COBHAM BUS MUSEUM MAGAZINE

The Journal of the London Bus Preservation Trust

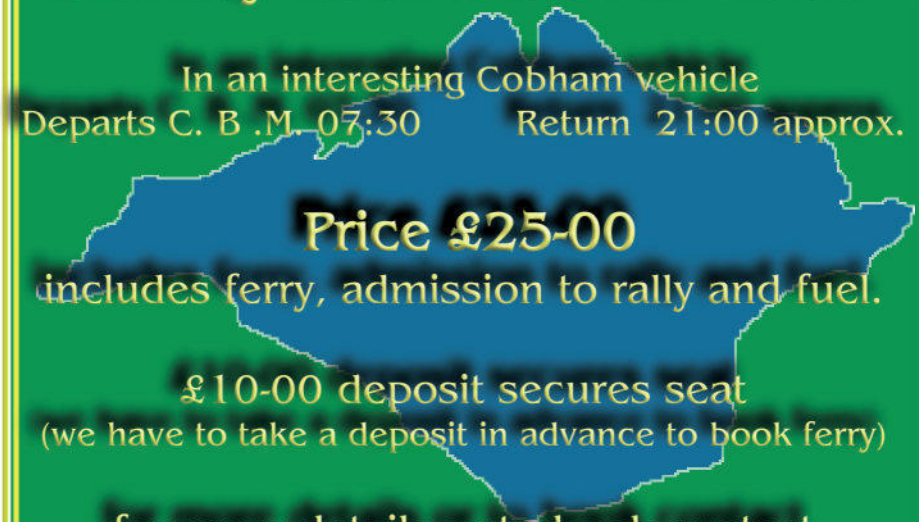
Issue 64 Autumn 2009 £2

RT1

BUS TRIP TO

Isle of Wight Rally & Running Day

Sunday 18th October 2009



In an interesting Cobham vehicle

Departs C. B .M. 07:30 Return 21:00 approx.

Price £25-00

includes ferry, admission to rally and fuel.

£10-00 deposit secures seat

(we have to take a deposit in advance to book ferry)

for more details or to book contact

Alan Heasman

The Mill .Whittets Ait,

Jessamy Road.

Weybridge Surrey.

KT13 8LE Telephone 01932 758

alanheasman@.net.

(Cheques payable to LBPT Ltd)

PLEASE NOTE EARLIER START TIME DUE TO FERRY CHANGES

ANNUAL LUNCH 2010

Here we are again, the annual Sunday lunch for London Bus Preservation Trust Museum members, friends & families.

Date: Sunday 17 January 2010

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 lunch (no drink on arrival included this year)

Selection of cold meats, seafood & salads
Choice from carvery of roast meats, roast potatoes & vegetables
Selection of assorted desserts/cheese & biscuits
Fresh coffee & mints

GET THERE EARLY TO SIT WITH FRIENDS/FAMILY.

Money to be paid by Monday 7 December 2009,
Make cheque payable to: LBPT Ltd.

Contact Debbie Morris to book places, send cheque to:
[redacted] Lawrence Close, Maidenbower, Crawley, West Sussex RH10 7DR
Telephone number: 01293 [redacted]678

Help the funds and bring a prize to donate for the raffle - a good way of giving a home to those duplicate Xmas presents !

THE LONDON BUS PRESERVATION TRUST LIMITED

Hon. President:	Colin Curtis, OBE
Curatorial Adviser:	Gary Wragg

Council of Management

Chairman:	Peter Duplock
Hon. Secretary:	Chris Wheble
Curatorial Trustee:	David Kinnear
Engineering/Maintenance Trustee:	Paul Morris
Finance Trustee:	Bernard Willis
Fundraising Trustee:	Michael Wickham
Human Resources Trustee:	Position vacant
Marketing & Publicity Trustee:	Colin Borg
Premises Trustee:	Tony Lewis
Restoration Projects Trustee:	Roger Stagg

Officers

Away Events Organiser:	Brian Russell
CPC Holder:	Ian Barrett
Events Committee Chairman:	John Shirley
Facilities Hire Manager:	Tony Lewis
Financial Controller:	Norman Davey
Information Officer:	Graham Smith
Magazine Editor:	David Jones
Membership Secretary:	Steve Hook
Publicity Officer:	Kevin Hibbs
Waybill Editor:	Colin Borg
Webmaster:	Nick Abbott

COBHAM BUS MUSEUM LIMITED

Directors

Chairman:	Michael Wickham
Directors:	Stephen Bigg (non-executive), Tony Lewis, Bernard Willis (Finance)

Company Secretary

Chris Wheble

Officers

Acting Shop Manager:	Richard Jones
Northchapel Premises Manager:	Tony Lewis

Contents

7	Editorial	Dave Jones
8	From the Cab	Peter Duplock
10	Membership Update	Steve Hook
11	Restoration Report	Roger Stagg
12	Brooklands Update	Roger Stagg
13	RT 1 Update	Michael Wickham
14	Where is it?	Michael Wickham
15	TD 95 and Q 83 at SE	Chris Stanley
17	Out & About - Staines	
18	Out & About - Slough	
20	Cobham Running Day	
20	Running Day Peters Out	Graham Smith
21	Out & About - Ruislip & Uxbridge	
23	Buses in the Extreme South	Brian A L Jones
26	Out & About - Potters Bar	
28	RT 1 Relaunch	
30	Out & About - Alton	
31	Green Travel Stories	Frank Everett
35	Wartime Memories	Tony Hall
37	Memories of an Old Timer	Roger Stagg
38	Buses at Work	Colin Read
40	Horse Bus in Action	David Kinnear
41	The Answer!	
42	London's Buses in Miniature	Alan Purssey
46	Tax Efficient Giving	

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.

Photographs and articles in this magazine are copyright and can only be reproduced with the written consent of the respective authors or owners.

Editorial — Dave Jones

Echoing Graham Smith's comments on page 19, I could call this issue a "Peter Special" as so many Peters feature in it! Speaking of which, the photo on page 44 of issue 63 attributed to Michael H C Baker was actually taken by Peter Zabek. To make up for this, his work appears in great volume in this edition, simply because he has sent in so much! Apologies and many thanks.

As is often the case at this time of year, we have a round-up of recent Cobham activities during the season, as well as the usual promising updates on museum and vehicle progress. I did have a shortage of written items and have now all but emptied my reserve, so if anyone wishes to contribute some memories, preservation anecdotes or other non-topical items, please send them. Otherwise I'll have to write some myself!!

Not surprisingly, RT 1 features heavily, with the appeal doing well (must remember to sneak the chequebook out of Wifey's handbag) and it has been out and about quite a lot. As the demand for traditional London buses in publicity seems unabated (see the latest BHS ads featuring a Timebus RM) the Trust can take advantage to make a few bob while the sun shines, as evidenced by the work on the latest Nanny McFee film. And why not, as David Coleman used to say!

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

WEDNESDAY 18th FEBRUARY 2010

Front cover: *GS 34 Climbing out of Albury. Hemel running day 16th August Peter Zabek*

Inside front: *Another classic London shot - Peter Zabek*

Inside back: *RTL 139 is captured by Malc McDonald as it passes Westminster Abbey during a hire with RT 1.*

Back cover: *No apologies for this, RT 1 passes the Houses of Parliament after its press launch. Peter Zabek*

From the cab……

It seems only a very short time ago that I was writing this section of the magazine at the start of the rally season and all to quickly the end is in sight and next month (25th October – London on the Fringe) is our closing event of the year. As always the time goes all too quickly and the planning for next year is already well underway.

2010 is the 80th anniversary of the establishment of Green Line and we will be celebrating that landmark in a number of ways. Green Line will be the major theme at Open Day next April and we are hoping to organise a road run in the actual anniversary month – July 2010. There will be special Green Line exhibition theme at the Museum too.

This year has been dominated by the appeal for RT1 and as I write, with just a few months since the appeal was launched; more than half of the target has been received or pledged. I think this is a remarkable achievement.

Inevitably there has been the debate, not only about the pedigree of the vehicle (and this is well documented) but whether we should be doing this at all or should we not have raised the money for something else. It is right of course to pose the question. I take the view that we will only have the one chance to acquire this historic vehicle and it would be an enormous pity if this bus was to leave the UK (again) and be unlikely to return for a generation or more. If ever.

The more important aspect is that RT1 is iconic and has media appeal. It is much harder to show a chassis or a dilapidated hulk (as valuable as they are to us) and galvanise the same enthusiasm as has been generated by RT1. Wherever the bus has appeared it has generated admiration and has been a talking point. So I'm firmly behind our appeal to secure RT1 for Cobham. It will be a splendid bus to display alongside the Cobham STLs. We have been very fortunate to secure the support of the Ian Allen Group with the RT1 appeal and the great press coverage in their magazines has helped greatly. Our thanks are due to David Allen and his team.

The hidden benefit of the RT1 appeal is that it has demonstrated that we have the ability to take on a vast fund raising project. In doing this we have learned a great deal and made many new contacts and friends along the way. This will help us in future fund raising activities. Michael Wickham and his team have done a fantastic job with very limited resources and I hope on behalf of all Cobham members that they succeed with the appeal.

Whether it is due to the RT1 appeal or just increased support for Cobham generally, the membership of the Trust is the highest it has ever been. We are rapidly approaching a membership of 800. With this in mind I would like to extend a warm welcome to all new members and I hope to meet as many of you as possible in the coming months. As always, help is constantly needed and if you think that you would like to become more involved as a volunteer, please get in touch with me.

As I said last year, we have tried to move the AGM away from the holiday and event season. The AGM is in November this year and although we did try to secure a date in October, we could not have done so without incurring fees for room hire etc. We would rather spend our resources on exhibits and therefore we have taken the opportunity to have the AGM at Brooklands again on 28th November. Please try to come along and help shape Cobham in the future.

Peter Duplock Chairman of LBPT

It's Back

The Guy Fawkes Extravaganza

By popular demand we shall be holding a BBQ and Firework Display at the Museum on Sunday November 1st. All Members, their families and friends are welcome.

From 2.30 there will be local rides on some of the lesser used vehicles with the BBQ starting at 4.30. This will be a premium range event with 6 oz Steakburgers and sausages supplied by a genuine local butcher. Expect all the trimmings and also a vegetarian option (order in advance).

The fireworks are scheduled to commence at 5.45 to ensure that all can be on their way home by 6.45 latest.

Tickets in advance please, see the flyer inserted with this magazine. Only a very limited number of tickets will be available on the day, this is essential to arrange the catering and allow us to budget for the fireworks.

Tea, coffee and soft drinks available free from 3.30.

This is not a fund raising event and has been costed on a break even basis, any surplus will go to Museum funds, and shortfalls will come from the organiser's pocket!!

Please apply for tickets using the form with cheques payable to LBPT Ltd. Kindly note that the Museum will be closed to non ticket holders at 2pm on that day.

Membership Report — Steve Hook

I think it might be worthwhile to re-cap on the subscription renewal procedure, as I seem to get quite a number of queries relating to it.
Over-the year, the renewal date for each member will be at one of the following dates, depending on the joining date. Between the two renewal dates before and after the joining date, the nearest date will become the renewal date.

1st January 1st July
1st April 1st October

When the yellow renewal invitation is received, it is helpful if renewal payment is made promptly, so that the membership card can be sent out with the next magazine. A late payment can mean that the card might not reach the member for some months.
Don't forget, if you want your card right away, please enclose a SAE with your payment.
Welcome to the following new members:

1458F	Ian Clement	Crayford		
1459	Peter Beesley	Maidenhead		
1460	Gedre Goodwin	Epsom		
1461	Nicholas Woolven	Earls Court		
1462	Graham Burnell	Surbiton		
1463	John McCall	Worthing		
1464	Julian Sanchez	London SE16		
1465	Graham Burgess	Berrylands		
1466	Kenneth Allen	Walton-on-Thames		
1467	James Pullen	Westminster MD, USA		RLH62
1468	S Hicks	Reading		
1469	David Tooth	Sevenoaks		
1470	Philip Baile	Uxbridge	RJ	
1471	Stuart Poole	Edinburgh	MW	
1472	Gordon Penfold	Weybridge		
1473	P McOwan	Sudbury		RT3241
1474	Martyn Bailey	Taunton, N Devon		
1475	Richard Gilbert	Heathfield, E Sussex		
1476	Mark Lyons	Ashford		
1477	Denis Malsher	Maidstone		
1478	Peter Davies	Farnham		GS84

RJ -. Richard Jones MW: Michael Wickham

Restoration Report September 2009 — Roger Stagg

Invariably the summer months mean fewer volunteers working at the Museum. Holidays reduce the Wednesday crews and attendance at outside events takes many away on Sundays.

This seems a good time to wish Nick and Tracey Abbott the very best and express congratulations on their addition to the family. Nick has found that the duties of fatherhood exceed even that of wedlock and these have taken him away from RT2775 for some weeks. Nevertheless the interior work is continuing and the finishing works are now moving into the upper deck.

A number of members working under Andy Baxter's guidance have completed work on the engine and now freshly painted it is ready for refitting. The brake overhaul is complete and tyres are to be fitted to the refinished wheels during September.

Those who have not seen UMP227 of late will be amazed at the progress. With part of the ceiling replaced and all of it repainted down to luggage rack level it really looks a treat. What can be seen on the surface however does not live up to the phenomenal degree of work in cleaning, de-rusting and polishing that has taken place to get this far. New Rexine has started to be fixed to panels and it is all coming together very nicely. The work is a genuine credit to Project Managers Gerry Job and Chris Wheble.

Ian Barrett has removed the front nearside structure damaged in service and poorly repaired. A remade corner pillar and complete step assembly will have been fitted by the time you are reading this, upsetting those who imagined it transformed to a TF style half cab but without an entrance door.
Meanwhile another crew have commenced some work to up upgrade ST922 by rebuilding the rotted rear canopy and replacing the lower deck window broken by a stone thrown up from the road.

Thanks go out to all those members who turn up to work on our vehicles in order that all the Membership can benefit from them.

DON'T FORGET THE AGM!

Brooklands Update — Roger Stagg

The expression of pain is frequently compared to pulling teeth and the past quarter has frequently seemed like that to us on the sub-committee. There is no doubt that the will to move this forward is there on both sides but getting everybody involved around the table at one time and then negotiating for each party to get to what is mutually acceptable has been far from easy.

There have been times when both Brooklands and ourselves have felt that we have taken five steps forward on Monday only to go back five steps on Friday. However with the considerable assistance of Peter Duplock, Michael Wickham and Bernard Willis we do now seem to have reached the all essential agreements that guarantee our independent future, provided that the worldwide situation and continuing membership permit survival. At least survival would be more secure at Brooklands than it would be at Redhill Rd where our Charitable status and all that goes with it are at severe risk as we cannot meet the new MLA requirements there.

The good news is that we are now taking forward steps without the backwards ones. David Kinnear has been liaising closely with Gary Wragg and a plan for Museum layout is now emerging and the plans are quite exciting. Our longer term plans include a separate building essentially for stores, heavy maintenance and large scale restoration although day to day work and smaller scale restoration will take place under the public eye at Brooklands.

Our Developer is now in close contact with Elmbridge and a public display of the proposals for both sites will take place shortly followed by a formal planning application. There are a lot of crossed fingers that the elected Councillors will follow the recommendations of support which it is believed the Council Officers will be giving.

THE LONDON BUS PRESERVATION TRUST LIMITED
Registered Charity No. 1053383 Registered Company No. 1061762
COBHAM BUS MUSEUM LIMITED
Registered Company No. 05903873
The Registered Office of both companies is: Room 6, Tudor Business Centre, Kingswood Station, Waterhouse Lane., Kingswood, Surrey KT20 6EN
MUSEUM ADDRESS: COBHAM BUS MUSEUM, REDHILL ROAD, COBHAM, SURREY KT11 1EF Tel: 01932 868665
WEBSITE: http://www/lbpt.org
CONTACTING TRUSTEES, DIRECTORS & OFFICERS
If you wish to write to any of the above persons, please do so c/o **the Museum**, *not* at the registered office. The Museum telephone will be answered on Wednesdays and at week-ends, at other times a message may be left.

RT1 - is it coming to Cobham? Michael Wickham

Are you one of the 125 Cobham Members who have supported the Appeal so far? If so, heartfelt thanks to you; at the time of writing (late August), and allowing for firm pledges and Gift Aid, the Appeal has reached the magnificent total of £90,000. And this in just the first 5 months. We are also being well supported by the readers of *Buses* and other magazines in the Ian Allan stable (and our grateful thanks to our good friends at Ian Allan) but, as I wrote in the last Magazine, it's you, the Cobham Members who can really make the difference between success and failure because you are the committed London bus enthusiasts, with the knowledge of, and passion for, London's passenger transport heritage and who really appreciate where RT1 fits into that.

Now, having read that, are you one of the 650 Cobham Members who have NOT yet contributed to the RT1 Appeal? OK, some of you will be short of the readies, and that is very understandable in these difficult times. And some of you may not be as keen on the bus as the rest of us. But that must leave a great many of you who share the view that this milestone in the evolution of the London bus must not be allowed to disappear again. Having got to £90,000, surely we can't allow the Appeal to fail now, for the want of another £60,000? So, come on - help us to keep the momentum going during the autumn and winter months and to reach that magic figure by the Spring.

The donation form was in the last Magazine; if you've already contributed, I will have sent you another one (yes, I ask a lot, don't I?). If you need another form, you can either download one from our web-site - click on the link from www.lbpt.org/rt1appeal.html - or, if you're not on the internet, call me on 01883 723313 and I'll send you one.

Finally, to spur you on, and perhaps bring a tear to your eye, here's a picture of RT1, almost lost in Aldenham Works on a final visit after that "cathedral" had closed in the 1980s. ***Don't let this historic bus get lost again!***

Can you guess the location of this typical London suburban street, seemingly during the 2nd World War? There is a connection with a famous London bus. *(Answer on page 33).*

Don't forget the AGM

Saturday 28 November at 2pm

The Chequered Flag Room, Brooklands Museum,
Brooklands Road, Weybridge KT13 0QN

The AGM will be followed by a guided tour of the site for the proposed new building (if still light enough) plus a short local trip in a couple of Cobham's lesser-used vehicles, eg Q83, T31 and TD95. Tickets for the bus rides will be made available when registering at the AGM reception desk.

Chris Stanley has been rooting (or should that be routeing?) in his archive and found the following photos of TD 95 and Q 83 when stored at Stonebridge (SE) and captured on film on 14th March 1970. I wonder what happened to the tower?

All fourPhotographs (c) Peter Esposito / Chris Stanley.

Sadly, unlike the buses, Stonebridge is barely recognisable, having closed in 1981. Now used as a community centre, it was built in 1906 to house trams, converted for trolleybuses in 1936 and then motor buses in 1962 It was often used as a store for withdrawn buses and my first (RF 503) was collected from there. Dave Jones.

Out and About - Staines 4th June

TD 95, D142 and RF 395 took part in a publicity event at Staines, attracting many admiring looks as well as publicity in local papers such as the Staines News and Surrey Herald. The former's web gallery shows Kevin Hibbs attracting publicity, but curiously links a photo of the front of RF 395 with the back of a bus! www.stainesnews.co.uk/staines-ashford-videos-pics/staines-ashford-picture-galleries/2009/06/04/golden-oldie-buses-in-staines-54472-23791050/

Photos, Peter Zabek

Out and About - Slough 10th May

The annual Slough event continues to be popular, even if the us station does not improve with age! STL 441 heads for Beaconsfield, while in Windsor, it passes RT 3254. *Both Peter Zabek*

Out and About - Slough 10th May

There are, of course, places other than Slough to visit, such as Pinewood, where STL 441 is seen, above, and Windsor, where 441 was caught having a breather. *Both, John Stiles*

Cobham Running Day 31st May

The Trust's late May running day involved a number of trips to Bockett's Farm, near Leatherhead. This event, and others during the year, were the subject for debate in members' Waybill No 5. What else can we do to increase footfall and income? Suggestions always welcome.

Running Day Peters Out

Graham Smith

Sunday 21st June 2009 saw the 2nd Vintage Bus Running Day at Uxbridge, Ruislip & Northwood. It was a very enjoyable day, recreating a variety of Central & Country area routes plus some Green Line ones for good measure, all of which used to ply their trade out west.

As ever, the organiser and CBM member PETER Cartwright was ably assisted by PETER Gomm as 'Fat Controller' (the programme's description not mine!).

Cobham supplied RF395 & RTL139, driven respectively by PETER Goodfellow & PETER Rodger. On board RF395 was its previous owner, PETER Wall.

Another two of Cobham's members – PETER Brown & PETER Larkham – were crewing Cravens RT1431, generously supplied by Ensignbus.

So, if you can't beat 'em, join 'em – RTL139's conductor, Kevin Hibbs, and myself conducting RF398 are seriously considering changing our first names…. .

Out and About - Ruislip & Uxbrdige 21st June

You can imagine the conversation, "Fancy a swim when we get there?" . Conductor Kevin Hibbs and Driver Peter Rodger plan tactics at Ruislip. The RF has beaten them to it and Peter Goodfellow and Graham Smith are already at the Lido, just waiting for the photographer to go before diving in!

RML 2676 has almost finished for the day and is seen heading back to Uxbridge. Phots, Graham Smith

Out and About - Ruislip & Uxbrdige 21st June

Old and new contrast greatly as Travel London's Enviro 200 8507 sets out past RF 395 for exotic Heathrow. Try getting a double buggy on the RF!

RT 1431 pauses with RF 395 at Uxbridge. *Both Graham Smith*

Buses of the Extreme South

by Brian A L Jones

Ushuaia (oosh-wya) is the World's most southern city. Alongside the end of the Andes mountain range, the capital of Argentina's Tierra del Fuego province has a population of nearly 60,000.

Currently it is being developed as a skiing centre with several high-class hotels located on the mountainsides that rise behind the city. The harbour has a major Argentine naval base and is the launching point for cruises to Antarctica via the Beagle Channel.

A city tour is operated, starting from the main street opposite a tourist information office, using the ex-London Transport Routemaster pictured below. Notable modifications from standard are the hefty front bumper, the exhaust pipe extended to roof level and inset platform doors.

The RM's Argentinean registration is ALF280. I failed to find any evidence of its original London registration or fleet number. Any offers? (*Yes, see end of item, Ed*)

Stanley, the capital of the Falklands Islands, must be one of the World's major four wheel drive centres, with about 99% of all vehicles on the streets consisting of Land Rovers or their Japanese (grey import) counterparts. The first car to land there was one of the famous Citroen Kegresse half-tracks.

Shortly afterwards, the first lorry imported into Stanley in 1924 (albeit rear wheel drive) was adopted to carry passengers as shown in the photograph below. For a 6d (2.5p) fare, the short journey in the Ford alongside the harbour frontage to the First World War Memorial and return was a weekend novelty. The lorry has long been a memory but the cottages behind, built in the English style to celebrate Queen Victoria's Silver Jubilee in 1887, are one of the first sights to greet today's traveller on landing at the town's jetty.

Nowadays, when larger passenger ships are in port, Penguin Travel's Routemaster, RML 2593, now registered F124G, is placed in service to offer rides to the town's Museum, passing other popular tourist sites en route. While the Upland Goose Hotel, made famous during the 1982 War, still features on the route details painted on the side of the bus, that establishment has been replaced by apartments. The Routemaster was imported around four years ago and the owners advised that is still powered by the same Iveco engine used during its final service out of Putney Garage, when operated by London General.

A more exotic island resident is the "coach tea room" located near a nature reserve at Gypsy Cove, about four miles from Stanley. This Wadham Stringer bodied Renault, now registered F354D, has the appearance of previous local authority employment, with double doors at the rear to give ramp access. Whilst the sign on the side stated "open", there was nobody on site to allow its ancestry to be questioned. Within a few metres in each direction, incidentally, there were barriers to prevent access to areas where mines planted during the 1982 War have yet to cleared.

The colour photographs were taken by the writer in Ushuaia in February and Stanley in March 2009.

(*The Ushuaia City Tour website www.citytourushuaia.com.ar/en/product.html Indicates that the RM is RM 317, which also worked in Strathtey. The site features a history of the Routemaster and London Buses, including photos of RT 1 and RML 3. Ed)*

While in the far north .... *Taken on a wet day in June this year and looking as though it was fresh out of Aldenham, RT2129 is seen in Charlottetown, Prince Edward Island, Canada working a tourist service for Abegweit Tours. This company keeps its ex-LT fleet in superb, authentic condition even down to original registration numbers and legal lettering. Only the extra lights suggest that the vehicle is not still operating in London. Picture taken by Ulrika Lawrence and supplied by Kevin McCormack.*

Out and About - Potters Bar 5th July

TD 95 and T792 show their differences, or not, in another scene with very little sign of modern garage H&S mania. *Peter Zabek*

Out and About - Potters Bar 5th July

TD 95, RT 624 and STL 441 in a timeless scene at Potters Bar garage's open day in a shot that shows the complicated roof mentioned in Alan Purssey's model review.
TD 95 again with STL 441 with barely a modern object in sight. Both Peter Zabek

RT1 Relaunched - 14th July

RT 1 was relaunched at Aldwych 70 years after the first press event. It then took assorted members of the enthusiast and general press on a short tour, during which, no doubt, a hat was passed round to swell the appeal funds.

London icons abound as RM 2089 passes its ancestor near St Paul's.
All photos Peter Zabek

RT1 Relaunched - 14th July

1939 or 2009? RT 1 passes the north side of Piccadilly Circus, where only the lack of hats and white paint give the date away.

A view that probably inspired many young would-be bus enthusiasts.

Both Peter Zabek

Out and About - Alton - 17th July

G 351 and RT 1798 pass on on the outskirts of Alton on the run to Medstead, and STL 441 leaves Anstey Park for Medstead, passing Thames Valley's 1955 Bristol KSW6B/ECW L55R 748 *Both Peter Zabek*

Green Travel - Three Short Tales F.H.A. Everett

Green–Line journey-'TF'

My Saturday shopping trips to St. Albans were usually made by means of rounded cab red STs or perhaps a red STL, allocated to route 84, but sometime during the winter of early 1952, myself and two or three fellow bus spotters decided to take route 29 to the hamlet of Sth. Mimms (Shown thus on destination blinds, but sometimes spelt Mymmes elsewhere). By this time RTs & RTLs had been introduced, but I do remember riding on- top the earlier open–staircase LTs and having to face an icy blast when emerging from a crowded and relatively warm upper deck during wintertime!

However, standing outside the White Hart public house at South Mimms is not the ideal place to spot buses in the depths of winter, so it was decided to carry on to St. Albans... I was expecting this extension to be made by the usual 84 bus, or perhaps a country bus on route 313, but to my surprise a TF coach on route 727 (Luton bound) swiftly appeared and we promptly 'flagged it down'. The conductor had some difficulty opening the sliding door and we piled aboard. I found an empty seat about halfway down the inside and suddenly found myself sinking into the unbelievable luxury and warmth of a TF. I was equally impressed by the smooth power of the Leyland 8.6 litre engine and charmed by the large crystalline clock fixed to the front bulkhead; with the generally attractive two-tone green interior and for the first time (for me) luggage racks!

Of course, I was loath to alight outside St Albans garage, but this was as far as my pocket money would allow… Nevertheless, I had been given an appetite for Green-Line travel. Sadly, it was my first and last chance to ride one of those beautiful TF beasts in a 'real life' situation.

GS Rides

I read recently of a request by someone in the bus fraternity for actual in-service 'GS' experience. I'm not a Guy Special expert as I've never worked for London Transport so I can only offer my recollections of two such journeys in a 'GS' :-

Living on the Nth. London/Sth. Herts. border I had easy access to Cowings stationers'shop in Barnet, High St., and for the princely sum of sixpence (2.5 new pence) could purchase a 'local road & rail timetable'. This was a marvelous little book giving the times of *all* bus & coach routes passing through Barnet. Armed with this it was possible to maximise my days out with a "5/- Rover Day Ticket, for travel on Country Buses".

During one of my summer holidays (circa 1959) and in order to save time, I took the Green-Line (716) one Tuesday, from the Odeon cinema, New Barnet to Hitchin rather than the slower 303/303A route. Interestingly, as I boarded, the RF driver was relating his driving experiences to his conductor… I overheard him saying that at one time he was running late and used the centre of the road for most of the way home! (I don't think that happens now).

On reaching the St Mary's Square, terminus in front of the beautiful church a couple of Guy Specials were in evidence. One was already full and heading south on a short working of the 329/A?) route to Nup End; the other set for the 383 to Weston. True to their use on 'sparsely populated routes' I was one of a very few passengers for the trip to Weston and suddenly with a typical Perkins roar the little Guy leapt out of the square. Thankfully we settled down to a more normal pace through Hitchin town, and after a glimpse of London's 1st satellite town(Letchworth), we were soon passing between high and ripened yellow corn fields; heading in a north easterly direction past remote L.T. bus stops. We rapidly crossed road junctions in the middle of nowhere and eventually stopped near the centre of Weston village where we gathered a few more passengers, mostly ladies, all chatting loudly in a their north Hertfordshire accent.

Then, for no apparent reason, the bus stopped after a few hundred yards (there being no bus stop) outside a group of cottages; the driver craning his neck and asking the passengers: "Is Mrs. X coming with us today?" Once one of the seated ladies replied in the negative, the driver released the handbrake and without further fuss we were propelled forwards again in an abrupt (GS) fashion.

No questions were asked when I stayed glued to my seat, firmly clutching my Day Rover deciding to return to Hitchin, the driver more interested in his regular clients than one lone day-tripper.

My only other journey by GS, also sometime in the late 'fifties, was a rather short one between Rickmansworth and Chorleywood, Heronsgate and a place which relishes in the name of 'The Swillet' (I often wonder if this hamlet had any connections with Pig farming?). I used my famous Green Rover Day Ticket to reach Watford by my tried & tested 306 route and thence to Rickmansworth Stn. by RT (route 321). It was a risky business not knowing the times of buses on Rte. 309 (no internet in those days), but I was determined to try this 'rural run'. Fortunately, I did not need to wait too long outside the station and a bus showed–up not a 15T13 as I'd expected but a GS!

I found the back seats were empty, there being only one other passenger ensconced near the front; it was a typical grey day after a recent heavy rainfall. We had a boring run westwards along the main Maple Cross road but finally turned right onto a narrow lane which was sunken between earthen banks topped with high hedges. This led to a more conventional but partly-flooded 'switchback' road. The small GS romped through all this mud and water, and I felt the rear springs bottom at one point.

The large clean houses around The Swillet were in sharp contrast and even more spectacular than the ride – I guessed we were in real stockbroker country. Journey's end was Chorleywood and this meant a change of bus onto one of Amersham's sedate RLHs and Watford once again.

Rural Ramble-15T13

It was summer 1959 and deciding not to spend all of my 2 week holiday in London's suburbia; I arose purposefully one Thursday and boarded a Craven's bodied RT on route 306 in New Barnet Stn. promptly buying a 5 shilling 'Rover Day Ticket. ("Issued after 9: 30 a.m. on weekdays, all day on Sundays and Bank Holidays"). This day ticket enabled me to reach Watford without much ado, and from there I took an Aylesbury bound RT to Tring. After surveying the buses parked in front of Tring L.T. garage and consulting a nearby timetable, learnt that a bus on route 352 was scheduled to depart within minutes.

I had already noticed an endearing 15T13 sitting in the forecourt with the blinds already set for '352 Dunstable'. I had for many years a desire to ride this rather mysterious route, but had no real idea what type of single-decker was used.

Soon, however, T796's crew arrived and as it turned out I was the only passenger aboard, sharing the spacious saloon with the conductor. Feeling rather awkward at first, and not wanting any embarrassing questions as to what business I had in this part of the world, or indeed why I had chosen such a round-a-bout rural route, was well pleased when the conductor only glanced at my green Rover ticket.

The bus swung onto the A41 main road and after only a brief encounter with

Tring town, we branched left onto a narrowish country road. We romped merrily along and should we enter a village or hamlet of any size, the bus would only tend to slow down, and at the sight of a slight (uphill) gradient the driver would gun the big 9.6 litre AEC to gain momentum, and we would again go whizzing thro' a tunnel of trees. (I got the impression the crew were bored and wanted to reach their destination a.s.a.p). The post-war 15T13 seemed a very capable vehicle for this type of work, and slowed only on reaching the Whipsnade/Dunstable conurbation. I was truly sorry having to quit the bus in Dunstable Market Sq. and not able to continue further after such a thrilling ride, but I was homeward bound…

From page 13

That war-time suburban street is actually the main runway in 1986 at Wisley Airfield. The houses are shells and the "gasometer" is a one-dimensional cut-out cleverly painted to appear two-dimensional. The cars and the street furniture are genuine but the film company's lorry is a bit of a give-away. And here is RT1 in that "street" during the shooting of the film "Hope and Glory". It is actually standing behind the mocked-up houses. Unfortunately, the film-shots of the bus ended up on the cutting-room floor..... (Both pictures: Michael Dryhurst)

Some Wartime Journeys

Tony Hall

I can date my interest in buses to the age of four when I developed such a liking for yellow trolleybuses that I would throw a tantrum if my mother tried to force me onto a red one. The yellow buses were, of course, these from Bournemouth on loan to Ilford Garage from 1942-1943.

In those wartime years travel was rather limited, and in my family's case was restricted to shopping trips to Ilford and visits to grandparents in Leytonstone and Woodford. There were no routes close to our house about halfway up Tomswood Hill in Barkingside, but three were within ten to fifteen minutes walk. These were all terminal points, which was useful as even in those austere days there was usually a bus waiting and one could get a seat, although I would have to give mine up to an adult when the bus filled up after a few stops.

Trips to Ilford usually used the aforementioned trolleybuses which started from the roundabout at Fulwell Cross, which I re-visited many years later when it was the terminus of the route 62 operating the last RTs. The yellow buses gradually disappeared to be replaced by red ones which, as these were originally intended for South Africa, had unusual blue-tinted windows. The alternative route to Ilford used the 25A which started from the Maypole on the outskirts of Barkingside, a point that became quicker to reach once a short-cut had been created by the Luftwaffe. The route was operated by Seven Kings Garage using STs, although LTs also appeared, and my memory of seeing a blue bus in Barkingside High Street could well be correct as Seven Kings had some Newcastle Corporation AECs on loan for a short period. The buses terminating at the Maypole were theoretically on short workings, but those continuing to Chigwell Row and Lamboume End, through a then relatively undeveloped area, were few and far between.
The 25A was also the starting point for trips to Leytonstone, with a change at Gants Hill for the 66 or 148 to the Green Man terminus. Judging from my ticket collection, which I retain, the latter was the more frequent. This was operated by LTs, usually 'Bluebirds' from Seven Kings. The 66 used STLs from Forest Gate and Hornchurch, but one evening a strange vehicle was waiting at the Green Man. It lacked the familiar triangle on the radiator and had unusual brown 'leather' seats. Hornchurch had received a batch of Guys.

Our journeys were usually completed by trolleybus down Leytonstone High Road. However, with luck a 96 would come along and we would get a ride on one of Putney Bridge's 2RT2s. On one occasion I persuaded my parents to change at Redbridge so that I could get a longer ride on one of these interesting vehicles, but the 96 was fairly infrequent and the exercise was not repeated.

Visits to Woodford usually meant a trip on the 10 from Woodford Bridge. This was reached via a path through the woods along the perimeter fence of the Claybury Mental Hospital. I was gullible enough to believe the schoolboy stories about escaped inmates, so it was a great relief to emerge from the wood and travel downhill to see what was at the terminus. This was also theoretically the turning point for short workings, but buses continuing to Abridge were rare. There would often be two or even three buses waiting and one could compare Leyton's ancient upright LTs with Victoria's streamlined STLs. With luck the LT would be one of my all-time favourites; the open staircase version. Another strange vehicle lacking the familiar triangle, and with a radiator having writing on both top and bottom, would very occasionally be present. These were Victoria's wartime STDs. Driving one of these across London must have been a far from popular feat of endurance. A peculiarity of the 10 was the Sunday change of the London terminus to Elephant and Castle and, as I learnt years later, the LTs came from Old Kent Road. My requests for a long ride to see the elephant were ignored. The route 10 was the first to receive the post-ware RTs which arrived before we moved from the area in 1947, but it must have been a gradual replacement as I cannot remember seeing one.

So, in spite of the restricted travelling, I had managed to sample most of London Transport's double-deck classes, although the true variety within the classes did not become apparent until the publication of John Gillham's 'London Double Deck Buses'. The B class was completely unknown, and the Ds had to wait until 1946 when my father treated me and a cousin visiting from Leigh-on-Sea to a ride from Ilford to Aldgate on the newly re-introduced Green Line. I was quite impressed as we bounced over the setts of the Mile End Road. Not so my cousin who claimed these buses were only the same as those operated by Benfleet and District, as I was soon to confirm when we moved to Westcliff-on-Sea where AECs shared the road with Bristols and Daimlers.

Memories of an Old Timer

Roger Stagg

It's a hot summer's day and I'm standing on cobbles wishing the soles of my shoes were a little thicker. To one side a Charabanc is loading up its passengers for a trip to who knows where. The road is narrow at this point and a singing in the overhead announces the imminent arrival of a tram, which appears in a blur of red and white. A number 12. There is insufficient room for a tram to pass a Charabanc and the driver is furiously stamping on his bell in the vain hope of the Charabanc moving swiftly away. Fortunately the driver has left his engine running and as the Charabanc moves off with a crunch of gears, a cloud of smoke, and some cheers from the passengers, the number 12 edges its way past as the road widens and whines into the distance with a noise that only trams can make.

On the opposite side of the road a man with broom, shovel and a bin on wheels clears up what a horse left behind. There are still a lot of horse drawn vehicles, "watch your step close" has as much meaning here for watching where you land your feet as stepping out behind the back of a tram or bus. The 133 bus comes up from the left, followed at close quarters by another tramcar which flashes past the bus stop and then stops at the tram stop 50 yards further on blocking the path of the bus as people stretch across the road getting on and off. There will be lots more room for buses and cars if they get rid of these trams.

The police are speaking with the drivers of two somewhat handsome tourers, the polished brass radiator of the first is emitting a rather large cloud of steam whilst the second, that I could swear was trying to race the first, has two passengers precariously balanced in the dicky seat. No seat belts. Whatever they were talking about is exchanged without the apparent issue of some piece of paper. The driver of the first car is now furiously winding the handle to get it started with little success as at this time we are all aware of air locks in petrol systems on hot days with overheated engines.

Where was I and when? Answer on page 41.

RMC 1461 in the normally traffic-free surroundings of Whitely Village, off Seven Hills Road, awaiting its next Park & Ride journey during the village open day on 18th July.

ST 922 with Roger Warren in film star mode and a friendly clippie at Aldershot during filming for Nanny McFee and the Big Bang, which the other two STLs have also been involved with. *Both photos Colin Read*

Ian Aisles spotted RM 357 on standby in Westminster while on hire to ITV London Tonight to promote the launch of the new Routemaster on 19 December 2008 . The bus belongs to Medway based Routemaster Travel South.

FANCY A TRIP TO CANVEY?

A number of members have expressed interest in going to the Castle Point (Canvey Island) open day on Sunday 11th October.

£10 per person transport only.

E.T.D. 8am. return approx 6pm.

Please contact Alan Heasman
The Mill .Whittets Ait,
Jessamy Road.
Weybridge Surrey.
KT13 8LE Telephone 01932 [redacted]758
alanheasman@[redacted].net.
(Cheques payable to LBPT Ltd)

Cobham's Four-Light Andrews Star Horse Bus runs in service at Beamish, near Newcastle during *The Great North Steam Fair*, 3rd-6th September 2009. Curatorial Trustee David Kinnear was invited to attend the opening run of the event and took the opportunity to study what will be required to operate our other two horse buses at Cobham with help and advice from the Horse Vehicle team at Beamish. It is planned to organise a group visit to Beamish for Cobham members next year. Meanwhile, horse "Prince", 9 years old and 16 hands high, a short-legged shire of the correct type, looks at the camera. "Lion", his team-mate, is an Irish dray cob of just over 14 hands and is 16 years old. We just thought we heard him say "I'm too old for this game!"

These two huge horses are quite capable of pulling the horse bus up the steep slope of Beamish's Pockerly Bank. The clever springing design of the Andrews Star Horse Bus gives an unexpectedly comfortable ride, much commented on by the passengers and crew. Top-deck passengers are treated to an exhilarating experience!

With our thanks to Paul Jarman and Chris Thompson of Beamish.

Answer: Central Prague Czech Republic June 2006

Prague continues to have a frequent and efficient tram service, although most of the models now in use are less than 20 years old. There is a driving and trailer car from the turn of the 20th Century in Wencelas Square and one still operating, although I was unable to find it. Horse drawn carriages are found in the Old Town and numerous cars and Charabancs of the 1920's and 30's operate sightseeing trips for around £8. Many of the vehicles are Praga make but there are also early Skodas, a Tatra and something called an Otto. Most are open tourers, and all are in superb condition. If you want to ride in a newer vehicle there are also a number of convertible Skoda Skips travelling around. There was certainly an air of surprise when the first vehicle was seen but when this increased to 2, 3 and 4 I authoritively committed myself to the "boss" that they weren't genuine just repros for the tourist trade based on the Czech equivalent of a Ford Transit. She was unconvinced. Meeting up with the Charabanc awaiting itf passengers, I elected to prove my superior knowledge and engaged the driver (who fortunately spoke passable English) as to the manufacture and salient details.

Following his explanations and demonstration in, around and under I was forced to sheepishly eat my words and admire this 1926 Praga. Fitted with only a 1.8 litre petrol engine, it seats 12 with a maximum speed of 30 kph but increasing to 45 kph on flat touring roads with the use of a transfer box. I was assured that all of the vehicles operating, around 30 in total, are restorations of original cars of the 20's and 30's. It was explained that pre-war Czech had had a limited number of cars and open tourers were favoured by those who could afford one. The Second World War and the advent of Communism ensured virtually no new cars within the home market and with the lack of petrol come the end of Communist rule, these cars had survived, many of them simply stored away since the start of World War 2. The Praga is the most common although there is a number of larger pre-war Skodas. The Tatra was believed to be the only remaining example of that model that exists. A response to the query as to where and how much to be able to buy one of these cars was not forthcoming, but it was explained that they have been officially declared as antiques and that a licence is required to remove any antique outside the Czech Republic border.

London's Buses in Miniature — Alan Purssey

I apologise for missing the last magazine, the article got lost in the ether.

LES WRANGLE MODEL TRANSFERS AND PHOTOS

Les is a keen model collector with an interest in all things London Transport. Les collects die cast models with a view to altering them before displaying them in diorama settings. He found it difficult to acquire transfers that he required and so set about producing his own; this was noted by other members of the M.B.F. and as a result has grown into a thriving business. Predominantly for London and Kent areas, his range encompasses items useful to other modellers.

Enamel signs printed on photo paper, for added realism, plus garage timetables often found on interior walls. These are a useful addition to John Howe's garage kits. Other items are white lettering for service vehicles, advertising posters for fronts and sides of buses, fleetline style as well as conventional types. His range includes self adhesive signs for shops fronts. Les has his own web-site which is continually updated when new products come on stream. www.leswrangle.co.uk or contact him for details at Fulmar lane, Wellingborough, Northants, NN8 4BD, tel 07966 690.

TrystCo

New transfers are available for L.B.C KITS:

WIL3D (Devon General)

WILL3B (Brighton)

LEY27L (M&D Eastern National, and City)

PFN1 and PFN0 East Kent including route branding ads, for open top route 69.

BRH3 Maidstone Corp, including vehicles hired to LT. Plus the Southdown 1400 when the kits become available. Contact John Booth.

STAINES GARAGE (ST)

Opened in 1936 this makes an impressive model with its curved brick buildings at the exit, with the running road at the side. The model is approximately 27" wide by 10" deep and should be mounted on a board. Price £15.00

EALING COMMON UNDERGROUND STATION

The impressive station was opened in 1931 on what was the District line. The Piccadilly line served the station from 1932. Similar in design to the station at Hounslow west, the building is a development of the station at Morden. The model is approximately 10” wide by 9”deep price £13.00

CAMBERWELL TRAM DEPOT

Camberwell was built by the L.C.C. as two depots linked by a single track. Each had its own entrance; a larger one facing Camberwell New road; and a smaller one in Camberwell Green. The rest of the street frontages comprised shops and other buildings. The kit provides both of the entrances with a small office building. Each entrance has depth for one tram. The depot was demolished and replaced by the new Walworth bus garage in the early 1950s. Price £13.00

POTTERS BAR (PB)

Opened in 1930 as used by the Overground Company, an associate of L.G.O.C., it has operated most classes of vehicle, including the FRM. This impressive model is approximately 38” wide price £15.00. Be warned, it has a rather complex roof.

WOOD GREEN DEPOT

Originally the base for the City bus company service to Southend before acquired by Eastern National in the 1950s the model depicts the enquiry office and the wall of the church. Alternative signing is provided for the City, Eastern National, and Luxton and District as it appeared in the TV series “On the Buses”. Approximately 8” wide by 11”deep.

HERNE BAY DEPOT

This model, requested by East Kent enthusiasts is approx.16”wide by 4”deep

CATFORD (TL)

Originally a Tilling garage until 1933, it is approx. 22” wide all three models above priced at £13.00 incl.postage

RTC MODELS

Have been absent from the model scene for a while with other model projects. David has released two new white metal models. Kit no. 42 is a Dennis Ace circa 1931 carrying a Dennis body as used by Devon General. Kit no.45 is a Bedford

OWB. This is a new mould for the modified version of kit no. 12. This has larger headlights and bus seating, it has a modified guard rail and rear axle, which makes it sit higher. Both of these models were popular with provincial operators on less populated rural routes. Both models priced at £36.00

RTC models Rosslyn Crescent, Harrow, Middlesex, HA1 2RZ.

(E.C.W.) HIGHBRIDGE BRISTOL K BUS KIT NO. 13 Circa 1948

1948 saw London Transport short of serviceable buses and with increasing passenger loads compared to pre-war figures was finding it difficult maintaining their schedules. Most of the fleet was time expired and government restrictions were causing a shortfall in the flow of new RT buses. LT was forced to take extreme measures and hire privately operated coaches.

Much to their consternation, Tilling group operators were to find some of the new Highbridge Bristols destined for Eastern National, Bath Tramways, and Brighton and Hove, diverted to London. Some of the B&H buses were allocated to Tottenham garage (AR) on routes 76 and 73 where their attractive red and cream livery complimented the LT fleet vehicles.

The model is made up of 24 parts, the body shell is complete, with a front bulkhead side cab and bonnet one unit, the rear bulkhead and stairs are again separate units. The upper floor has offside fixed seats with nearside seating has to be glued to allow the modeller to chose his own seating configuration, the lower deck has fixed seats with two bench seats as separate item all in resin. Cast metal parts include a steering wheel, axle retainers, wheels, guard rails, radiator with fixed headlights. The glazing is printed with five sliding vents on the upper deck and three for the lower saloon, the glazing is fitted on the inside with the driver's windscreen fitted on the outside. The instructions are very clear and precise with a comprehensive history of these stylish vehicles. Painting is done after cleaning up before commencing the assembly which is the interior last method. The body shell is delicate and needs carful handling until the interior is installed. As the model is painted before assembly the major parts being separate items make this model ideal for a novice modeller and I rate this kit highly. This is an excuse to add a touch of variety to your London collections.

Price £35.00 plus £2.00pp from Alan Johnson, Hallwood Avenue, Salford, Manchester, M6 8WW. Or e-mail buskits@ com for availability. There is a more in depth review on the Modelbus web site with more pictures see below. Plus pictures of the two new models from RTC.

Would you please note the worldwidemodelbus web site has simplified its title to (The Model bus), and can be found on www.themodelbus.com remember to change it in your favourites.

L.B.C.

General ST this has proved a very popular model and Tony has just a few left. From a master by Rod Blackburn is another stunning model which captures the look of these iconic buses of the 1930s One definitely not to be missed. After the formation of the L.P.T.B in 1933 buses of this style bought by other companies were to find their way in to LT service. As such there are many variations in body detail; this has been catered for in the design of this kit with two bonnet sides and no side destination screen to allow the modeller to assemble to model of his choice by using differing side transfer screens. Price £40.00 plus p&p. One of the projected London models for next year will be the austerity low bridge STL, again from Rod. Photo by kind permission of the L.B.C.

L.B.C. models, Appleyard, Haworth Close, Halifax, West Yorkshire, e-mail tony@ com

EFE

Available now, one of the new castings of the BET 36ft, six bay Reliance in traditional Maidstone and District livery model no.35201

E.F.E have received the tooling pattern for the 1/24 scale RF for inspection and are pleased to announce that it looks stunning and shows the potential for a unique vehicle. No release date yet.

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.

158
158
RUISLIP LIDO
KGK803

164
MORDEN Sta
Alka Seltzer
Alka Seltzer
NAPLES CARPETS
EYK 396