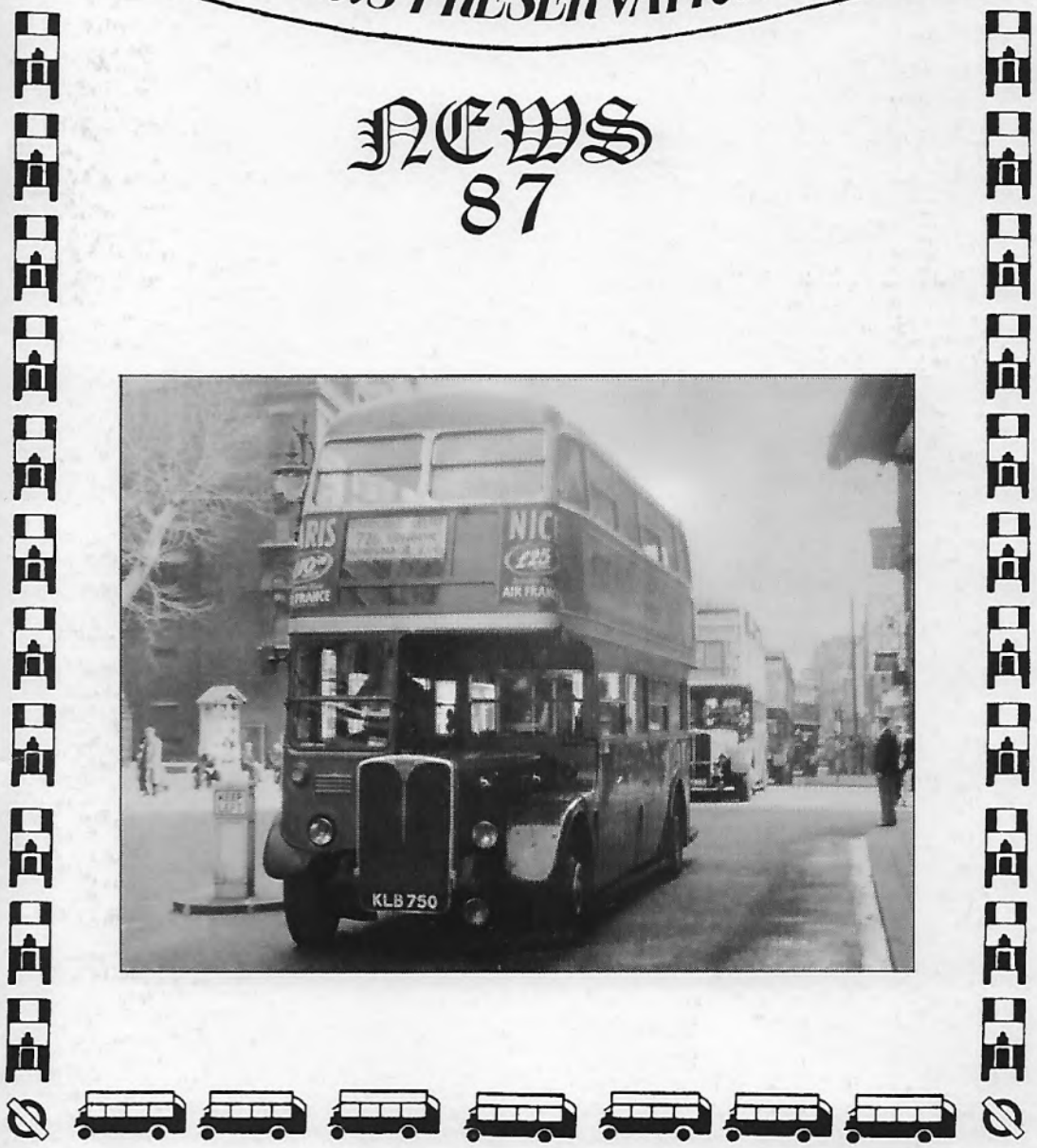


LONDON BUS PRESERVATION TRUST

NEWS
87





The photos this time are:

Front cover, RT 1628 on route 726. L T P S.

Inside front cover, top TF 46 at Golders Green. R F Mack
bottom RT 1 at West Ham.

Inside back cover, two RTLs and an RTW at Broadway Coaches,
Billericay. Geoff Singer

Back cover, another advert from Bus & Coach, January 1949

issue no.6 SUMMER 1987

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EDITORIAL

Hello, Earth to members! Is there anybody out there?

Many years ago (once upon a time and all that) the L.B.P.G., was born. Most things the committee did at that time were good, some things were not. The letterhead of the group, for instance, on all our stationery, I liked it, don't know why. Many thought it looked ugly and bulky. It was, I've been told, thought up by the committee at that time.

Now last year a rebirth. The London Bus Preservation Trust, and a chance to rethink things. We managed to persuade the committee (on your behalf) to allow you to get involved, so you didn't think you'd been left out. To put out to the membership the chance to redesign the letterhead. Were you interested, obviously not, because no-one came up with anything. Are we wasting our time? Perhaps you all like the letterhead as it is, but there again, no one's said so.

Dave and I have sat down for a few minutes and slung some ideas together and come up, on your behalf, with a new letterhead, and I can assure you this time it's really ugly, and you can't say a thing about it!

Talking of good ideas, something else we did for you and got rapped on the knuckles for by the committee was free membership. Well the new member came flooding in. We don't think you really tried!

And now for something completely different. As you know the group owns many vehicles. What you may not know is before we use some of them we have to pay someone else for the privilege, for instance the 'ST' was used on Saturday 4 April for promotion of the Open Day, and then used again on Sunday 12 April for vintage tours on the open day. Both activities were manned voluntarily by members yet we the group have to pay another member for their use.

The whole story is because vehicles with a ticket on them such as the ST and the Dennis have by law to have an operator's disc. We the group are not an operator, so we use someone else's. Brakell Omnibus Sales to be exact. The agreement is when we use the vehicles we pay B.O.S. a commission. This agreement is O.K. as a business proposition, but is it right for us to have to pay for this privilege for a voluntary matter. Also it was suggested to take the ST to the A.E.C. rally to represent the Trust. But it seems we have to pay B.O.S. to do so, unless B.O.S. feels able to contribute that cost to us, we do feel this would be the best way to help the group at the present time of changeover to the Trust.

Geoff Singer



②

Here we go again:-

Apology No.1

We got John Bull's phone number wrong, and a man in Scotland got a bit upset. For all those of you who didn't manage to get through to John about his "spend a day with a bus driver" offer, his correct number is East Grinstead (0342) 006.

Apology No.2

Any offers?

VEHICLE NEWS

TD 95 has now regained its gearbox and has been moved out of its hole at the side of the building and spent the open day in the yard where it drew much attention. It then returned to the top of the ramp where further chassis work was done by Bill Cottrell. Interior work by Peter Plummer continues as well.

ST 922 appeared briefly in "Strong Poison" a Dorothy L. Sayers story on the Beeb, long enough for some eagle eyed person to notice that "London Transport" didn't exist at the time in which the story was set and wrote to "Points of View" about it. ST 922 also appeared in the last of four further episodes of Peter Whimsey stories, on 6 May, as a route 16 bus. Perhaps the same eagle eyed person will write again pointing out the route 100 plate on the side!

Whilst on ST 922, the much awaited screening of Scoop, the subject of Bill Cottrell's piece last time took place at the end of March, well worth waiting for.

The Dennis has had a set of new engine bearings and other work carried out by Tim Nicholson. The lower body has also been re-varnished which improves the appearance no end.

A 'new' acquisition is the lower deck framework of a Yarmouth Regent of similar vintage to the ST. There is no hope of the body being restored and the remains will therefore be used to keep the ST going. Apparently the Yarmouth bus has an almost new engine.

③

OPEN DAY

Was it a record? A Miracle? Something unheard of in recent years? A portent of things to come? What am I rambling about? A dry open day, that's what!

The morning of Sunday 12 April dawned dry and even a little sunny as those who had slept at Cobham overnight awoke and readied themselves while others who only had an hour or so's drive set off from home. Everyone may have been surprised by the weather and hopeful that it would keep dry. After a few dead buses had been moved off the premises, the stallholders, some of whom had arrived remarkably early, started to drive in and set up. All went reasonably smoothly with only a little chaos "round the back" when some outside stallholders got clogged up with cars and wanted someone else to sort it out. Nevertheless, they all seemed happy, inside and out and I'm sure their income justified the aggro, I know our income benefitted.

At the end of a wonderously dry day we had received over 2150 paying adult visitors and numerous accompanying children, takings on the gate coming to almost £2,600. The visitors were well fed, as usual, with 'Wins Wonder Wagon', takings about £300. The Trust account ended up almost £4,000 better off as a result of the whole day's incomes.

The bus service ran well and was well organised, bringing so many early birds to the huge queue at the gate that they were let in early, rather to the chagrin of the mini-coach driver who arrived after kick-off.

Down at Cobham Village though, poor old Jeff Stoute was cramming even more buses into even less space. It all looked amazing but I think everyone would be happier if it was known who was coming first. Perhaps someone would like to take this on.

What of the days before? Well, some four weeks before a petrol powered undergrowth trimmer was hired, and one man and his wife cleared a good few yards of dead ferns and brambles at the side and back of the building. Hard work, but even the stallholders remarked on the improvement.

A week before the open day, four people set off in a suitably decorated ST to visit local shopping centres to distribute leaflets and posters. This is surprisingly effective as its surprising how many people remember the event and their local bus museum and it no doubt brings in a few more people.

The day before the open day there were about fifteen to twenty people busy moving buses out and about and sweeping where they had been. Outside a few dedicated people swept up last autumn's leaves and other debris while others arranged catering facilities and PA equipment. And of course the tube train was moved out.

1987 OPEN DAY - BUS SERVICE REPORT.

The basic pattern for the bus service was the same as last year although only one route number, the 264 was used for operational reasons - it is intended that this route number be used in future years as it has a local connection (the old 264 ran through Hershams - latterly operated by Ben Stanley). Once again I arranged for an extra bus to be available to cover any periods of heavy loadings or possible gaps. This year I am pleased to say that all the vehicles turned up in plenty of time to enter service as scheduled and I was able to send the spare bus up to Weybridge Station to return as and when required. From about 1100 onwards and throughout the day loadings were heavy and the extra bus was kept in service for most of the day. Several other vehicles also worked extra journeys after their scheduled finishing times. A few gaps appeared from time to time but these were mostly caused by delays in turning round in Redhill Road due to cars being parked right up past Silvermere to the back gates at the Museum. What happened to the "No Parking" cones? The sheer volume of passengers, far greater than last year, also caused a few delays but I'm sure that most people did not have too long a wait for a bus unless they wanted to ride on a particular vehicle.

Unfortunately, after a trouble-free service last year a "pirate" bus appeared at about midday and performed several trips before I could catch him and send him back to the vehicle park. The fact that this bus belonged to a group member - one, incidentally, who is very fond of criticizing others when he thinks they have done wrong - is all the more annoying. I appreciate that to somebody who is standing at Cobham Village watching a queue build up it must be irritating to think that if his vehicle was put into service it could clear the queue but it is a difficult enough job trying to control sixteen buses on such a tight headway service without having to keep looking out for unofficial vehicles. The problems start if, seeing another bus has got away with running a trip, other owners put their vehicles out for a run. Not only would chaos ensue but also these vehicles are unlikely to have appropriate insurance - a passenger trips over and breaks a leg - no insurance, and we could probably wave goodbye to ever running a bus service in the future. Also we spent a lot of time making sure all the buses had a collective identity; route number, a set of blinds or at least proper slipboards - something that "pirates" would not have so the well organised image that we hopefully portray would be ruined.

Still enough of my carping. In closing I would like to thank all the (official) bus crews for doing an excellent job, and my two colleagues for their assistance with publicity and route control.

MILEAGE:

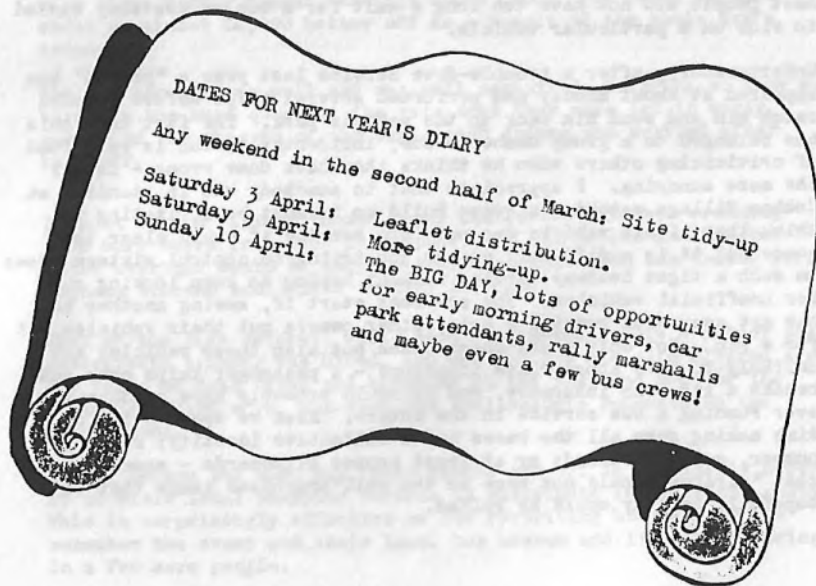
Scheduled Mileage	1089.6	Lost Mileage Mechanical	= 10.0
Extra Mileage	+ 142.5	Traffic	= 18.9 $\frac{1}{2}$
Lost Mileage	- 28.9		28.9
Actual Mileage	1203.2		

$\frac{1}{2}$ All TLM was covered by projecting extra buses - so all departures were covered.

Vehicle covering highest mileage RT 3491

NB Lost mileage was over 50% down on last year.

Paul Naylor



SEC'S REPORT

My thanks to the members of the Open Day team who assisted on 12 April and with the preparations and planning beforehand. Present indications are that it was better than average with more visitors and a higher cash surplus on the day.

Personally, I find it very encouraging that the event holds up so well with good attendances at the gate and increased demand for space from stallholders - despite an open day format which has changed little over the years. Finding a more suitable site for the bus and coach gathering in 1988 is now a priority item. The existing car parks at Weybridge and Cobham are stretched to capacity by visiting vehicles and unable to provide a display setting of the kind we require. While on the subject of rallies in 1987 - there is (at the time of writing) no confirmation that the proposed amendments to the rules relating to the fitting of tachographs on preserved vehicles, have been approved - but we believe a notification is imminent. Members will be informed as soon as possible.

I would like to respond briefly to the letter from R Gould (Spring '87 Newsletter) and other members who have suggested that more information on matters discussed at committee meetings should be made available through the newsletter.

Personally, I am in agreement that the membership should be kept well informed on committee thinking. With the formation of the new Trust Committee and its broader based representation of members, there would seem no logical reason why in future, more information of Trust meetings should not be made freely available.

The present situation with the LBP Ltd is more restrictive and I suggest not entirely satisfactory, - whereas some committee decisions can be disclosed and published - others must be treated confidentially. At the last meeting of the LBP Ltd. Committee before going to press the following resolutions were approved:-

1. That Julian J. Bowden be co-opted as director of the Group Ltd.
2. That on the change of ownership of a vehicle currently in rented accommodation at Cobham the new owner is not automatically entitled to continued tenancy of the space.

It is also proposed to arrange a series of regular informal meetings starting in the Autumn of '87 which will provide the opportunity for more frequent contact and discussion between members.

COBHAM - THE NEXT 21 YEARS.

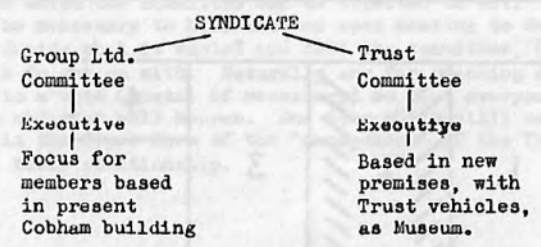
For those of you that could not get to Westminster on May 16 I hope that the following ramblings may enlighten you as to what went on and give some background to events coming soon.

Dave Hurley opened the proceedings with a history of the Group over the past 21 years, highlighting the milestones (and millstones) along the way. The building at Cobham was a great find when bought and was originally intended only to be for storage. In fact they had difficulty filling the place at first. In later days, with the late Alan Allmey at the helm, some trading was started in order to boost funds and ultimately a Limited Company was formed to protect the vehicles obtained by the Group itself. It was interesting to note that in 1966 sales amounted to £75 whilst in 1986 it was nearer £82,000. However, performance really ought to be measured in terms of the acquisition of buses and their restoration graphically demonstrated by a list of current vehicles. Dave then showed a "shopping list" of buses that it would be desirable to obtain in the next 21 years, providing continued reason for the existence of the group, now the Trust.

At this point Julian Bowden (who had been 'co-opted' to directorship in place of Bill Cottrell) gave some outline of the advantages of being a Trust. There are a number of group owned vehicles at present, these will be transferred to the Trust as was decided at earlier meetings. Opportunities would be afforded to give benefits to "non-residents" which had not previously existed and in order to do this and safeguard further the Trust assets, new larger premises should be sought. Apart from this, Julian outlined some of the financial benefits of being a Trust. At the moment profits from trading are subject to corporation tax. If an agreed proportion of this profit were given by deed of covenant to the Trust, not only would there be no corporation tax but there would be further tax benefits because of the covenant. Subscriptions paid by deed of covenant would give £2.43 per member tax rebate to the Trust, quite a lot for 120 members. In addition the Trust could apply for a rates rebate which would almost halve the current £5,000 rates bill. Julian also gave a projected 1987/88 financial forecast which looked healthy, even bearing in mind that it was calculated before the actual open day income was known.

In response to an obvious question, the only disadvantage of being a Trust is that surplus vehicles (should there be any) can only be 'sold' to another charitable group having similar aims. This would reduce income from the sale compared to the open market, but would guarantee the continued preservation of the vehicle.

John Gray then took the floor with a suggestion for the future management of the Trust, as in the diagram.



The idea is that the syndicate, composed of influential people, would meet once or twice a year to steer the Trust along the way. The "Group Ltd." would continue trading with a "managing" committee and an executive who would action the decisions made at committee. Similarly the Trust would run the museum with a committee and executive. Members of the committees would report to the syndicate and abide by any policy decisions or judgements made.

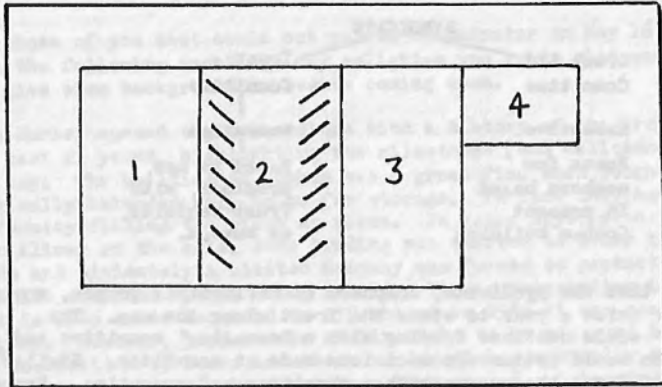
This idea is still open to discussion. Dave Hurley then returned to the floor to give an idea of the management structure on which the present committee had been working. The set up is shown below:

Trust committee	No relationship no liability for trading loss	Trading committee
10 elected members	3 common members	5 elected members

This would ensure that the trading activities were always under the control of the Trust.

He then reported that a structural survey had been carried out on the premises at Cobham. The results showed that, if possible, it would be better to sell up and move elsewhere. In addition the present premises were unsuitable for a museum and had been outgrown. With this in mind the present committee had approached developers at Brooklands with regard to a freehold site. No firm decisions or steps have been taken as yet, the meetings were only to sound out what was available.

Dave illustrated a proposal for a new museum.



NOT TO SCALE OR FINAL PROPORTION.

In the diagram, 1 is open land for further covered building, 2 is the museum building with buses parked so that it isn't necessary to have to move six or seven to get one out. Only finished vehicles would be displayed here. 3, restoration area, 4, trading area and area for steam cleaning etc. A new canteen would be built above this.

Although it was difficult to place a value on the present building and land, it was expected that the sale price would go a very long way towards purchasing a new museum.

John Bedford gave brief details of the survey report (full details will be available at the next meeting), which stated that the main framework was sound but that all the cladding and brickwork of the WW II building was passed its intended and useful life. Rebuilding would be awkward, to say the least, with the number of buses involved. It would not be possible to expand on the current site, and the group was a non-conforming user.

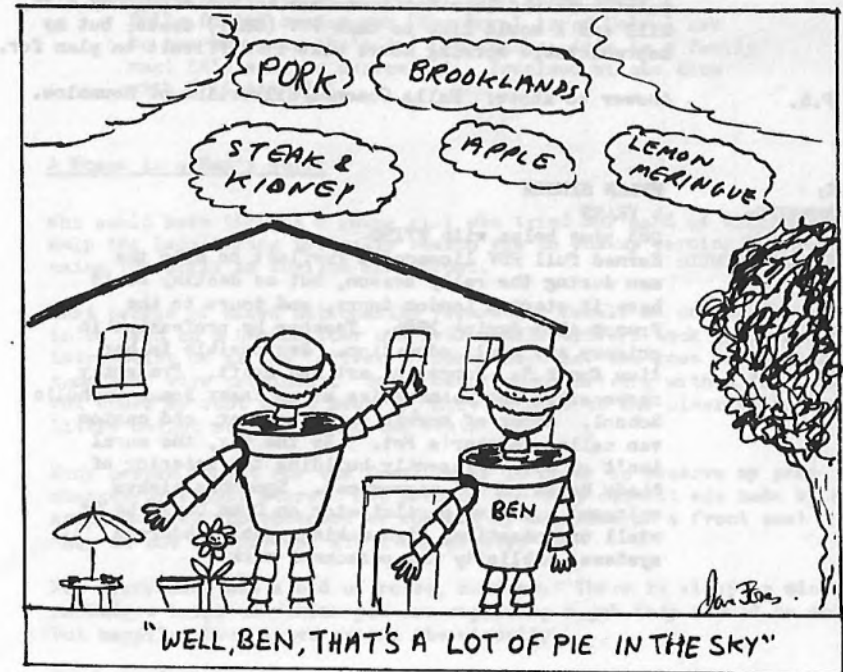
There was some further discussion, Dr. Graham Rudduck taking the floor briefly to expand favourably on the way in which the Trust seemed to be going as viewed by a non resident. There was overall agreement to this point of view.

The meeting closed at about 1730 and was followed by two really excellent films from Alan Cross (a touch of "This is your life" in some cases, plus a trip to Fawlty Towers) and some slides from Dave Hurley and myself.

Despite the disappointing attendance (particularly as a specific request had been received for Saturday meetings) the meeting was useful in providing an opportunity for discussion, in the open, of a number of fundamental matters which will affect the Trust's future. The discussions were, however, somewhat vague, no positive propositions being formed. Much of what was talked about will need further work before becoming

proposals on which the committee can be directed to act. It may, therefore, be necessary to hold another open meeting to debate positive proposals, decide what is wanted and tell the committee, (existing and future) what to get on with. Naturally any far reaching decisions would be subject to a vote (postal if necessary) so that everyone knows what is going on and what will happen. One item which still needs further discussion is the final form of the "management" of the Trust and Group limited and their relationship.

Dave Jones



MEMBERS' NEWS

Getting to Know You

NAME: JOHN HINTON
MEMBERSHIP: 2 YEARS
VEHICLES: RF433 Two-man Central Bus, RF453 One-man Central Bus, and AEC Mammoth Recovery Truck that will one day be restored to the livery it carried when it worked with a fleet of about 20 RFs (its guessing time again). All vehicles owned jointly with Gill - my superb (but unusual) wife.
BACKGROUND: Have been employed by British Rail since leaving school in 1971, as a signman since 1973. Bought first bus on a whim in 1983 with no previous experience in preservation. Am still learning - present speciality is paint runs and lopsided transfers. Like everybody else, Gill and I would like to take PSV (&HGV) tests, but my unpredictable working hours make it difficult to plan for.

P.S. Answer to above: Halls Coaches/Silverline of Hounslow.

NAME: HELEN SINGER
MEMBERSHIP: 4 YEARS
VEHICLES: Q83 plus helps with RT190
BRIEF BACKGROUND: Earned full PSV licence at Purfleet to help the men during the rally season, but as destiny would have it started London tours, and tours to the French Alps during 1986. Teacher by profession in primary and adult education. Responsible in her time for R.E., dance and art and craft. Presently responsible for mathematics at an Essex Roman Catholic School. Owner of Morris 8 vintage car, and custom van called Teacher's Pet. (By the way, the mural isn't of me). Presently building the interior of "Lady Helen" a 65' narrowboat. Sponsors always welcomed. Active participator on Open Days, be it stall organization, sign making, public address systems, publicity and personnel work.

(12)

NAME: GROFF SINGER
MEMBERSHIP: 17 YEARS (SEEMS LIKE 70 YEARS)
VEHICLE: RT190
BRIEF BACKGROUND: Served apprenticeship in carpentry and joinery with local Council. Now runs own Company, originally building Contractor, but over the last 10 years progressed to shop-fitting, factory maintenance and coachwork.
Obtained full PSV licence when I was 21 via the group (trained by John "off the throttle" Killick). Drives part time, (approx. 25 hours a day) for Ensignbus, London Pride, Culture Bus, Southend Transport and anyone else they may have taken over by the time you read this.
Business commitments at present include the body conversions of 4 Metrobuses for London Transport!! Other interests as noted by Helen above being a fully fitted custom van (The mural is of Helen, ask to see the gear she's in) (No thanks, this is a family mag! Ed!) and the narrowboat. Involved at one time with 971J and 332W.

A Woman in a Man's World

Who would **have** thought a young girl who tried her hand at driving to help the lads during the rally season was to end up earning her living using the skill in England and abroad.

Most people of mixed nationality regarded a female as one of the sights to be seen on a London Tour and fellow male drivers took great pride in introducing me as the "driver". Jokes such as "she goes in for her test tomorrow" were prominent. One comment about driving with a first aid box under my foot was a reality, driving some of the older vehicles with little height adjustment to the seat.

Many people fought for the front seats in order to observe my gear changes or simply stare! But perhaps the best comment was made by an American lady who observed me reading my magazine on a front seat "Hey is she the driver? Ain't she pretty!".

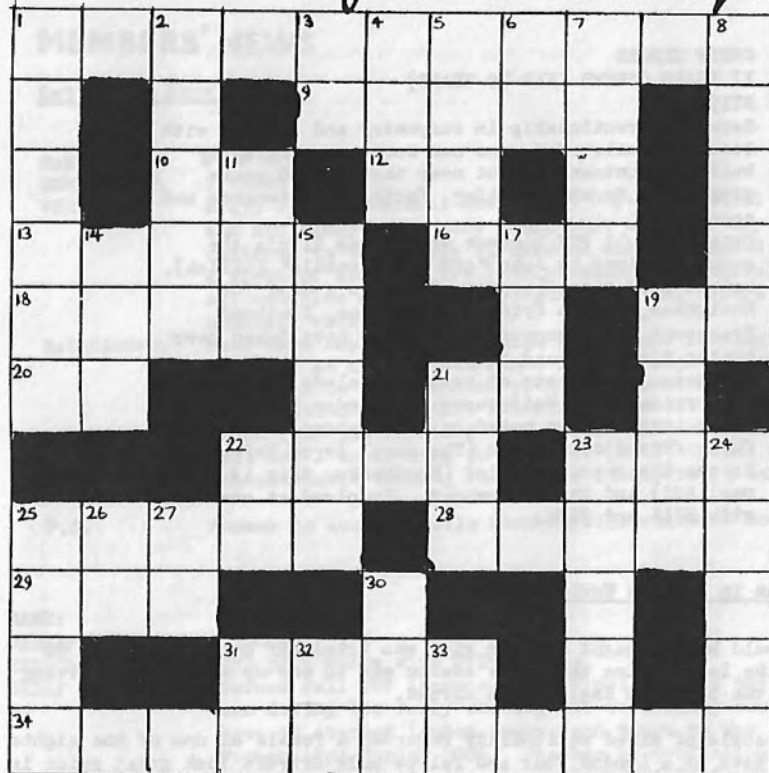
Not everything was a bed of roses, however. There is always a minority on budget trips who think you are replacing a job they should be doing. But happily these types are in the minority.

Yours in 'coaching'.

Helen Singer.

(13)

A Crossword from an ordinary member!



CLUES

DOWN

1. And 25 down. A unique bus ahead of its time.
2. And 25 across. Where to find an RF engine.
3. Oil under extreme pressure.
4. He makes Trucks, Coaches, Buses, even Bendi-Buses.
5. This guy had his just deserts.
6. "First stop past Stonebridge, Stanley" - should initially give you the answer.
7. Radically altered, this Star ceased to twinkle in 1917.
8. And 24 down. Could describe Elizabeth the First, Charles the Second and Queen Victoria.
11. Not a creature from The Leyland Zoo, but a hard worker none the less.
14. With 20 across not working, you wouldn't hear this.
15. A result of overstress, but one on its own is no good.
17. Singularly helpful, plurally disastrous.
19. Sounds like where a bus should go - but underground?
21. Manchester, Merseyside, South Yorkshire and Glasgow had one when London didn't.
22. Same again. Abbreviated.
23. A ferocious cat from Lancashire.
24. See 8 down.
25. See 1 down.
26. Five was the most famous of the crop for this gardner.
27. Old Bedford Bus.
30. A class of '48, although some bodies survive, there won't be a re-union.
31. Short laugh.
32. Precedent for Leyland and LT Engines.
33. "I call my tortoise Atlas, because he hasn't got one of these".

ACROSS

1. The ultimate London Bus.
9. Sooner or later, you're going to need these to run.
10. Dennis Dart? "Yes" said the Russian.
12. Sodium, symbolically.
13. One to one, against all the odds.
16. Where you'll find me after a hard days preserving.
18. When London buses head in this direction, they usually end up going west.
19. This Bedford never swept the floor (not you John!)
20. Radio transmission.
21. As the sun sinks slowly in the West, they say this is sinking slowly in the East.
22. Three of these Dennis's wouldn't top one hundred and eighty.
23. If you find me at 16 Across, mines a small one!
25. See 2 Down.
28. This small Council, to its merit, had trams from 1905.
29. An old wartime bus.
31. A Greek goddess that modelled for Gilford.
34. Arguably, the best bus to come out of Southall.

And now, last time's answers.

Down.

1. John R. Day.
2. Scooter
3. FRM
4. RE
5. Garage
6. Walthamstow
7. Cub
8. ABC
9. Low

Across

10. GS
11. Regent three
12. General
13. B type
14. Putney Garage
15. Silver
16. Chiswick Works
17. Craven
18. Rear

(1A)

Bill C.

QUARTS INTO PINT POTS DO GO!

Who remembers issue number one of the new look newsletter with the DMU on the front? Well, thanks to the efforts of Don Allmey an 11.3 litre engine was obtained from a friendly scrap dealer and transported to Cobham.

At first sight it didn't look as if the 'big lump' would fit the tow bus, there was a compressor perched on top of the crankcase for one thing and lots of different pipes for another. Still, Paul Morris set to on some of the warmer winter weekends to knock the thing into shape. The compressor was removed and a blanking plate fitted. Three more plates had to be arranged to replace some pipework in the water-jacket, and, of course, the engine mountings were changed for the correct RF type. Trouble was, the flywheel was bigger, not just from front to back, but in diameter as well, but how much bigger?

Two weeks before the open day Paul and I (spanner handler and oily rag respectively) set to swapping RF 332's engine. With the bus on the ramp (and a full tank of air) the cooling system was drained and belts and shafts disconnected. The bus was then driven carefully down the ramp (novel but easier than doing it on the floor) and parked in the middle of the shed while the old lump was dropped out.

With the help of Paul portable (that's a joke) lifting gear and the fork lift truck the old engine came out nice and easy. After swapping a few fuel pipes from the old engine to the new - the pumps are different as well - the lifting gear was connected and the new engine hoisted upwards, with Paul and me holding our breath. Clonk - the flywheel caught the chassis - disaster - put a few quid in the swear box and, being as it was getting dark, push the b....y thing in and go home.

Next Saturday, an angle grinder was hired and a judicial chunk eased out of the chassis sideframe (this was after we had dropped the engine) having decided that the right amount had been removed the grinder was returned to the hire shop by the one o'clock deadline.

After lunch we got back on the lifting gear. Clonk - was the air blue or was it blue? So, out came the files and cold chisels - we all had a go and took out another quarter inch. Third time lucky and at about seven o'clock the 'big lump' was in, mounted, connected and ready to fire up. Having gathered together just about every lumpy battery (as opposed to flat ones) in the building we connected them to the starter and, after some minor technical adjustments, the engine fired up and smoked out the whole hangar.

Something still wasn't right, though, no reverse gears and no engine stop. In trying to accommodate the larger flywheel one of the gear change rod relay levers had to be relocated rearwards, this, of course, upset the selection of gears and reverse disappeared. Well, not quite,

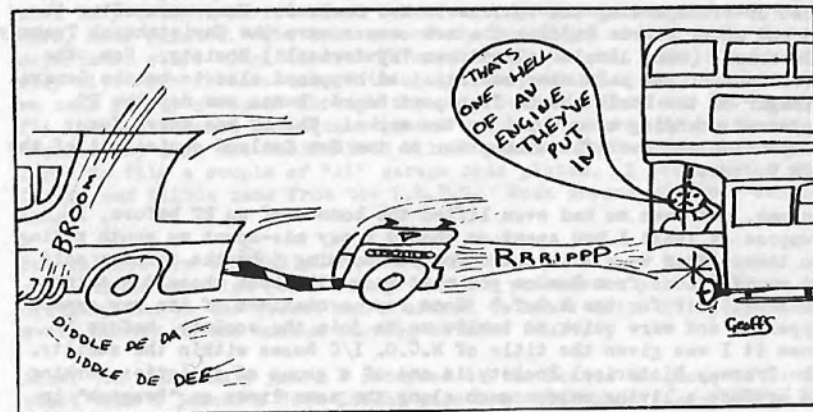
it was nearly there, however, to gain sufficient movement of the linkage involved the relay lever contacting the flywheel with deafening results. Anyway, at least the bus went in under its own steam that night.

Saturday before the open day arrived, so did Paul, desperate to sort out the gears, and throttle linkage, which had jammed on the rev counter transmitter. It was a good job that Paul's confidence was on a high, because as preparations for the open day progressed, things with the tow bus seemed not to be improving. My earlier efforts at spanner wielding had been to swap the thermostat housing, it looked O.K. and with plenty of sealant it should'nt have leaked. But it did! Ian to the rescue!

So at about three o'clock that afternoon the new souped up 11.3 litre tow bus went off for a test run. All was fine, and after adjustment to the reverse gear bands we had a powerful pulling piece. This was handy because on the way back from Cobham on Sunday STL 441 ran out of diesel and had to be towed in. RF 332 worked wonders, a bit slow from rest, but it didn't notice the hills.

Well done Paul, you can get a quart into a pint pot!

Dave Jones.



"RT" PRESERVATION IN NEW ZEALAND. Warren Darling

My story begins back in late 1973. In November of that year I set sail, well boarded a "707" and took off for the other side of the world with just a suitcase and little else. Eventually I arrived in Christchurch and was pleasantly surprised to find that the local transport system used large numbers of a very familiar type of bus, the A.E.C. Regal Mk iv. In fact, at that time the whole fleet was of A.E.C. manufacture.

Finding accommodation was not easy, but finding a job was quite a different matter. As a skilled tradesman I had no problem at all. After a couple of weeks had passed I had an interview with the garage superintendant of the Christchurch Transport Board. That being the authority operating that marvellous fleet of A.E.C. vehicles. The interview consisted of simply "G-day" and "have you ever worked on these kind of buses before" and "when can you start". On the Monday following there I was all ready to kick off in my trade as a "Diesel Doctor". I could tell many a tale of the delightful experiences as a fitter on the buses, but that would make another article itself. (we can't wait.Ed.)

Early in 1974 the Commonwealth Games were held in Christchurch. The British team were conveyed around during the games in a specially imported former London bus. The bus was an RT painted blue with a union jack painted over its entire offside. When the games were over, the organisers of the British team auctioned the bus in order to recover the cost of transporting the vehicle to New Zealand. Many were after the RT and after fierce bidding the new owners were the Christchurch Tramway Historical (many locals called them "Hysterical") Society. Now, the President of the said same society just happened also to be the General Manager of the Christchurch Transport Board; hence one day the RT appeared standing over a pit in the works. The RT was there for inspection and rectification prior to the New Zealand equivalent of the P.S.V. test.

No-one, not even me had even lifted the bonnet of an RT before, I suppose at least I had spent or should I say mis-spent my youth riding on them. When we all reported for our morning jobs the foreman said to me "You come from London you must know all about those B - things check it over for the M.O.T." Soon representatives of its new owners appeared and were quick to invite me to join the society, before I knew it I was given the title of N.C.O. I/C Buses within the society. The Tramway Historical Society is one of a group of societies working to produce a living museum much along the same lines as "Beamish" in an area known as the Ferrymead Historic Park. The museum consists of a railway, a tramway and a township of interesting buildings collected and rebuilt from all over the area.

(18)

Sadly, the tramway society was only interested in the RT for its novelty value, it being the only double-decker in the South Island of New Zealand (I believe there is an RT in Wellington and two RLH's in Auckland in the north Island of New Zealand) I had a constant battle with the society committee so far as attention to detail was concerned, they only wanted the bus to look like a London Bus. When it was outshopped from the paint shop there were some things that just were not right eg. mirrors and trafficators were painted black, also the advertising extended above the wooden guide strip.

The bus, RT3132, after passing its M.O.T test, went in the paint shop of the Christchurch Transport Board. There it was stripped right down to bare metal, it's interesting to note the layers of paint that were on previously. The top coat was blue (I believe that the bus was an ex Lesney vehicle), the next coat was green, this coat also revealed the paint garage code "CM" one must assume its last allocation was Chelsham. The third coat was another green, the last coat was red with traces that seemed to suggest it was green when new.

The body was in remarkable condition considering its past, the only structural job required was the front of the offside rear wheel arch. The bracket that supports the guard rail was non-existent (Suffered a severe attack of "Iron Worm"). A pattern was taken from the other side and a new one fabricated. Then followed a liberal helping of "BOG" (Kiwis' word for body filler) in the panels that were dented and the RT was ready for the undercoat.

The paint job was superb, the painters at the Christchurch Transport board are a pretty talented group, many people locally often remarked that they thought Christchurch buses were spray painted; and not as they were, hand painted. The sponsors of the paint job were a large local department store "Christchurch Farmers Co-operative". The bus looked very nice when it came out of the paint shop, turning many heads when we took it for a "spin" through the city centre. The last job was to fit the seat frames and squabs (these had been removed by the games organisers) also the destination blinds which were Merton origin; hence I had to file a couple of "AL" garage code plates. I believe the seat frames and blinds came from the L.B.P.G. Does anyone remember sending them?

Bus rallies are unheard of in New Zealand because road taxes and regulations are high (same charge whether private or public) hence the ordinary man in the street can't afford to run a bus. RT3132 performed every Sunday on the museum service without fault.

After six and a half years I returned to the United Kingdom, after a short time I joined a West London pipe band that some years before I had been a member of, guess what, they had an RF for band transport. Who do you think got the job of looking after the maintenance? you've guessed it "Muggins", anyway the band chairman Dave King, came to me and said "I know where there is a superb RT for sale and before I knew it I was the proud owner jointly with Mr King of RT1379, but that's another story.

(19)

FLY THE TUBE

No not another loop the loop on the Picadilly Line to yet another Heathrow Terminal, but the return to "plein air" (that's French) for the mortal remains of 1938 driving motor car 11242 which had been residing inside Cobham for the past three years (Yes it's really been than long.

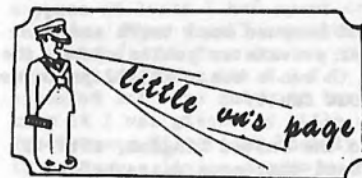
Nice though it was to have this splendid example of Frank Pick's railway under our care, it was a right pain being parked at the front of a line of buses under the gallery. Because I'd overbooked inside sales stands some more space had to be manufactured, so it was that the tube train moved outside.

A crane had been arranged to do the moving, not cheaper, but safer then trying to perch $1\frac{1}{2}$ tons of metal on the fork lift and certainly cheaper than a claim for a squashed foot or a squashed bus. The crane duly arrived on the Saturday before the open day, with a driver who had shifted a few things in his time, but never a tube train! It took him about forty minutes to hook up a variety of chains and nylon webbing but when the big lift started, she balanced like a ballet dancer, perfect!

With a few of us hanging on to stop it swinging, the crane was driven slowly down the shed and deposited the tube train against the side wall at the big door end.

With the help of my control handles and a selection of destination plates from my collection, the old girl looked almost as good as the starlight express on the Northern Line. Eventually I hope, with Don Allmey's approval, to do some cosmetic restoration so that Cobham can offer a little more variety to its visitors. Thanks to the Committee for agreeing to let 11242 stay on the premises.

Dave Jones.



BACK NEXT TIME!

20

GS 67 RIDES AGAIN

Well, most of you will have read my previous articles, "Joy's Remedies" in past Newsletters featuring GS67 and my BEA, MLL721. Well, for the last six or seven years, I have extensively rallied the BEA, leaving the GS languishing in various yards in South London, simply because I can't drive two buses at once and there seemed to be a surplus of GS's on the rally field. 67's last resting place was in a cosy yard in Mitcham, where she laid since 1980. She had been repainted in Central Area hel in 1978, more to wind up some of the crank element seen at rallies than anything else. There were also various niggling problems, such as the long standing air in the diesel, worn out batteries etc. Several attempts were made to sell it over the years, along with a large amount of spares, to no avail.

Things became so bad this year that I decided to do something before the bus fell apart round my ears. After all, it was the FIRST GS in preservation. I bought her in 1969 for the grand sum of £100 from Tillingbourne Valley of Chilworth, near Guildford. They bought her in 1964 from LF and ran her till early '69 when she was withdrawn from service with a knock in the engine. Anyway, the subsequent tales have already been told

Rumours abounded that the Council (boo, hiss) were going to evict us from the yard at Mitcham, so I bought a pair of axle stands and jacked the bus up, then rested it on the said stands. John Granger, who also parked in the same yard, lent me a pair of his stands so that I could work underneath without crawling in tish and mud all the time.

I had already made a start on overhauling the braking system, so that was ready to be bolted on. The chassis was covered in about 20 years of gunge, despite the efforts of various steam cleans over the years. They always seem to miss the very bit you have to work on! I hired a high pressure water cleaner for a month or so, which proved to be worth its weight in gold. I sprayed Gunk/Jizer etc. on the chassis using the garden spray, then blasted it all off with the high pressure gizmo. After several weeks of this, 67's chassis was down to bare metal. The whole lot was painted in Finnegan's Hammerite silver. Defects found included worn engine torsion bar rubbers, back shackles pins and bushes beyond redeption, back wheel bearings had rotated on the axle and work away the boss they should sit tight against. They were stripped and cleaned and replaced using packing shims and Loctite bearing glue. I also replaced the steering box with one I'd had rebuilt many years ago by Lions of Merton. The front shackles and king pins had been done in the years it was parked at Richmond, so I knew them to be alright.

A closer inspection of the wiring told me it was not only rotten, but a probable fire hazard. The main battery cables had perished to such an extent that they were down to bare cable over the chassis at the front end, and the wiring conduit along the cab floor proved just as bad. Luckily, I have a tame cable dealer in Tooting. Over 600 metres of various thickness were bought for the job at a grand cost of about £30 cash, no questions asked! He also found a reel of Neoprene covered aircraft starter cable which proved just right for that battery cable. The rewire took about 4 weeks, whilst also doing other jobs.

21

(wiring diagram by Patton's? Ed.)

Brake shoes were relined and the drums were skimmed courtesy of Davies of Mitcham. They also managed to make some brake pipes up while I waited. I can thoroughly recommend them.

By this time, it was mid September, with an eviction date set for the end of October. Several cynics in the yard said that heap would never be on the road again; they were proved wrong, for in the middle of October GS67 was ceremonially driven round the trading estate for a test run. There was a problem with the brakes (air in the system I thought), and the engine seemed to lack power, but the steering had never been easier. (ask Bill Cotrell how bad it was - he once said it was Power Resisted!! Oh happy days.....)

We bled the brakes several times, but they still weren't right. The end of October came, and so did the Council Man (boo,hiss). Another week to get our bits together, then out. I'd already arranged for myself and John Granger to park at Hampton Court Station Car Park, one of the perks of working for British Network South East. The BEA was the first to go, with GS67 and John Granger's black RF Store Bus the next day, judiciously avoiding the rush hour. We had an uneventful (eventless?) journey, then back to Mitcham in my van to collect John's Green RF.

I've since discovered that the brake trouble was due to a valve sticking in the servo; luckily I had a spare servo at home, so took the valve out of that. That seemed to cure the problem.

I took delivery of some new rear shackle pins a few days ago; no one had any in stock, so I had some made up. So, if any GE owners need them, I have a couple of spare sets; any left will be put in stock at Cobham.

So, hopefully, if all goes to plan the BEA can have a rest for a couple of years while the rear body timbers are replaced. GS67 will be repainted in the lovely deep maroon livery of Tillingbourne Valley. I still have the Tillingbourne blinds, and a recent search of junk in the loft uncovered fare charts and timetables from 1968!

Maybe, Tachograph Exemption permitting, GS67 will be on the Open Day Bus Service.

Roy Gould.

22

Confessions of another bus driver

Two days before Cobham: read LINT newsletter issued in the nick of time, and think 'That marshall chappie seems a nice bloke..... certainly plans it all carefully must take care to be co-operative and nice to him on Sunday'.

Day before Cobham: bring buses home for wash and brush-up, get irate as the air supply at the only garage in our area suitable for buses is out of order again.

THE BIG DAY: leave home reasonably punctually, but get annoyed with more filling stations with duff air supplies, however third time lucky. Meanwhile, other bus searches in vain for shop selling batteries as someone's camera has abruptly packed up.

Arrive at Bus Museum elevenish to pick up blinds for bus service. Long delay as blind man seems to have disappeared. Redhill Road getting crowded with buses 'in service' and others fitting blinds. Ah, but we have been so clever this year by bringing our own stepladder so we can whizz off to the Bus Gathering and install the blinds there. Bus inspectors approve.

Arrive at Gathering, looks crowded. Attempts to pull into rally site to park with other bus service vehicles. Marshall appears (what - no stetson?).

"Are you on the bus service?"

"Yes"

"Well, you can't park here!"

"Where do we park then?"

"In the bus stop"

"But we're not in service for another hour!"

"I can't help that - there's no room here"

"Can we park over there for a moment while we put the blinds in?"

(pointing at space still vacant)

"Well O.K. then".

Assistant arrives with ladder from other bus, another grabs the blinds. With foot on bottom rung of ladder, voice heard from behind:

"You'll have to move, I've got other buses to park here now!"

"Where to?"

"You'll have to park over there in the road"

Drive bus across road as directed, assistants follow with ladder and blinds.

An alarmingly clean Leynat pulls up opposite, seems he grounded trying to get into the site (How much more practical to have a high floored than a low slung bus!). Road traffic stops completely. Eventually, Leynat departs - not sure where to. Traffic starts again. Move bus

23

again for the benefit of circus lorry plus large trailer plus caravan, who is trying to get out of field opposite rally site. (Thinks: that field would hold a lot of buses). Muck about with tacho papers and examine the day's schedule. Discover that one journey takes us to Weybridge Library. Never been beyond Weybridge Station before, hope we don't get lost.

Police car visible in rear view mirror. Marshall suddenly reappears. "Would you like to park in the Gathering for a little while?" Shunt vehicle in. Notice more buses arriving at Gathering. Look at watch, ten minutes to departure - how time flies. Locate Marshall.

"Would you like us to go out now to make room for others?" "Yes please, thankyou". Notice one bead of perspiration on his forehead instantly dry up.

Trundle gently round to bus stop, depart bang on schedule. Drive like mad to keep time.

Bus has gentle argument with road sign in Cobham Village. Indicator ear flies off with great velocity (anybody capture the action on film?). No passers by appear to have been clocked by it, thank goodness. Bulb won't work. Take it out, put new one in. That won't work either. Scramble in tin for a third one - that one's no good anyway. Oh dear, looks like we'll have to come off service. In desperation, put original bulb back in and hey presto, it works! Stuff ear back on. Carry on to bus stop.

Lose time all day, finish first spell eleven minutes late. Compare speed of loading of RT's and modern things against RF's. Still, bus service seems to be running pretty smoothly.

Keep meeting friends during break. Look at watch, run like mad for bus. Almost forget milkman's hat. Whizz round to bus stop, depart one minute late (tut, tut). Arrive Weybridge Station two minutes early (whoops!). Examine timecard and notice that the clever chaps have allowed more time in late afternoon for heavy loading. Even driving more gently, overtake 'bunched' MD & T. Find our way to Weybridge Library. Still early, chat to passengers during leisurely layover. Another run, and finished. Whip blinds out, and return to Museum. Dash in the loo (phew!) and stroll through building trying to identify skeletons. See various well known LBPT members tidying up and moving buses back indoors.

Later, relaxing in Weybridge Wimpy (taking EEC 'break'), see RF 332 (or rather 332W) pull up outside. Do they think we've broken down? No, they are just collecting their bus stop. Realize they work a long day too.

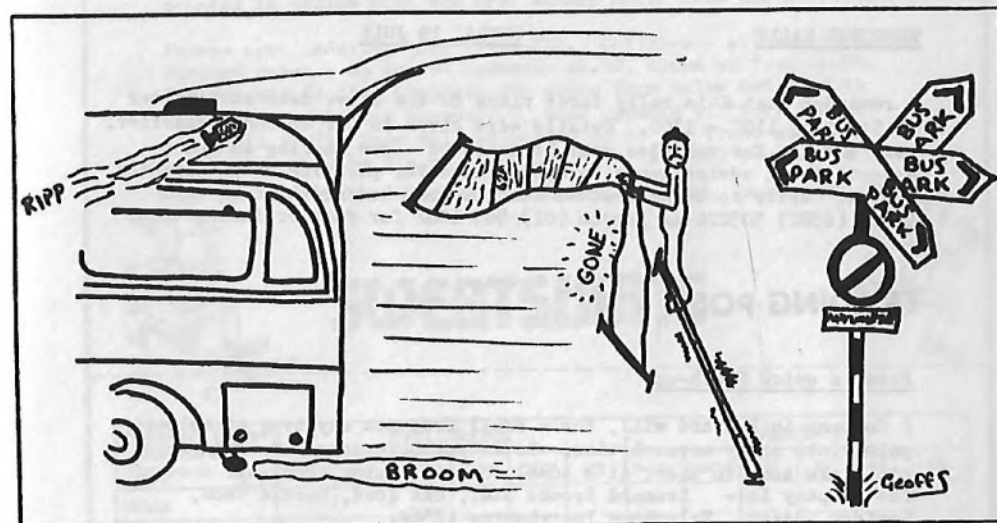
Wellie it back through Kingston, Richmond and Hendon to Potters Bar, drive buses through sea of mud to get back to parking space. Three pounds worth of tyre paint ruined.

(24)

Drive home, arrive 2300. Go to bed, both up again at 0530 for work.

Thinks: why do we all do it? See you again next year.

John Hinson.



(25)

DIARY

WENDOVER RALLY

SUNDAY 19 JULY

A reminder that this rally takes place on the above date at Wendover BR Station, 1100 - 1700. Details were given in the Spring newsletter. Late entries for vehicles will be accepted - pre booking is not essential but advice would be appreciated for planning of the parking layout. Write to Atherstone Road, Luton, Bedfordshire or ring Luton (0582) 224 or London (01) 1062 for further information.

TRADING POST

Fancy a quick Touch-up

A Company in Romford will, for a small fee, put any type of colour paint into spray aerosol tins. So if you have some L.T. red/green etc. take some to them, it's ideal for that quick touch-up. The Company is:- Leonard Brooks Ltd., Oak Road, Harold Wood, Romford, Essex. Telephone Ingrebourne 560.

FARE'S FAIR

No, not a GLC revival, but an amazing offer. Bleckie has sorted out a good many of the late 1960's fare charts which were recently turfed out of the tube train. Now that they are in some sort of order we can advertise them for sale - only 10p. each. Currently charts for country routes in the 300 and 400 series are available. If you want any fare charts call in to Cobham one Saturday or Sunday. Sorry, we can't cope with telephone orders, and the cost of postage tubes is more than the value of the fare chart.

Work up a sweat in an exclusive London Bus Preservation Trust sweatshirt, available in a wide range of sizes and colours and printed in yellow with the LBPT banner motif from the newsletter cover.

Prices are: Adults - all sizes £10. Children - all sizes £7. Postage rates - up to two garments £1.50, three or four £1.90, five or six £2.35. Complete the order form below and send to Dave Jones with your cheque/P.O. made payable to "LBPT Social" - the small profit made will be passed on to the Trust account. The bulk order will be placed on August 11th, so send your order NOW!

POST TO: Dave Jones, Linley Crescent, Romford, Essex, RM7 8RB



SWEATSHIRTS



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