work on TD95 and RM3.
3. JLB to co-ordinate plans for extension.
4. Tidying up Byfleet Road:-
 - a) Clear up compound.
 - b) Repair fencing - week-end 12/13 November.
 - c) Start on tidying up spares outside.
 - d) Repair gates.
 - e) Define roof repairs.
 - f) ADH to finish redecoration of WC - DK on canteen.

1989 plan

1. Start on side extension.
2. Finish TD95.
3. Finish RM3.
4. Start on 9T9.
5. Do feasibility study and costing on STL2377.
6. Get STL441 and 10T10 suitable for rally use.
7. Continue to encourage more participation at Cobham.
8. Improve and regularize newsletter.
9. Encourage better attendance at social meetings.

Overall the development of the Brooklands concept should be a high priority as it is acknowledged by everyone that Byfleet Road is unsuitable as a display area and also a bus museum outside a major complex is not a viable proposition.

A D HURLEY

A.I.M. - The Association of Independent Museums.

For a number of years, the museum has been a member of this organisation.

In 1988 we received notice through the A.I.M. bulletin, that applications for a limited number of building improvement grants were being invited under the Capital Grants Scheme to finance certain categories of work.

From preliminary enquiries, it appeared that one of the projects we had planned to carry out - the construction of a lean-to extension on the side of the building, to accommodate heavy components, might be eligible for grant-aid. A meeting was convened at Cobham with the Museums Development officer for South East England, who inspected the building and discussed the proposal. On his advice, an application has been lodged by the Trust for a 50% grant towards the cost of the project and we now await a response.

THE SIM-L-BUS

by Dave Kriesler

Those of you who went on the LBPB visit to the Chiswick Training School some years, or who attended one of the more recent Chiswick Open Days probably thought everything would carry on much the same ad infinitum (for ever, you non-Latin skolars). Sadly this has not been the case and now the factory is largely an empty shell, the giant canteen derelict, and the Training School building virtually empty apart from a few offices used by the Central Distribution Services, and their vans etc, littering the square where once rows of training buses - I remember RTWs and later RTs - could be seen, especially at lunch time!

It was September 29th when Malcolm Bowers (Wandle District Mechanical Inspector and Driving Examiner, and one-time owner of Green Line RT 4508) told me that he had been asked if he could find a good home for the Bus Driving Simulator, to save it from being crushed when demolition begins early in 1989. As Malcolm had insufficient space available in his sitting room, he thought of Cobham. I put it to the rest of the LBPT Committee at that evening's meeting and it was unanimously agreed that the Trust should take up the offer.

For those who don't know, the Sim-L-Bus as it has been known, consists of a wooden mock-up of an RT cab and bonnet area, connected by various electrical and mechanical cables to a turntable affair on which is mounted a road scene complete with 'matchbox' buses and other vehicles. This turntable is housed in a wooden 'shed' about 10'x10'x8' with a screen set in one side onto which the road scene is projected, its movement depending upon the application of the accelerator, brakes, gear selector, operating pedal and of course, the steering wheel.

Following negotiations with three gentlemen at Chiswick, Rod Lucas, Bill Cottrell and I descended on the Training School on Saturday 19th November. After Rod, then Bill and finally I had ensured that it was in full working order, we began to dismantle the apparatus - unfortunately the size of the doorway necessitating further stripping down than we had hoped. It was originally built on site, in 1962 - hence its bonnet number - RT 1962.

The following Saturday Jeff Stoute joined us to load it onto a lorry which was to transport it to a building on the Brooklands Museum site where it will shortly be rebuilt and then semi-stored pending a permanent display site. Yes, we did make some drawings and diagrams before beginning dismantling!

We are considering the possibility of a display concerning the former Training School as a whole and would like to hear from any member who has any photographs, film or other material that may be of interest. Please send details to me at Cobham.

My thanks to all involved in the rescue operation, to those at Chiswick, at Brooklands and at Cobham, and of course Malcolm.

Now, where could we put that skid-patch?

ONE SIXTEEN CONSORTIUM

By Tim Nicholson

Well, she finally made it, arriving at Yeading in good time to fail her first CLASS V test (M.O.T. Test) and this, despite the fact that the H.G.V.T.S. Senior tester was briefed about the arrival of our steed and that "the odd drop" of hydraulic oil around the suspension units was quite normal. - She nevertheless still failed. Not, I hasten to add, for a leak from the suspension system. (I had wiped the near rear sub-frame dry on arrival!) but for a leak from the near rear brake cylinder. This offending unit was a replacement for one that had shown signs of dampness some time previously. (Entirely my fault - it never occurred to me that RM116 would leak oil OTHER than from the suspension system!)

And what was the leak the tester found? - t'was a "dew drop" on the end of the bleed nipple- which, to give him his due (sorry about that) grew, undeniably, at the onset of the horrendous pressures applied to it from the routemaster's footbrake valve.

Now, Ministry of Transport Testers are absolutely paranoid about brake fluid leaks, so I felt indisposed to get on my usual "hobby horse" by pointing out that while a "dew drop" might equate with a proportion of the small quantity of fluid held in the reservoir of the more usual hydraulic brake system - it would take an awful lot of "dew drops" to materially deplete the 3½ gallons, or so of fluid held in the reservoir of a Routemaster.. However - let's start at the beginning.....

Sometime in November last year, a report reached Peter Moore that RM116, the 'hydraulic bus' had been withdrawn from service at Stamford Brook and had arrived, or was about to arrive at the old AEC works at Southall for final disposal as scrap Peter, foolishly, told me; and I, foolishly, told other like minded people of this momentous event - and with Colin Curtis showering me with all the fascinating drawings and explanations - RM116's fate was sealed and the ONE SIXTEEN CONSORTIUM was formed thus:-

MICHAEL HEBARD - Metropolitan Police Traffic Cop - who is Chairman of the Fire Service Preservation Group and therefore likes anything red, and particularly something that might hold the road as well as the new Rover 827 Police car.

ANDREW BOULTON - A Public School Boy (only the best, allowed) who loves Routemasters and is too young to know any better.

JONATHAN PYE - A fitter at Hounslow Bus Garage - a recently ex-Chiswick Apprentice who behaves as though he is too young to know any better.

LEON DANIELS - Operations Manager of ENSIGN BUS, and who is desperately looking for something worthwhile to put on the ex-ALDENHAM TILT-TEST rig he has persuaded his company to buy.

GORDON LAMMING AND PETER MOORE - The Woolwich Boys who live on a farm at Coulsdon, Surrey - general perveyers of anything evil or perverse in the Preservation field and couldn't think of anything more evil or perverse at the time than RM116.

..... and finally me, TIM NICHOLSON.
What can you say about someone who likes CR's and RM3 ?)

HONARARY MEMBERS:- The Designers of Active Ride Control

COLIN CURTIS - Head of anything worthwhile left of LONDON TRANSPORT.

BOB PITCHER - Recently of LOCKHEEDS until there was nothing worthwhile left, i.e. RM1, RM116.

With this great team behind us and with the help and connivance of that great Stalwart of BUS SALES, John ('Jack') WARNER, we started to evaluate what we had let ourselves in for. Our first sighting of the bus at Southall showed it to be in a generally depressed state (in both senses of the word!) but in otherwise good condition. Large quantities of oil were discovered in the vicinity of the rear off-side strut (the item of the hydraulic suspension that takes the place of the coil spring and shock absorber)

John Warner, bless his heart, let us keep the bus at Southall rather longer than would normally be the case with sold buses, and indeed moved the bus inside onto level ground where we could pin point, with a fair degree of accuracy, the actual sources of each pool of oil.

On jacking up the front of the bus, oil did in fact pour out of the front N/side strut, but not withstanding this, it was decided to concentrate on the back end first. There was obviously a problem with the rear offside strut as mentioned - the back end of 'B' frame having been "annointed" over some length of time and the exhaust tail pipe was so impregnated with oil that it should last another 20 years.

At this point, it was decided to remove the rear off-side strut and a specially shaped 1" diameter seamless pipe that had become "knecke" was also removed to reveal the major source of oil loss. Berkshire Air and Hydraulics made a new one from the old pattern - new KEELAVI joints that connect it were kindly donated by Bob Pitcher who also produced some works drawings of the suspension struts. (These drawings were for uits fitted to RM1 - showing the rear strut piston rod diameter to be 2.5" in diameter which somehow had increased to 2.637" on - transference to RM116. This had presumably provided an improvement of some sort but had, at a stroke, knocked on the head any chance of obtaining new gland seals for the rear struts, "off the shelf").

Dismantling the rear offside strut showed that a new gland seal was indeed needed, and as a new item would have to be "turned" because of the non-standard size, Lockheeds could not help in the short term.

At this point I turned to an old established firm at Woking, by the name of James Walker who make joints, packings and seals etc, at their Lion works. I had been dealing with Mr Ken Gibb of Hulburd - a subsidiary company who specialise in the manufacture of hand made cylinder head and similar joints for vintage engines. Further, I had had dealings with the Technical department when they made some special 'o' rings for the RV35 oil operated gearbox on RM3 some years ago; the continued satisfactory operation of that unit bears testimony to their skills.

Ken Gibb put me in touch with a young engineer by the name of Phillip Embury of James Walker's Technical Department, and so, duly armed with bits of strut and broken seals, I arrived at Lion Works to meet him. He spent an hour or so examining the pieces and did his best to explain the niceties of elasticity, plasticity, nip, pinch etc, which left me in no doubt whatsoever, that he knew what he was talking about even if I didn't.

Not to put too fine a point of it, certain parts of the strut could do with updating, particularly the gland seal which not only has to retain the oil within the system but also has to keep the strut lubricated and keep the dirt out. He suggested a number of alternatives (one of which had crossed my mind, i.e. that of scrapping the whole bus) - the best being to fit one of their new SOLOSELE's, modified slightly to suit the peculiar piston rod diameter, but it would entail machining out the gland to accept it. The other solution would be to renew the existing sealing arrangement with its acknowledged drawbacks.

Throwing financial caution to the wind, I opted for the best alternative (i.e. fit the SOLOSELE) and returned 'hot foot' to Southhall to remove the nearside rear strut to enable that to be similarly modified. (I was met by a beleaguered Jack Warner who was faced with the daunting problem of moving 200 or so broken buses from the old AEC works to Fulwell - the former to be vacated by the end of March, and it was the end of February already!)

The nearside rear strut, which looked so good on the outside, revealed carnage on the inside. The P.T.F.E. antifriction seals had completely worn away in some areas and the cylinder showed quite severe scoring.

Things looked black indeed.....
The indomitable Phil Embury took all my weeping and wailing in his stride; told me to leave all the parts with him and he would come in over Easter and sort it all out. Things didn't look quite so black....

Some British Aerospace toolmakers who work near to my workshop, pop in from time to time to see what bizarre engine or other device I'm currently working on. One Terry Sandals saw the dilemma I was in with the strut cylinder bone and promptly offered to hone it to "4 places of decimals" and even out the "tramlines". His offer was gratefully accepted and the final dimension was passed on to Phil who then cut the new P.T.F.E. seals to suit.

At this point, a progress report to Colin Curtis revealed another interesting fact. On extolling the virtues of Phil Embury - he promptly informed me that James Walker owned TREADMASTER who sponsored RMC 4. When I repeated this to Phil, he agreed that my suggestion of the offer

of a side panel advert or two might persuade the managers of the relevant departments to carry the costs so far incurred,, internally (I'm still working on this!).

Meanwhile, down at the farm, Peter and Gordon were getting ready to move the "strutless" bus from Southall, as time had finally run out. Belts were removed from the engine driven alternator (which in turn drives the suspension pump) and the bus left AEC Southall for what was to be a long journey to Caulsdon. The pneumatic springing of the tyres was adequate up to 18MPH - thereafter, blurred vision and a sort of numbing sensation in the posterior was experienced. "I don't know what all the fuss is about", said Peter on arrival at the farm "all it wants is a set of softer stops".

Well, back to the beginning..... the bus, having failed its class V as mentioned, had now to be driven back home, and 'yours truly' had to carry out that task. In view of my humour at having received a failure chit, the driving was what one may call 'spirited' - not 'dangerous' I hasten to add, but for me the journey was somewhat faster than normal.

By the time the journey had ended, I had forgotten all about the MoT failure, such was my enthusiasm for the performance of the bus.

It goes round corners 'like on rails', dips 'upwards' on braking and the pitching sensation so characteristic of RM's is entirely absent, the engine is sharp and responsive, the gearbox slow in manual change, but absolutely superb in auto, even allowing the driver a modicum of control over the point at which gear changes occur.

The noise level from the hydraulic suspension pump is high although to me very acceptable - when in 4th gear, it sounds like an STL in 3rd! (Alan Cross now instantly realises why I like the bus).

From a passengers point of view, there is undoubtedly an improvement in stability when the vehicle is being cornered fast and the absence of pitching when standing on the back platform is most noticeable. The 'springing' feels slightly harsh, although this may be the Citroen type 'gas spring' pressures being slightly out.

I have however considerable reservations about the ride for top deck passengers. On sharp corners, the vehicle does a sort of double take with the bus leaning initially until the Active Ride Control responds by ~~thence~~ pushing the body rapidly to the vertical again. (This immediately explains a problem that exists with the bus that I have not seen in other RM's as badly as on this one i.e. all the upper deck windows are loose in their very hard rubbers. (The glass vibrates so much upstairs is another reason why it sounds like an STL!)) Getting to the point - when the bus is cornered sharply say, to the right, the body leans to the left initially as do all the passengers (particularly the upperdeck ones) - the Active Ride Control then smartly counteracts this lean, the windows thus connecting with the adjacent passenger's left ear holes! The rubbers have thus become 'work hardened'!

All our repairs have taken place over the last 10 months or so and so far, it hasn't quite lived up to its name (it's been christened MED - for MOBILE ECOLOGICAL DISASTER) although the initial tests prompted us to enquire of Castrol if we could get a discount for bulk orders of hydraulic fluid.

It has done a couple of runs out, the most interesting of which was a trip to Silverstone for the Driving Instructors annual convention when

new and unusual vehicles are tested round the circuit.

The bus was put through its paces by Mike Hebard who ably demonstrated its road holding - the bus actually appears to lean inwards on a sustained circle!

Jonathan Pye and myself have driven the bus some distance - a not inconsiderable tribute to the vehicle's durability - but it fell to 'yours truly' to christen that hither to pristine front dome on some low boughs near Epsom. It appears to date to have an oil consumption of around 50 miles to the pint (hydraulic suspension oil that is!) and has otherwise given no particular cause for concern.

At present it is being painted by that 'dark horse' of an artist, Gordon Lamming (have a look at RM66, sometime) and thence it will go to Ensign for some 'original' sign writing. The bus will not vie for any Cups or Trophies, and it will not go out of its way to depict some obscure livery, but it will, I hope, be seen about this year - a tribute to the adventurous technological developments of Chiswick Works that made the London Bus what it was.



Photographs in this newsletter

Front Cover:- Bill Cottrell and David Kriesler on the Sim L Bus at Chiswick Works prior to dismantling.

Back Cover:- Spot the difference! - It's all to do with RM 116! Answer next month. Tim Nicholson.

This Page:- A former DMS now numbered XF8 in the China Motor Bus fleet seen at Chai Wan on Hong Kong Island in May 1987. Julian Bowden.

OLDE ALAN'S RUMINATIONS

by Alan Cross

Tim Nicholson has got a problem with his CR 14. In a nutshell the paint on the roof is breaking up and flaking, and it needs to be stripped completely and repainted.

He was talking to me over a cup of coffee after the last committee meeting. "Young Alan", he said, "I'm in a dilemma. What colour shall I repaint the roof of the CR?". Well, I said, feeling all knowledgeable about the subject, first of all you must decide at what period in time in the life of CR 14 you wish to represent. This is the dilemma the owners of all preserved vehicles have to face at some time or another. It's no good restoring your bus first and then deciding afterwards what period in time you want it to be in its life. When new, CR 14 was green/broken white with grey roof and wartime markings. She ran at WR for a short spell until all the CRs were withdrawn for the duration. When, in 1946, the CRs emerged from their cobwebs and dark corners of their six years of inactivity, CR 14 was allocated to AK where she ran on the 133 and other routes in a rather scruffy state, still in the original green livery. So, Tim, if you want to represent that stage of her life, then the answer is you repaint the roof grey, especially as the bus is at present in green livery.

But, I went on, you may wish to represent the final period of her life, in which case the roof would have to be green, and the windows pale cream rather than broken white. Also the wings would then have to be green and not black. On the other hand the period when she was red might appeal to you.....

"She was never red", Tim exclaimed, "When we stripped her many years ago there was not a trace of red to be found!". But of course was red, I replied, don't forget the body swop with CR 6, after which she ran in red livery until she became one of the handful of CRs reprieved to give several more years of service after her sisters had gone for scrap or disposed to Vass's yard at Amptill (and in some cases exported to Cyprus and other countries).

"Never, Young Alan, are you sure?". Of course! - Come on Tim, why not go the whole hog and do a repaint into red livery with a bauxite roof? "Now that would be something, you mean I wouldn't have to give her a grey or silver roof?" Dead right, Tim. Repaint her red with a bauxite roof and she will be a matching pair with C 94. But I'll check my records to make sure first my memory is not failing.

A few days later I phoned Tim to confirm she was red. I saw her 11/10/47 in Q in red livery, and the next sighting was 24/7/48 in K with a 59 metal route stencil in place on the side, which seemed to confirm she was still allocated to Q. Tim decided (since it was now just before Christmas) to savour the thought of a bauxite roof all thorough his Christmas dinner... But, I said, at the end of the day you've got to decide which period of life you want your bus to be in.

A decision we all have to make . Of course one is free to give the answer of "at no specific time at all". For the other side of the coin to choosing a specific period is to choose a make-believe/pretend/impossible/hybrid state. To explain. Our Trust STL 441 belongs to the pretend/impossible/ hybrid category. Externally she carries the later 30s LPTB livery. Internally she has the 1940s-50s livery and RT type moquette. Mechanically she is 1939 onwards (oil engine - would have been petrol prior to that). But what about the body strapping and sag? That belongs to the final years of her life when the livery would have the standard red all over with just the single cream centre band.

Our Trust T 504 is a hybrid. She carries post war Green Line livery, non-standard seats and wooden flooeing. The wooden flooring was fitted when a batch of 40 10T10s were converted for Central bus use in 1951, so to match the internal appearance she should be painted in the all red s/d livery. But mention 10T10 and we all think of a superb vehicle carrying the post war Green Line livery - nothing else would be appropriate, so we (in my view) rightly painted her in that livery even though it is not authentic for her present condition. I think most of us accept her pretend/hybrid state and that the Green Line livery is by far the best compromise. T504 was one of a number of 10T10s which remained as ambulances during the war in green/white livery (standard country area bus livery.) In 1946 when her full complement of seats was refitted she took up bus (not Green Line) duties at HG. She carried the "London Transport" fleet name and was still green and white in March 1948. I am not sure if she subsequently returned to Green Line work and had the post war Green Line livery - records need to be checked to find out.

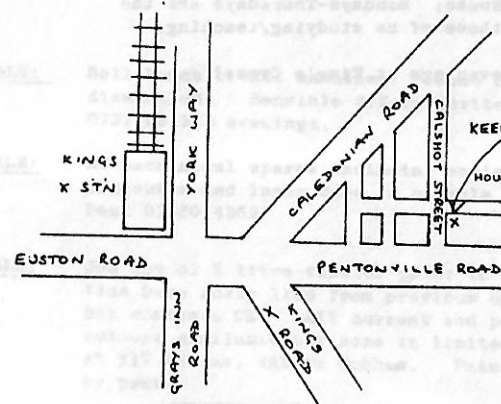
And how about private owners who choose to paint their buses in liveries which they did not actually carry? Why not? Some may choose to paint their RT red, even though it was always green. And vice versa. Tim and I are lucky. Both CR 14 and C 94 had green and red liveries during their lives. So we can choose which we want and ring the changes. Which is perhaps where nostalgia creeps in. Most think of the Cs as being green because that is how they remember them. But I choose red for mine when the time comes for painting because that is how I remember C 94 best, especially at Red on the 238 and 252 routes. But when in March 1948 I was bus spotting in Hitchin there she was, still in red livery in Hitchin car park working the 383, and with a bumper as well. So for me, nostalgia takes over and I am returning her to the 1946 - 1948 state as pure nostalgia.

Perhaps at the end of the day the period we choose and the livery we want for our beloved "babies" is the livery or state which is governed by personal nostalgia. We want our pride and joys to represent in the flesh a period in our own lives, and that period will depend to some extent on our own age. Someone in their 20's might choose to restore their RT to the livery of the 1970s, when RTs were ending their London service, because that is how they remember them when they were youngsters. The original 1947 livery would leave them cold. Someone in their 60s might want to see STL 2377 restored to as new condition in 1937, because their earliest memories were of that series just entering service and running along the end of the road where they lived. If the choice is governed by personal nostalgia then 100% insistence on absolute authenticity may take second place. If I owned STL 441 I might be sorely tempted to paint her wartime brown and cream because that livery fascinated me during my bus spotting days, but I doubt whether many others would be

over enthusiastic. It would make her even more of a pretend hybrid, because although several of the 403-607 batch did receive the brown livery, 441 was not one of them.

But, if authenticity can be attained (which can be done more easily with post rather than pre-war vehicles), then I think one should strive for this if it is possible and funds permit. Trust TD 95 is well on the way to achieving just this end result, but someone has to decide which period in her life is being aimed for, and that might well be a choice based on nostalgia.....?

SOCIAL EVENING



3rd February 1989

10th March 1989

21st April 1989

All Social Meetings at the MRC commence at 7pm.

Model Railway Club
Keen House
Calshot Street
Kings Cross
London N1

LETTER TO THE EDITOR.

Dear Editor,

I'm growing to look forward to our evening socials at King's Cross. The company varies from one meeting to another and is invariably good; and there's a bar.

With so dispersed a membership as ours, it's inevitable only those within range of London can come. Last Friday's produced members from Solihull and Cambridge; the previous meeting had people from mid-Kent and Worthing, at least. The new 'Thameslink' station a few minutes' walk away at King's Cross could give access for many south-of-Thames members, extra to those of us coming from the north of London through King's Cross and St. Pancras stations.

It seems to me Friday is the best day to hold the meetings - no going to work the next day (!) is the clearest reason. The weekend is time for relaxation, and what better than to kick off with the convivial atmosphere of Keen House; Mondays-Thursdays are the usual evening class times for those of us studying/teaching.

So here's to many more Friday evenings at King's Cross!

JOHN A GRAY

OPEN DAY 1988

JOHN BEDFORD

The Museum's major fundraising event - The Annual Open Day - will take place on Sunday 9th April. Detailed arrangements are still being discussed, but at the time of writing the event will be run along similar lines to last year, with the enthusiasts' market at the museum, the main bus display at Addlestone and a connecting bus service between the two sites. Some journeys will be extended to Cobham village for visitors using the car parks there.

London Country South West has also expressed an interest and may stage another garage open day.

SPECIAL OFFER TO LBPT MEMBERS:

Following the success of the last Special Offer for the Diddler Trolley bus model, we have secured a limited supply of the Matchbox Toys 40th Anniversary Gift Set.

Included in this set are replicas of some of the first Matchbox Toys, the five models reproduced include the first No. 5 bus (An RT/STL ??), horse drawn milk float, fire engine and steam roller.

If you wish to acquire one of these sets they are available from the London Bus Preservation Group Limited at £14. each. This is inclusive of postage, packing and V.A.T. Please send your remittance (payable to LBPG Ltd) to:

Gift Set Offer, LBPG Ltd., Cobham Bus Museum, Redhill Road, Cobham, Surrey, KT11 1EF.

ADVERTISEMENTS:

FOR SALE: Bell Punch ticket machines. Some complete, some dismantled. Sensible offers invited. Phone Andy 0737 551323 evenings.

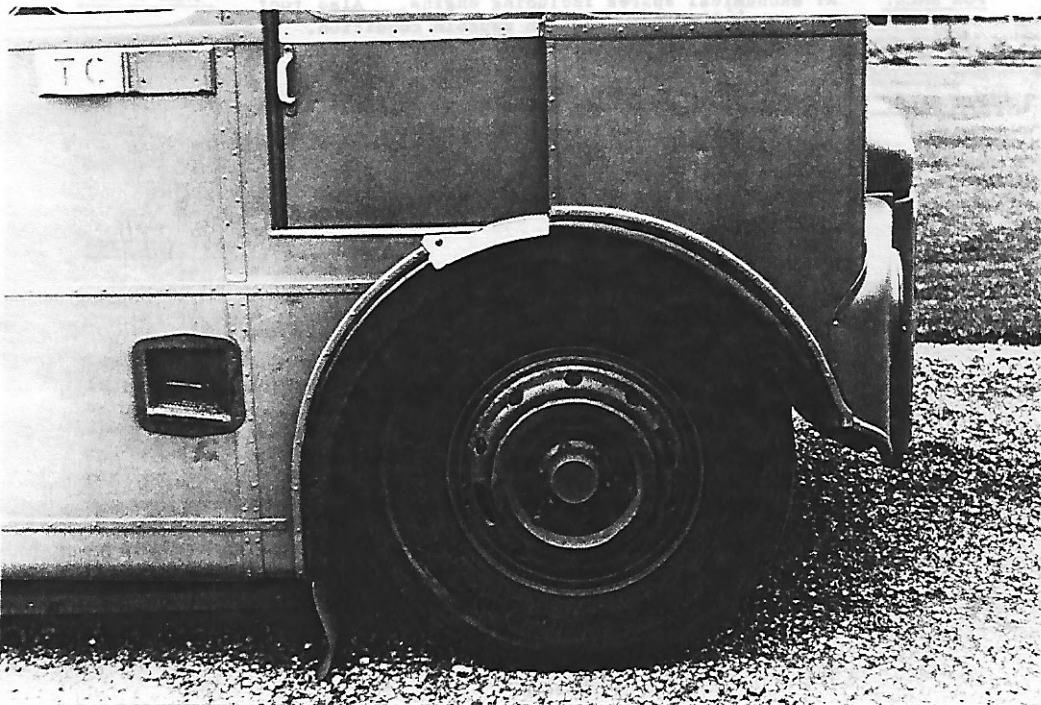
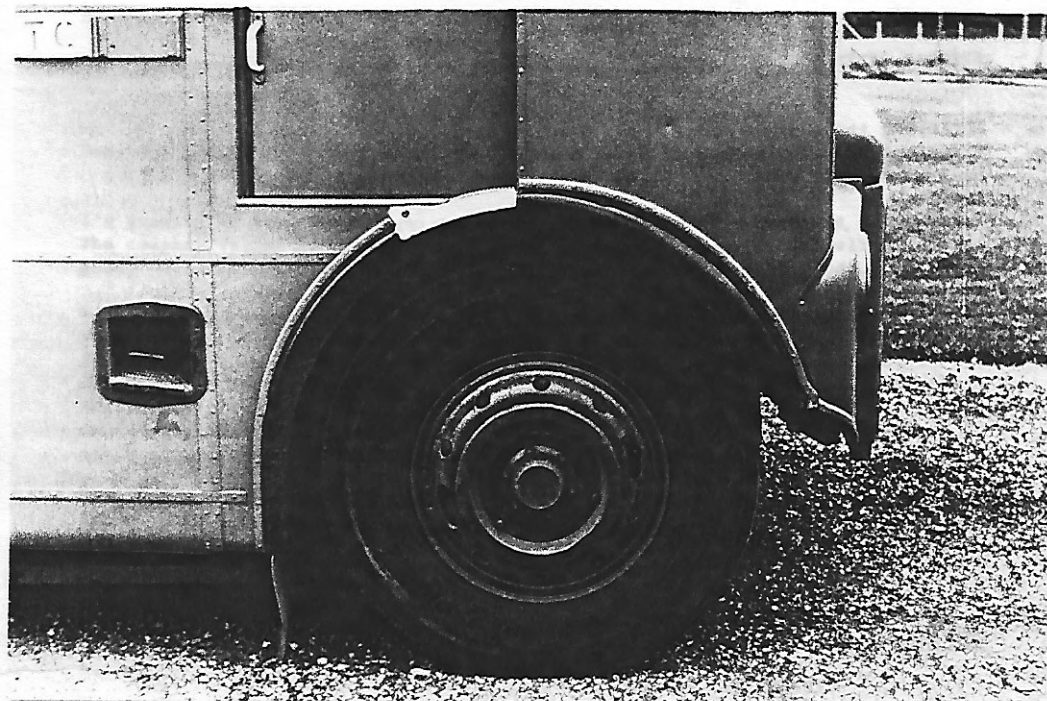
FOR SALE: RT mechanical spares including engine. Also roof box outer and inner dome in usable condition. Paul 01660 4359

FOR SALE: Job lot of 5 litre tins of paint to clear. Most tins have rusty lids from previous open storage, but contents OK. All current and past LT/LCBS colours available but some in limited quantity. All at £17.25 inc. VAT ex Cobham. Paint cannot be sent by post.

VEHICLES FOR SALE:

Ex Leasney RT 2952	£?	0291	41
RT 2748	£4000 o,n,o	0780	211
Greenline RF 48	£3800 o.n.o	01567	77
1953 RF	£3750	0705	905 - 09.00-17.00 please.
1963 Regent V	£ 550	0923	977
Ex Ipswich			
1948 Austin 16	£1800	01	7132
1952 Standard 8	£150	0638	117
1957 Series I SWB			
Land Rover	£275	01	6490
1965 Volvo 121			
Auto saloon	£1050	01	6490

Spot the difference!



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