

# COBHAM

BUS MUSEUM

# MAGAZINE



The Journal of the London Bus Preservation Trust  
Issue 61

Winter 2008

£2

**ANNUAL LUNCH**  
**2009**

**Date: Sunday 18 January 2009**

**Venue: Silvermere Golf Club/Inn on the Lake  
Restaurant**

**Time: 12.00 noon, lunch starts at 12.30 p.m.**

**Cost: £20 per head £10 per child under 12**

**4 course carvery lunch including a glass Bucks  
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**Selection of cold meats, seafood & salads  
Choice of 2 roast meats, roast potatoes & fresh  
vegetables**

**Selection of gateaux, cheesecakes & assorted  
desserts**

**Fresh coffee & mints**

**Money to be paid in full by Monday 8 December  
2008,**

**Make cheque payable to: LBPT Ltd**

**Contact Debbie Morris to book places, send cheque  
to:**

**Lawrence Close, Maidenbower, Crawley, West  
Sussex**

**RH10 7DR**

**Telephone number: 01293 678**

**Paul's mobile: 07778 778**

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### THE LONDON BUS PRESERVATION TRUST LIMITED

Registered Charity No. 1053383

Registered Company No. 1061762

### COBHAM BUS MUSEUM LIMITED

Registered Company No. 05903873

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## Editorial

Well, that's another year nearly gone, with something for everyone to remember, especially our open day, but other special events as well. Cobham has, I believe, never been out and about so much as this year, as fitting a tribute to those who get down and get dirty as could be wished for. Well done to everyone! And well done, too, to the backroom boys (and girls) who keep the paper moving, the "I"s dotted and the "T"s crossed. As Young Mr Grace would say "You've all done very well."

Next year marks some significant anniversaries for RTs, RFs and RMs so there will, no doubt be some very memorable events organised to celebrate. Lets hope they don't all happen on the same weekend. If anyone has any particular memories related to the end of RTs and RFs in regular service (red or green), I really would like to be able to include a piece on each – otherwise I'll have to write something, and you know what that means!!

This slightly thinner than usual edition has a few shots from the last event of the year, Cobham's Green Day. I wonder how many people turned up expecting a rock band or a hydrogen powered bus? And there's some nostalgia from two Brians, Jones and Bunker, some updates on progress and the usual model reviews. It only remains for me to wish everyone "Merry Christmas and a Happy New Year" and thank you for reading.

*Front cover - M6 in Harlington Road East, Feltham, in 1985, by Derek Harwood. Spot the differences with the shot on page 19.*

*Rear cover - RLH 48 captured by Peter Zabek in tungsten-lit glory on a late run at the Green Day event.*

*Inside rear cover - What a nice pair - of STLs, taken by Peter Zabek at the Worcester Park event.*

## **SUNDAY MARCH 15 2009 IS MEMBERS' DAY**

On 15<sup>th</sup> March, the Museum will be open from 10.30am until 4pm exclusively for you, the Members. You will find your personal invitation enclosed with this edition of the Magazine.

Members' Day is your opportunity to have a good look round the Museum at your leisure, to meet the Trustees and the other Officers, to be updated on all the latest developments and plans, to hear presentations on various projects and see restoration in progress. There will also be many opportunities to hear and discuss how you can get involved and help at the Museum, if you so wish.

The Cobham Shop will be open all day, there will be guided tours of the Museum, free refreshments as well as bus rides on some of the Museum's vehicles. This year, we hope to offer you rides on a couple of the vehicles which are not often used at our public events on account of their age and fragility, for example T31, the Q and the Dennis.

For those coming by train, there will be the 462 bus service at regular intervals to and from Weybridge Station (the timetable is on the web-site), otherwise there is car parking along Redhill Road and, for disabled visitors, at the Museum. The whole event is entirely free of charge.

If you know anyone who might be interested in seeing the Museum and maybe joining the Trust, please feel free to bring them along. The Day is also an important one for the Trust to recruit new Members.

For catering and other purposes, it would be most helpful to know numbers in advance and, therefore, it would be appreciated if you could reply to the enclosed invitation. Let us know also, please, whether you are bringing a guest or two. You are also free to just turn up on the day in the event of a last-minute decision but a quick phone call to Michael Wickham would still be appreciated!

The Trustees look forward to seeing you on March 15<sup>th</sup>. Put the date in your new 2009 diary now!

*Michael Wickham, Event Organiser*

## From the cab.....

Before penning these few words, I looked at what I wrote last year – and discovered that the Editor was hot on my heels for my contribution – so at least one thing is consistent in this ever-changing world. As I write, the world outside is full of doom and gloom. Woollies, the backdrop to so many bus photographs, seems to be the latest victim.

We are, of course, not immune from the world outside and this year we suffered our very own credit crunch with a disappointing Open Day. The disappointment had very little to do with the superb organisation but the very unseasonable weather. I am pleased to acknowledge that the other events, although they have not made up for the financial reduction, have been very successful in their own right. They were a credit to John Shirley and his team. Good housekeeping prudence has meant that we have managed to get through 2008 and look in good shape with high hopes for 2009. At least the frown on the face of the Finance Director has turned into an acceptable grimace.

Thus, in a challenging year for the Council of Management there are some very bright points to record. I was particularly pleased to see UMP 227 return to “Cobham” and equally pleased to see the progress being made on restoration under the watchful eyes of Chris Wheble and Gerry Job. Equally, in a difficult year we have managed to acquire the superb RF 395.

I must also pay tribute to the work undertaken by Paul Morris and Roger Stagg and their teams of volunteers. We have reached a position where more of the Trust’s vehicles are fit for use than just about at any point in our history. This is no mean feat as the fleet continues to expand. Although funds have been restricted this year, great progress has been made on RT 2775. The project is led by Nick Abbott and there is the very real prospect that the days of this historic bus languishing in the preservation pile are over. What will we do next? I personally hope that we can re-start progress on the NS but.....

As always in an organisation like ours, the unseen work has the potential to make the greatest impact. In this sphere, the work undertaken by David Kinnear in producing a submission for Museum Accreditation is to be commended. This has required many months of intense work, midnight Castrol, and endless meetings; we have arrived at a position where we have made a submission that would be envied by many Museums significantly larger than our own. David and his team of volunteers are to be congratulated for this huge piece of work.

Fund raising continues to be one of our biggest challenges and Michael Wickham and his team have made great progress in 2008 in establishing a structure that will make great strides in 2009 against a potentially difficult backdrop. In particular, we have seen a great increase already in the number of donated items that can be sold to raise funds. On a personal level I have enjoyed working with Richard Jones in seeing the Cobham Shop through a period of transition and as I write he still has a few of the special Christmas cards left (featuring RML3 and RTL 139 in the winter wonderland of Open Day 2008)! (Plug!!)

Is the move to Brooklands still on? This is the question thrown at me most often. The answer is most definitely “yes” and in the last few weeks, we have made a great deal of constructive progress. We have held meetings with senior staff at Elmbridge Council and a clear forward path has emerged. Our continued dialogue with the Brooklands Management team is progressing with renewed vigour as their plans for moving the Wellington Bomber hangar crystallise. One consequence of the economic difficulties facing the world at large is that building firms and related industries are desperate for work and this could play in our favour

As the year drew towards a close, and the rally and running day season came to an end, we held the Annual General Meeting (AGM) at Brooklands. There was a very good attendance and I am pleased to say that, for an AGM, the meeting was almost pleasurable. We had the necessary Trustee reports, but the questions and discussions were in a spirit of progress and friendship. Most people I spoke to thought that October was a sensible time to have the AGM and we will build that into future plans.

We like to think that our organisation is about buses but in reality, it is about people. I have mentioned a few people in my notes above but they are just the tip of the iceberg. A trip to the Museum on a Wednesday or at weekends will show just how much enthusiasm there is for old London buses. I feel I must give a word of thanks on behalf of the membership to Dave Jones. Not only does he produce a superb magazine in his spare time (!) but he seems to have incredible patience.

It remains for me to offer all members and their family’s best wishes for the festive season and a healthy and safe(ty) 2009.

Peter Duplock  
Chairman of LBPT

# OPEN DAY 2009

## COBHAM NEEDS YOUR HELP

Open Day 2009 takes place at both Wisley Airfield and Cobham Bus Museum, Redhill Road on Sunday 5 April 2009. Around 5,000 visitors and over 300 buses are expected at this year's event. In addition several new features are planned this year, including a preserved emergency vehicle display and on-site open-top bus tours.

It is anticipated that over 120 volunteers will be needed to run the event this year. Most of these are needed for on-site pedestrian and traffic management. Typical shifts will last three or four hours.

To ensure that the welfare and support given to volunteers working on the day is a top priority, the Open Day Sub-Committee has decided to try-out a new structure this year. Seventeen dedicated **Team Leaders** will be appointed working to one of the four Sector Managers at Wisley or the Sub-Sector Manager at Redhill Road.

The sectors are: (1) Car Park; (2) Runway; (3) Bus Station; (4) Market Place. Redhill Road is a separate Sub-Sector (1-1). An organisation chart showing the Sector Managers may be published in the next issue of the magazine or the Waybill.

Furthermore, volunteers will be entitled to the following:

- Free admission to the event (a saving of £10).
- A refreshment voucher (worth £5).
- Priority reservation of the special edition EFE event model.
- Invitation to a social event later in the year.

**WE NEED YOUR HELP!** Without you the event simply will not take place! Whether you're new to Cobham or a regular volunteer - don't delay - complete the enclosed **volunteer card** and send it off today. With your help, this event will be a success!

The views expressed in the "Cobham Bus Museum Magazine" are those of individual contributors.

They are not necessarily the views of the

London Bus Preservation Trust Ltd, its Council of Management, Cobham Bus Museum Ltd, its Directors or the editor.

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It was quite by chance in 2003 when I was asked to become Squadron Chaplain to 86ATC (Heston and Isleworth) when I was Vicar at the Good Shepherd in Hounslow West: the Vicar of Heston has traditionally been the squadron padre but on this occasion, as a pacifist, thought he must decline the offer: for no other reason other than being the next nearest parish, I was asked and said Yes. The combination of Church of England bureaucracy and the RAF admin system is a lethal combination and my objective is to scythe my way through the unnecessary forms and jargon, not least because I have not been in the RAF and therefore owe the admin system nothing! If I tell you I inherited an appointment of a chaplain to a squadron which took 26 months you will see what I mean: 3 months from start to finish is my objective for any chaplain appointment to a squadron.

What does a squadron chaplain do? He/she is responsible for inducting new cadets at enrolment, for undertaking padre's hours at least monthly, for holding parade services when appropriate, being a member of the Squadron management committee and whenever possible attending annual summer camp which can be anywhere in the United Kingdom and sometimes abroad. The role of the padre is also to provide an opportunity for cadets to have another avenue for a confidential discussion if the squadron officers are not a suitable forum. Nationally there are 40,000 cadets between the ages of 13-20 and the aim is to have 50,000 by 2018: the Air Training cadet organisation is the only one of the three services that has a direct line into the senior partner the RAF which ensures that the future of the ATC is a top priority at the highest levels of the Royal Air Force.

On May 1<sup>st</sup> 2008 I took on the 9 southern squadrons and they for the first time ever have squadron chaplains in post or being appointed: I will transfer from Heston to Egham/Staines in the New Year when the new Vicar of Heston takes over his home squadron. As of 1<sup>st</sup> November I became Wing Chaplain for Middlesex Wing, an area stretching from Egham in the West to Barnet in the East. My job is to be responsible for the spiritual welfare of anything up to 1400 cadets, and to see that all 25 squadrons for which I am responsible have chaplains who cut the mustard. There are four vacancies to fill in the 25 and I will be getting on with it undertaking to visit the new 16 I now have by the end of February 2009.

It is a wonderful opportunity to bring spiritual values to an organisation already steeped in tradition, discipline and order: there is indeed hope for the future

when you see the excellent cadets of both genders enjoying such wonderful activities, including of course flying. We have one or two local campaigns to fight to stop air squadrons being combined with Army Cadets (to save money of course) and Evadne may well be pressed into action on the publicity front. A great new challenge for me and it helps knowing that the Events Team at Cobham is in such good hands! Thank you!

## Film Clips - an Appeal

Next year, the Cobham Shop would like to expand the range of DVDs for sale and, amongst a range of subjects, is looking at the possibility of producing a compilation of cameo appearances by London buses in films and TV shows over the years and decades. There must be 100s of these, some we know about, some we already have copies of and there are probably others we don't know about.

We need your help to in two ways. If you have any appropriate clips or know the whereabouts of any, please let us know. It would also be very helpful if you could point us in the direction of the copyright owner so that permission may be obtained. Hopefully, that would be given for a nominal consideration in most circumstances.

If you can help with this project, please get in touch with Rod Lucas on heather.view@[redacted] or 01737 [redacted] 703.

### ITEMS FOR THE MAGAZINE

Contributions in the way of photographs or articles are always welcome.

Please send them to:

David Jones

[redacted] Epping Close, Romford, Essex RM7 8BH

or e-mail to NEW ADDRESS: magazine@lbpt.org

Text in Word, or any .doc format or typed, pictures in jpeg, slide or print.

Please send pictures separate from text, as they don't reproduce well if copied from a Word Document.

Slides or prints will be returned.

Please ensure your name and contact details are on each item.

**NEXT COPY DATE**

**FRIDAY 12th FEBRUARY 2009**

## **Obituary Tom Melliush 1934 -- 2008 Roger Stagg**

Tom, a member of long standing passed away on 12<sup>th</sup> Sept 2008

Tom was well known amongst many members as one of our shop assistants along with his wife Jan, who also helped on the catering table. He was also one of the CBM trained conductors on the 462 route. A regular volunteer especially at Open Days he had been unable to take a fully active role during the past few years due to a minor medical problem, however he was my regular conductor on 2043 until last year.

Earlier this year following getting news from his Doctor, Tom had to withdraw from conducting duties. With much regret neither chemotherapy nor radiography proved suitable, yet Tom faced this up with his usual humour and good spirits. Getting a stair lift installed in order that he could keep active, the first thing he wanted was to get back out on the bus. We arranged this for the following Saturday but he tragically passed away that very morning. At his and the family's request 2043 was used for his funeral at Vinters Park Crematorium.

After service in the Army, Tom joined LT where he was conductor, driver, union official and social secretary at Bromley Garage working on RT's, RM's and his favourite RF's. After LT he moved on to a number of long distance coaching jobs before finishing his working life at Unwins where he drove the "vintage" Fleur de Leys van to shows throughout the South East.

There was really no retirement for Tom, when he was not at Arsenal, singing in the local choir, visiting his children and grandchildren across the globe, or at Cobham he was probably asleep. He leaves a wife Jan, three children, four grandchildren and one great grandchild, as well as many friends.

When I last saw Tom he was recalling events in his many years at LT and in particular it is worthwhile passing one of those on. Whilst working the 47's as RT's across London Bridge in the rush hour they would always fill up by the Monument, leaving a sizeable queue of City gents with heads down reading their broadsheets. As the bus pulled away his conductor would hang on the pole with his cigarette lighter flaming setting fire to one or more newspapers.

## Two Tax-efficient ways of Giving to Cobham

### 1. *From your tax rebate via your Self-Assessment Form*

Did you know that, if you do your tax return by self-assessment and are lucky enough to be due a rebate, you can donate some or all of the rebate to Cobham? This is because the Trust is a Registered Charity.

And the great thing is: the Revenue do all the work – they send us the money, you don't have to do anything – AND they will give us an extra 28p for each £1 you donate. You can choose whether Cobham receives the money anonymously or whether your name is disclosed.

If you complete your Tax Return by Self Assessment, whether on paper or on-line, all you have to do is nominate the London Bus Preservation Trust to receive all or part of your rebate by quoting our code HAT33TG on your tax return (in part 19A or part 12 of the short return).

### 2. *By remembering Cobham in your Will*

If you are making, or reviewing, your Will, why not consider leaving a legacy to Cobham? The money you leave to us in this way will help us to preserve London's Bus Heritage for future generations and will ensure that the support you give us now continues after your death.

As a Registered Charity, the London Bus Preservation Trust pays no tax on legacies it receives and we will therefore receive every penny of the money you decide to pledge to us now for the future (subject to no change in current tax rules). The most beneficial way for Cobham to receive legacies is for our general funds. If, however, you would prefer to leave money for a specific project, we would much appreciate discussing this with you first to ensure that your wishes can be respected.

If you wish to discuss any aspect of these, or other, tax-efficient ways of giving money to Cobham, please write to the Treasurer, Cobham Bus Museum, Redhill Road, Cobham KT11 1EF quoting your phone number and when it would be convenient for us to call you. Thank you for your support.

## Membership Report

Steve Hook

On behalf of The Museum, I would like to thank all those members who, sometimes year by year, have provided donations to our Vehicle Restoration Fund, as part of their annual subscription. If it was not for such continuing support, we would not be able to forge ahead as we have been able to do, Thank you all very much indeed.

Now it is my pleasant duty to welcome the following new members:

1381	Michael Sexton	Pewsey, Wilts.	
1382	Chris Pilcher	Cheam	
1383	Douglas Mancini	Chobham	
1384	John Hutchings	Hove	
1385F	Mr & Mrs Geoff Poulter	Havant	
1386	Jim Varney	Reigate	
1387	Mark Hedgecock	Raynes Park	
1388	Derek Francis	Three Bridges	
1389	Chris Peirce	Bunting ford, Herts.	
1390	Ian Pleace	Worcester Park	
1391	Derek Helps	Weybridge	AL
1392F	Henry Shrimpton	Banstead	
1393F	Andrew Williams & Lynn Hill	Walton-on-Thames	
1394	Janet Williams	Chertsey	
1395	Mike Pope	Staines	
1396	Kevin Carter	Huntingdon, Cambs.	
1397	Peter Terry	West Croydon	GS
1398F	B Ollett	Tunbridge Wells	
1399F	John Davies	Leatherhead	AL
1400	Harry Jacobs	Hailsham, E Sussex	
1401	A Roberts	Aylesbury	
1402	David Edwards	Surbiton	
1403	John Brotherton	Waltham Cross	
1404	Mark Cartledge	Sherwood, Notts.	
1405	Leslie Bartram	Wickford, Essex	
1406	Stuart Marshall	Barnet	
1407	Leonard Jobson	Bexleyheath	
	CS: Graham Smith	AL : Tony Lewis	

Work on RT2775 continues with progress on all fronts. Nick Abbott and his crew are well progressed on Rexine finishing of components, but the current unsociable weather in Redhill Rd at this time of year renders internal painting a risky operation. A set of wheels has now been shot blasted and will shortly receive tyres. The blind boxes are now overhauled and the final upper deck coving panel has been fabricated and fixed. Up front the engine bay is completely refurbished ready for fitment of a new engine. Look forward to seeing a big change in the past 12 months come Members Day on 15th March.

The radiator for the NS has returned from the specialist in Lincolnshire and now adorns the front of the chassis. When funds allow we all look forward seeing it full of water being heated by its AEC engine.



Significant progress is being made on UMP227 under joint Project Managers Chris Wheble and Gerry Job. Meanwhile the electrical team is identifying panels that need to be removed to enable the rewiring to be undertaken, David Kreisler and Rod Lucas are giving the volunteers a lot of headaches in undoing hundreds of No.4 screws that Park Royal inserted some 60 years ago. Luggage

racks are being refurbished and a ceiling panel, adversely affected by water penetration, has been removed pending fitting of a new section. Meanwhile cleaning and painting of the front chassis section is ongoing. A considerable number of spare parts were collected from Ian Barrett recently to assist in the works.

With carburetion problems on both T31 and ST922 sorted out by Andy Baxter as well as rectification of a water leak, both these vehicles are now serviceable, although the ST awaits an MOT which we will leave until the New Year to let the certificate run as long as possible. Attention has now turned to G351 and the rear springs have now been removed for re-tempering and the hubs are off in order to replace bearings. All hard and dirty work with Roger Shaw assisting Andy in this task. Meanwhile the new tyres, in stock for some two years, have now been fitted to the correct wheel sets. Early in the New Year should see G351 on its way to the MOT station.

Alan Heasman, PM for M6 has now secured the remanufactured ATM rail as well as fitting new side lights replacing the originals held together by lolly sticks and Blu-tack. With just a few minor jobs to be completed next year we expect to see Alan and M6 on the rally field but regrettably outside of the dreaded LEZ

Newly acquired RF395 is currently on the ramp awaiting minor works on the unloader valve and a new bush in the rear stabiliser, another candidate to be in service early 2009.

The SMS is now running after Simon Kreisler's efforts with Mark Winston and leaves outstanding only the difficult job of replacing its weak rear spring. On the main floor Graham Bartlett with others are paint coding the RT chassis to make it a more identifiable exhibit of "how it works", a very popular item at the recent Green Day

Museum vehicles have undertaken unprecedented levels of service during 2008 and this inevitably means an increase in the levels of maintenance required placing a heavy burden on my colleague Paul Morris and his team, nevertheless they are keeping on top of the task and the close season should hopefully assist in providing a degree of catch up time.

Wednesdays in particular are now very busy at the Museum, it's often difficult to find a space in the car park. The hum of work underway is clearly showing itself by the increasing number of serviceable vehicles.

## Green Running Day – A Newbie's View!

David Humphries

This Sunday just gone I achieved a personal first by actually managing to combine some time off with something happening at Cobham! This was to be my first ever visit to the museum as well as my first LBPT running day and what a treat was in store...

The day started ominously with torrential rain in Sussex as I left home and more bad omens with a crash causing tailbacks on the M25. Luckily I managed to divert at the last minute and followed the A245 towards Cobham, not really knowing where the museum was let alone Weybridge Station car park. Just as my curses were starting to flow, I glanced a hi-vis jacket at the side of the road followed by the RM3 coming out of the side road - great, this is it! I followed the RM all the way to Weybridge, parked and managed to catch the return trip to the museum on the same bus. Another treat, as I had often seen this vehicle and read about it and here I was enjoying a ride and I had only just stepped out of the car!

The short ride to the museum was over too soon but the day snowballed with sight after sight unveiling themselves before my eyes. RTs, SLTs lining up in the road, the superb RCL2260 (I have to go on that!), Guy GS's and more. I felt like a kid in a sweetshop. A long and interesting browse around the museum itself entertained an hour of my time, before venturing outside for some serious riding. First off was the beautifully presented 'modernised' RF coach, RF28 and her very professional crew, particularly the conductor whose jokes and quips made the journey more memorable. I stayed on this vehicle all the way to Leatherhead and part the way back, alighting at Stoke D'Abernon Station to admire the gathered buses there.

I was particularly impressed with the beautiful finish of RM1033, Q83 and STL441 although all the vehicles were great to see. After some pictures I then managed to achieve another goal with a ride back to the museum aboard the Guy GS34, an often admired type of bus that I had never seen running, let alone ridden – and what a joyous sound the Perkins makes!

On return to the museum, more time was spent sampling the tea bar (its the law isn't it?!) and perusing the exhibits and stalls again before succumbing to the lures of the shop and buying a book and another model (to be sneaked past the wife later...), before more photography. Whilst conducting the latter I struck up conversation with an elderly new volunteer who's enthusiasm was infectious. Together we marvelled at the comparisons between the museum's exhibits and

the modern wonders of the Volvo/Wright Gemini of Greenline. More meandering amongst the collection and I was particularly drawn to the wonderful Bedford Ambulance tucked away at the side of the building.

Outside I joined the queues for more rides and this time jumped on RT3491 for the circular tour, swiftly followed by a ride on the RCL2260, a dream come true as I have never been on the coach version of this, my favourite London bus (sorry purists!). The journey back to the museum was delayed after an accident on the main road which was closed for a short time, so after some dithering I decided to walk to short distance to the museum and sure enough, not 200 yards along and the Police let the vehicles through! Never mind, the opportunity for some more video as the beautiful RCL swiftly followed by the Guy GS came past. Some more twilight photography followed and then the sad final journey back to the station in RM3.

I have been very, very impressed by the museum, the vehicles and the professionalism involved in the day and I think the members doing the jobs should congratulate themselves, along with the crews of the various running vehicles. I am a frequent visitor to steam railways and wasn't sure what to expect at Cobham, but I am pleased to say I felt very welcome and am counting the months now until the next big gathering in the Spring, which I am determined, work or not, to make!





*Previous page, GS 17 returns to public view, on display at the museum. Above RT 3491 (aka Evadne) wait her next run in Redhill Road, while M6 being red, is onble to stand and watch at Stoke d'Abernon Below, former resident T 792 at Stoke d'Abernon. All photos D Humphries*





*Above, green through the ages, from 1952 to 2008, RLH 48 to GL6, via RML 2317 and YJ55 WSV.*

*Below, more green than usual in Redhill Road, with the autumn tints just showing.*

*Both - Peter Zabek*



## Introduction

Pinner village in Middlesex enjoyed local bus services from the horse bus age. The London and North Western Railway (LNWR) linked the village centre with their Pinner station on the main line between London and Birmingham, following the opening of Pinner Metropolitan Line Station on Whit Monday 1885. The LNWR Station was subsequently named Pinner and Hatch End in 1897, Hatch End for Pinner in 1920 and finally Hatch End in 1948. The horse



bus service was to continue for nearly 30 years. (Photo 1 shows the horse bus in Pinner High Street)

The first sustained motorbus service, operated by the London General Omnibus Company (LGOC),

reached Pinner in 1914 thus linking the village with Harrow. This service would evolve to become the 183B, subsequently 183, that eventually linked Golders Green Station with Northwood Station.

A private operator, A & W, operated 14 seat Crossley buses, painted in a cream and brown livery, on route 351 that commenced on 23 January 1925. That route linked Harrow Metropolitan Station with Hatch End via Pinner Road and Paines Lane. A link to Pinner Hill Golf Course from Pinner Station (route 208) was one of a short lived series of local routes developed by Pinner Bus, whose Bean and Dennis Dart buses were absorbed into the LGOC in 1930. Associated company Royal Highlander, with a small fleet of Guy 20 seat buses, was taken into the London Passenger Transport Board operation on 1 July 1933. Meanwhile LGOC had introduced service 181B connecting Pinner to Uxbridge in 1932,



that route being renumbered as 220 in 1934. (Photo 2 depicts an LGOC Dennis Dart standing on the Red Lion forecourt)

Estimates of the population of Pinner indicate that at the beginning of the twentieth century it was around 3,400 and by 1950 it had grown, as part of the semi-detached dormitory suburbs of London, to 45,000. Most of that increase took place during the frenetic conversion of farmland into housing estates in the 1930's.

### Choice of Routes

In 1954, Pinner, my North West London birthplace, enjoyed four public transport routes to neighbouring North Harrow that were all operated by divisions of the London Transport Executive.

The most direct route between those centres was, and still is, the Metropolitan Railway, offering several trains an hour throughout the day then using teak finish slam-door carriages, known as T Stock, that still proudly advertised “Live in Metroland” on solid brass interior door handles.

The 703 Green Line provided an hourly service, Pinner to North Harrow representing on a short sector of its route from Amersham, Buckinghamshire, to Wrotham, Kent, via central London. New AEC Regal IV RF class underfloor-engine coaches had been introduced on the route in June 1952. Relatively high fares would, however, have dissuaded most travellers from selecting that option.

Route 183, which had utilised Leyland Titan STD class double deck buses, operated by Hendon Garage from mid 1937, had those stalwarts replaced, by RT class AEC Regent buses that provided the luxuries of a cab door and pre-selector gearbox for drivers, on 14 June 1954. Both the 183 and 703 routes

ran along the most direct main road route between Pinner and North Harrow, the Green Line having less compulsory stops and thus being marginally faster.

### Single deck service – the 221

The most interesting service, however, was the 221 that ran indirectly on a U shaped route via Pinner High Street, Paines Lane, Hatch End, Headstone Lane and Pinner Road to reach North Harrow Station. Considerable dead running was involved to take up service from Harrow Weald (HD) Garage and to turn beyond its terminus point, by backing into the Ridgeway from Imperial Drive, before returning to North Harrow Station. In view of the generally light loadings through most of the day and relaxed timetabling, the driver / conductor crew must have usually been pleased to be allocated a 221 roster. The main users of the service during the day would have been commuters connecting to rail services at the four stations adjacent to the route, schoolchildren, and housewives who were still conditioned to the daily shop. In the evenings the Embassy Cinema at North Harrow and the Langham Cinema in Pinner were still drawing crowds when television was a luxury rather than a necessity. Church attendees did not benefit, however, as Sunday was a day of rest for 221 buses, with no timetabled operation. The annual Pinner Fair, held on a Wednesday in May, necessitated small routing changes, as the High Street and Bridge Street were temporarily closed and the 221 consequently terminated at Leighton Avenue.

When it commenced, on 3 October 1934, the 221 utilised one man operated buses, initially Dennis Darts, as shown in photo2 (I have yet to discover a photo of a Dart operating on the 221), Guys, then C class Leyland Cubs. For a short period, during WWII, a CR class rear-engine Cub was also used. From 1 June 1942, larger T class crew buses were adopted to cope with increased passenger demand. Throughout its operation, HD Garage, which had opened in February 1930, provided vehicles for the 221, with a maximum allocation of four buses to the route.

Post WWII, route 221 was operated by a series of single-



deck buses. The first type was the AEC Regal 11T11 class. **Photo 3** illustrates T215 of this class at Headstone Lane Station.

This bus had originally been purchased by the London General Omnibus Company as one of an order of 100 for Green Line coach use. As such it was fitted with an AEC A140 6.1 litre 95bhp petrol engine with a four speed crash gearbox and carried a 30 seat coach body with a front sliding door entrance. In 1938 that body was replaced with a Weymann body that had been previously mounted on a Reliance chassis in 1935. At the same time an AEC A173 diesel engine of 7.7 litres producing 95 bhp was fitted (something like the story of the old broom and its replacement heads and handles!) With this work completed, it initially worked as a green country bus until May 1939, when it was repainted red for Central Area duties. Post WWII it joined the HD Garage

roster and ended its days working the 221.



**Photo 4** (of poor quality, but considerable rarity) shows T420, another ex-Green Line coach demoted to bus work.

This was an AEC Regal in class 9T9 constructed in

1936 and again bodied by Weymann. The 9T9 had a 6 cylinder 7.7 litre AEC A171 diesel engine with pre-selector gearbox and fluid flywheel. A number of these 30 seat buses were issued to Central Area garages in the late 1940's but were removed from service at the insistence of operating crews in 1951. Drivers found them unpleasant to drive and conductors hated the narrow gangways resulting from the wider, coach type, seats that were installed.

Both classes of buses of the T type were fitted with sliding entrance doors. These were, however, locked in the open position to conform to the then current



Metropolitan Police regulations for service buses in their area – a policy no doubt fully appreciated by passengers and crew during extreme weather conditions!

The final type to operate the 221 was the Leyland TD class. **Photo 5** (TD68 together with RT 2837 on the stand at the Red Lion forecourt, Bridge Street, Pinner, during the final months of 221 services.) TD68 was disposed of by LT on 1 August 1959.

**Photo 6** shows an unidentified TD dashing down Pinner High Street towards the junction with Bridge Street.



Initially introduced in October 1948, 100 of the Leyland Tiger PS1s with 33 seat bodies by Mann Egerton were delivered for Central Area duties. They were powered by Leyland 6 cylinder 7.4 litre diesel engines producing 100bhp and had a four-speed constant-mesh gearbox. No entrance doors were fitted to this class.

Although very short, the 221 provided interesting challenges for drivers who enjoyed driving a lightly loaded, comparatively powerful, bus exuberantly along leafy and sometimes narrow undulating roads. And many did!

The axe fell on 1 December 1954 when the 221 was withdrawn and replaced by Route 98. Paines Lane was unsuitable for double deck bus operation, in view of the number of mature trees that overhung the narrow carriageway. Many of the residents in that upmarket area of the village had also purchased cars, thus reducing potential bus usage levels, and opposed lopping of the trees. Route 98 from Hounslow Garage, operated by double deck RT class buses, was extended from its previous northern terminus at Ruislip Station to continue via Pinner, picking up the former 221 route at Uxbridge Road, Hatch End, on the way to North Harrow.

In 1963, the Pinner terminus stands on the Red Lion forecourt and the Public House itself, which dated from 1875, disappeared when the site was redeveloped to provide an unmemorable row of shops and apartments.

### **Preserving the Past**

Examples of the three single deck types of bus used post WWII on the 221 are to be found in the London Bus Preservation Trust's Museum at Cobham, Surrey. Of these, TD95 is in excellent restored running order. The 9T9, T448, is awaiting restoration, as is T357, with a similar style body to the 11T11, which was repatriated from France. This bus had been laid up following a crude caravan conversion many years previously.

### **References**

(All photographs from the Author's collection)

London Bus File 1933-1939 Single Deckers – Ken Glazier – Capital Transport (2002) ISBN 1-85414-262-3

London Route Review 1934-1939 (Ed. Les Stitson) LOTS (1991) ISBN 0-99514748-3-9 (a photograph of one of Harrow Weald Garage's Guys appears on page 30)

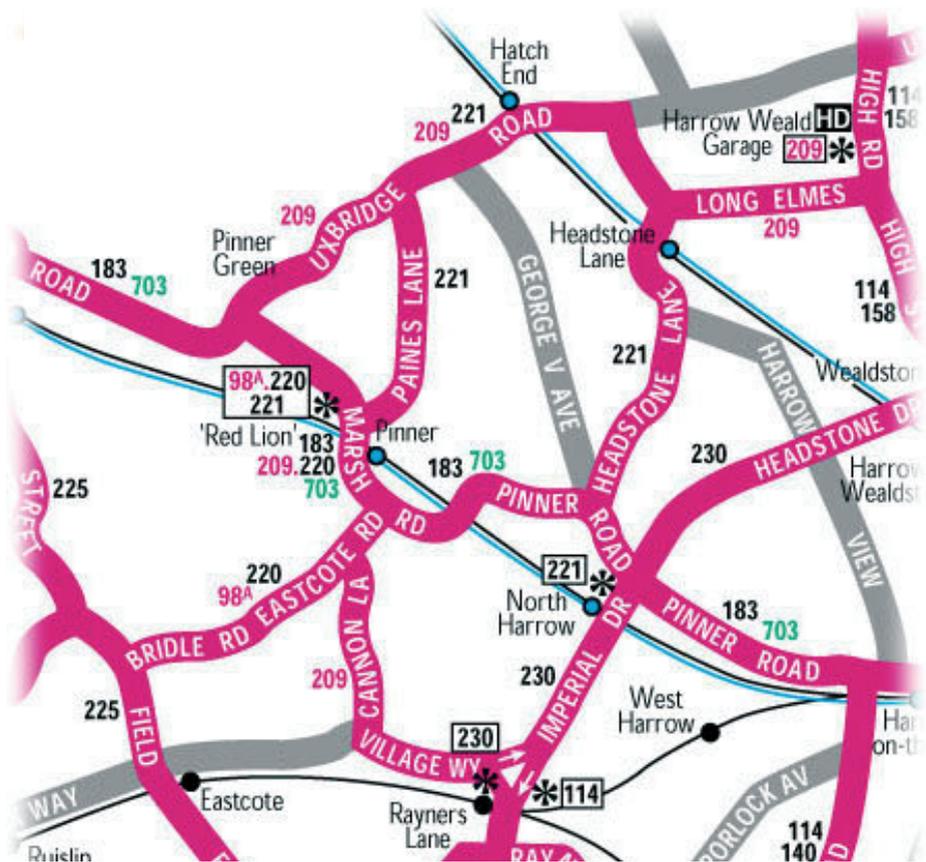
Pinner, Hatch End, North Harrow and Rayners Lane – Patricia A Clarke – Phillimore & Co (1994) ISBN 0 85033 898 0

**Note** While I have used the term “diesel” for engines powering some of the buses described above, London Transport invariably used the description “oil” during the period under examination.

(I would like to acknowledge the passing of Ken Glazier on 20 March 2007. Ken was a painstaking chronicler of the history of London Transport bus operations, whose many books have provided an easily accessible wealth of factual information around which articles, such as the above, can be constructed)

**Extract from the 1952 bus map of the area discussed in this article.**

Used by kind permission of Mike Harris, more maps can be found at: [www.busmap.org/](http://www.busmap.org/)



The letter in CBM 60 from Bob Williamson regarding the “Summer Holiday” buses prompts me to send you the enclosed in case you may think it worthy of reproduction.

When RT 2305 was finished with and returned to the UK (one wonders why the even bothered to do that!), it didn’t travel very far from the studio, ending its days without much dignity as a mess room for the drivers and maintenance staff of H & C Coaches of Garston, Watford.

In about 1967 or 1968 I heard that it was there and went to see it, with permission I was allowed to take a good look at it and to see what actually remained of the “conversion” work. The upstairs was still crudely partitioned as it had been for the film to represent the sleeping accommodation for Cliff and his friends and the lower saloon still had its very own kitchen sink as in the film. I actually sat there with a couple of the drivers and enjoyed a brew with them.



I have this shot on my own website and comment there “if you doubt that this was the actual bus used in the filming, note the white filler patch on the door pillar. Watch the film and watch what happens as Hank Marvin jumps aboard while escaping from a gang of very angry local peasants”.

I don’t think it turned a wheel again, except perhaps to go off for scrap and have to admit that I am not at all sure when this was – I expect someone out there can tell us.

Also enclosed, in case it might also be of use, is a shot of ST 922 at its Hitchin scrapyards site in 1964, the year before Prince Marshall rescued it. (Next Page)



*As mentioned in Mike's letter, ST 922 almost didn't make it. Yet 40-odd years later, you wouldn't believe how close a call it was, as ST 922 breezes along Piccadilly when RMs left the 38s on 28th October 2005. Peter Starks*





*The location is obvious, the date was 21 September 2008 when the Classic London Bus Society ran its Cravens Day with red RT 1431 and green RT 1499. 1431 used to be owned by LOTS and 1499 was kept at Cobham for many years when it was painted red. Of course, both are now members of the vintage fleet of EnsignBus. Graham Smith*

*And a blast from the past, RT 1499 at Continental Pioneer's yard at Richmond on 3 September 1977, the 30th slide on my first roll of Kodacheome 64! - Dave Jones*





*Amersham Running Day was on 5th October and here is RMC1461 on its final 353 journey, pausing briefly at the Packhorse turning circle at Gerrards Cross, before setting off through Stoke Poges and Slough to Windsor.*

*The latest edition of "Waybill" mentions that various regular volunteer members have each agreed to monitor the condition of a specific Cobham vehicle. RMC1461's "monitor", Peter Goodfellow, is seen here at the wheel of his "charge" during this year's Amersham Running Day.*

*Both Graham Smith.*

It is 1942 and a small curly headed boy with a wide grin on his face was riding his three wheeler round and round the paths on Canbury Gardens, Kingston watched carefully by his mother from a bench. The boy was me about 6, already his treat was a ride on a bus or a trolleybus. He is imagining that he is a trolleybus on either the 602 or 603 trolleybus going round the Kingston loop. This was when the gardens were still looked after, my mother could tell stories of parties there before the First World War; when I took her down for the last time before she died she was almost in tears at the state of it. We lived in Tudor Drive, and before the 71 came down there in 1950, we either had to walk up Park Road to the trolleybuses or in the opposite direction to the 65 bus.

When I went to Grammar school, I used to have to walk to the Park Road /Kings Road corner and then pick up a 602 or 603. I had better explain the loop system, the 602 came up from The Dittons via London Road, Park Road, Kings Road in an anticlockwise direction while the 603 came along the same roads but in a clockwise direction, so a trolley could not meet a trolley on the same route. Generally people waited on the Kings Road /Park Road corner 'till a trolley appeared in the distance and then stampeded for that side of the road. That became more difficult when in 1950 the 602 stop was moved round the corner so it could be shared by the new 71. Personally I waited for a '2 as I could be on the exit as it passed the bus station, from that vantage point I saw brand new RT1487 about to depart on the 131, a sight I shall never forget. The whole corner was destroyed by a V2 in early 1945, my mother told me that 16 people had been killed, I have never been able to reach that number from the records. My cousin now living in Crawley dived under the kitchen table as the whole house came down.

In the period after Sept. '46 I never saw or rode on anything except diddlers, 1-60 in the fleet list, on the loop routes. They had been delivered to Fulwell in 1931 for the Kingston routes, the first batch of trolleys in London, by London United, and stayed there for the rest of their lives except for a few that became trainers after withdrawal.

A photo exists of a diddler at Bexleyheath possibly on training duties for the 696 and 698, maybe a few went to Sutton to train for the 654, but no photo has appeared. It has even been suggested that for a few days after the conversion they operated in service, again no proof. There are prewar photos of experimental 62 and 63 blinded up for the then 2 but always in the depot, certainly after the war I never saw either on the 602 /603, nor for that matter, experimental 61, the ex- London United central entrance.

How about the rest of the system? The 601 ran from Tolworth, Warren Drive to Twickenham and the 604 from Hampton Court to Wimbledon; the 605 which started later than the rest, was a strange route, mostly New Malden to Teddington but often went on to Wimbledon and on summer weekends not to Teddington, but to Hampton Court. The experimentals 61 -63 appeared on 604 as did the war repaired 1565A and 1587A and the four wheels at the front 1671. Also C1s, officially for the 667, often appeared while diddlers appeared on that route.

What state were the diddlers in in the postwar years? The answer is pretty bad, but one must understand that a vehicle of 1931 was not built to last 15 years; the drumming on the roof in the top deck had to be heard to be believed, the woodwork was in poor condition, it was possible for a naughty schoolboy, not me I assure you, to dig it out with minimum effort with a penknife. Another favourite game was for a boy to put his hand down behind the long seat upstairs so that the side blind became 667 instead of 602, to the fury of an inspector outside Kingston Bus Station. But things were to change, one day in 1948 I was in Clarence Street, the shopping centre of Kingston, when I was flabbergasted by what I saw, for pushing through the traffic came a shining monster. It was my first sight of a Q1, 1779, Fulwell's trainer, the first delivery of the batch 1765 - 1841, and it seemed to be enormous beside a diddler. Delivery at first was slow and restricted to the 604 and then the 605. I was waiting to go to school one day when I mounted into the first Q1 I'd seen on the 602. These trolleys were real beauties, fantastic acceleration and were beautifully smooth runners. The last diddlers ran on the 601, a few in a Saturday in 1949 and then no more. The second batch of Q1's, 1842 - 1891 were shared between IH and FW so though the FW ones were

for the 667, both batches were soon mixed up so the second batch soon appeared in Kingston. The arrival of the second batch saw not only the departure of the C1's but also of the experimentals. Rather peculiarly I have no memory of the experimental P.A.Y.E. scheme when, 61 and 378 were converted to operate on the 604 for a few weeks.

The main problem of the trolleybus was that when it lost its connection to the overhead wires, the Q1's could move slowly by battery when off the wires but the diddlers couldn't do that. The turn into or out of Eden Street was often the scene of chaos particularly when the poles not only jumped off the wires but fixed themselves to the opposite wires. In theory the answer was simple, get the pole out from underneath the trolley and do the necessary, but due to Kingston's heavy traffic that was difficult, for cars were jammed right up against the back of the trolley so the getting out of the pole was not possible, often the police had to be fetched to sort that out.

As I moved away from Kingston, disaster came, as the Q1's left for Spain and L's from HT replaced them.

*Not Kingston, but it is a Q1. Perhaps in 2012 it may return to Fulwell for the 50th Anniversary of the end of trolleybuses. Photo Dave Jones*



### SIX NEW MODELS ADDED to JOHN HOWE'S RANGE.

DUNTON GREEN (DG) was originally built for East Surrey, but owned by L.G.O.C. It passed to L.T. in 1933 and then to L.C.B.S. in 1970. The completed model is approximately 22" inches wide. Price £13.00

CASTLE POINT, Previously the Canvey Island depot of Eastern National, it is now a transport museum. The model is approximately 15" inches wide. Price £10.00

HORNCHURCH (RD), originally known as Romford, it has its distinctive patched brick frontage. The model is approx. 23ins wide. Price£13.00.

UPTON PARK (U) one of the largest central garages. It was originally built by the London Road Car Co. In 1907. It was renewed and enlarged in 1931. Approx. 24ins wide. Price£13.00

### UNDERGROUND STATIONS

After the successful Morden station kit, John has released two underground stations. The first one is based on the Design by Charles Holden of ARNOS GROVE tube station on the Piccadilly line. The spacious light and airy booking hall, with its distinctive drum shape, is almost scale proportions. At 15" inches square is quite large, but makes a superb model, with its hard standing for buses. Price £15.00. The second is RAYNERS LANE, which projects from the adjacent shops to mark the presence of the Piccadilly and Metropolitan lines. Price £13.00 prices include p/p.

John Howe, 36 Whitehall road, Grays, Thurrock, Essex, RM17 5NX.

### STL6/1 THE L.B.C.

Delivered between January and May 1935 were a batch of eighty five front entrance buses for the country department. Unlike the earlier Godstone STLs, these had a doorless entrance with an angled bulkhead towards the rear to reduce draughts.

This model is based on the second batch, with a Weymann metal frame body. This version differed in a number of ways from the first batch by Chiswick. The font destination display was changed; it had three bumper bars as opposed to two on the first batch and had rounded corners to the windows. This model



contains some very fine details; interior details include the flywheel cover on the front bulkhead, the grab handles which are moulded on. Other body details include correct triple ribbing on the roof, moulded rear door handle with hinges, garage code holders, and rear emergency window handle. The glazing sheet includes a printed windscreen which is fitted on the outside. The kit needs careful handling during assembly to avoid damaging the fragile scale window frames. This could be why there are no window bars, (I used a limning transfer) I finished my model in the attractive but short lived early country mid green livery. Price £35.00 plus £2.00p/p.

Among the New models planned for next two years from the L.B.C. include a Leyland cub of the C class, circa 1935, and an ST 1929-32, and for Southdown fans, the Leyland tiger TS7 1400, circa 1936. The Harrington bodied Leyland PS1 half cab was released in October, one of which ran in Southdown service, it was also used by Grey Green of Stamford hill. Tony is taking pre orders now. L.B.C. Models, 6, Appleyard, Haworth Close, Halifax, West Yorkshire, HX12NN.

Destination screens and matched number plates are available to finish the model in one of the various liveries it wore during its service. Route 313 Potters Bar, Y1 Romford, 53 Aldgate, and 34 Watford are available from Hunters Tryst. Rosslyn Ave. Harold Wood. Romford. RM3 ORQ.



## ST BLUEBIRD FROM THE M.B.C KIT NO. 52b

A comprehensive history, with pictures, of these vehicles titled “Watford Bluebirds” by Norman Davey can be found in issue no. 48 summer 2005 of the Cobham magazine.

Delivered new in 1932 to the London General Country service, this small group of AEC Regents had the distinctive General square body design and were identical to the larger three axle, 60 seat LT class Renown’s nicknamed bluebirds due to their smart blue interiors.

This model is a first and has not been released before now. The model is featured as it appeared in later service with the narrow beading around the roofline and with the modesty panel on the offside. It also has a split rear lower window, added in the early 1940s. Graham has departed slightly in this design of this first D/D model under his own brand. Unlike other resin produced d/d models, the two body halves have a seamless appearance, and when completed look like a one-piece body.

The upper deck has a pip at the rear which fits into a notch in the staircase screen and is then secured by a small screw through the drivers cab roof. The chassis is secured with a second screw in the same fashion as the single deck kits from the M.B.C. range

I finished one model in the early livery of mid green by carefully removing the modesty panel on the offside together with the centre bar in the lower rear window to depict the model in the attractive duo green it wore until 1939. The early models had two rear bumper bars which were later removed and replaced with beading. Two sets of transfers to complete this model are available, route 405 West Croydon Stn. and route 406 Epsom Town, £2.95 per set. The colour illustration with the kit depicts the prototype in a later simplified livery for the less experienced modeller to paint.

Price £39.50 plus £2.50 p/p. Transfers are post free if ordered with the kit. This popular model was sold out by pre-orders. If there is an interest Graham could run some more, so ring for availability.

M.B.C Cres MOR, Perranuthnoe, Penzance, TR20 9NR 01736 711982

Period posters for both models came from the Fox Transfer range.

### **SHOWBUS 2008**

E.F.E had on show a selection of new tooling for some of the new accessories and bus models the 1/76 scale Otare Olympus plus SLF Dart mk1 and mk11 first shots 1 and 2 door. The RMA Routemaster and Trailer in B.E.A. livery. Three variations of bus stops, request, bus stop and bus and coach. Four pillar boxes Victorian design, standard design, plus one with stamp machine attached and the larger double post box. Underground items were two platform seats one with the distinctive bull's-eye motif plus the escalator which can be trimmed for length.

### **TERRY RUSSELL TRAMS**

This is a useful website for those interested in model trams, with model kits of all the popular London trams plus those that ran in the provincial towns.

Scale drawings, accessories and spare parts all are featured in this web-site [www.terryrusselltrams.co.uk](http://www.terryrusselltrams.co.uk)

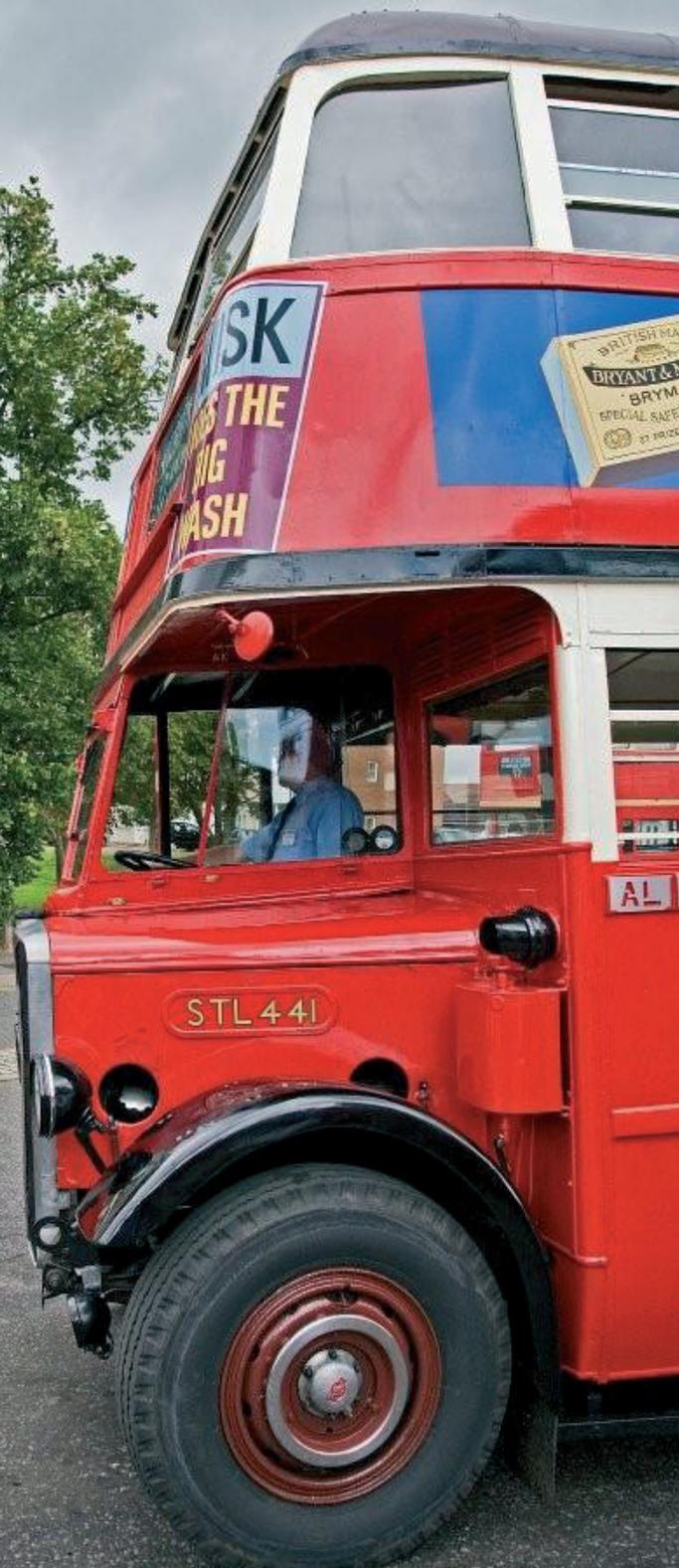
### **LIGHTING UP**

Langley miniature models have expanded their range to include new illuminated signs.

These include a keep left bollard, Police wall lamp, fire station wall lamp, street civic clock, plus working station and street lamps. Shop advertising light boards (taxi, toilet, hairdresser, chemist, and fish and chips.) for more details contact.

Langley models, Three Bridges Road, Crawley, Sussex. RH10 1LE. Tel 01293 516329.

[www.langleymodels.co.uk](http://www.langleymodels.co.uk)





432  
LEATHERHEAD STN

MXX 248

