



Magazine

Issue 56 June 2025

D 142 at 100
Spring gathering
Route 19, the best yet?
Bussing around Pinner



The journal of the London Bus Preservation Trust



£4 to non-members



EDITORIAL Dave Jones

Our route 19 Heritage Day and Spring Gathering mean that the rally season is well underway and it's great to see such a variety of preserved buses in action or on display. An interesting statistic from the gathering is that from the total of 2184 visitors, 538 were Brooklands members and 254 were LBM members. I can only conclude that the LBM membership is more widely scattered geographically. Perhaps the figures will be reversed for the Summer Festival?

One result of both our super events in April has been the huge range of photographs made available from which it has been difficult to choose which to include, so I made life easier and used more pages!

D 142's centenary has not passed unmarked, it's sobering to think that it was only half that age when I joined London Transport!

For those who make the choice to opt

to receive the Magazine by email, I plan to include hyperlinks to either the LBM website shop, or photo albums, similar to what happens with the E-News. Leon's link to the route 19 video is not easy to type from scratch, but the PDF version of this edition in the website Members' Area should, if I can work the tech correctly, be an active link.

Such technological advances are unavoidable and a stark contrast to my first involvement with the magazine back in the late 80s when Geoff Singer and I typed out articles and taped them together to pass on with photos to the printers. It's a shame I don't have any of the original "camera-ready artwork" as my children can't believe that's how we worked. So while we inevitably have to move with the times, our Museum provides a look back to how things used to be and how we arrived where we are now. And the new Thames Tunnel shows there are no new ideas!

Cover photo, as part of its centenary celebration, on 5th April D 142 ran over one of the routes it once worked, the 29, originally the 529. It is seen here passing Wood Green Station with STL 441 not far behind, Peter Zabek.

Back cover, top, an almost timeless scene at Finsbury Town Hall from the route 19 Heritage Day, Peter Zabek.

Back cover, bottom, RMC 1458 heads for its parking space at the Spring Gathering, having recently been bought for continued preservation, Mark Kehoe.

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CHAIRMAN'S CHAT Leon Daniels

No matter how often you come to London Bus Museum their is always something new to see.

Most obviously, outside the building, is our handsome new BUS MUSEUM sign. This LT Bullseye sign and flagpole was rescued from Hounslow Garage and has been thoroughly refurbished with new lighting and glass panels, by a team led by Mark Kehoe. It looks amazing.



Inside the Museum most of our exhibits are now graced by a model in a beautiful Perspex case and mounting, created by Alan Gaskell. For the first time these models are on display (where previously they were not), and younger visitors especially love to see the 'toy' version of the real thing.

Below you will read about an initiative that was first mooted over a year ago. In your committee's view too much of your subscription is spent with the Royal Mail, and these costs inhibit the size, content, quality and frequency of the magazine. You are now invited to opt-out of the posted version and receive it electronically. It will be faster

and more reliable. I am afraid we can't offer a cheaper subscription rate because we are obliged to keep our fees broadly close to Brooklands Museum. But members overwhelmingly told us they would rather that this portion of their subscriptions were retained inside the Museum rather than paid over to the Royal Mail.

If you would like to help us in this way please opt-out of the physical magazine.

We have had a successful route 19 operating day and Spring Gathering. The best route 19 video is [here](#) where you will see us all in action.

Spring Gathering was also a huge success. We attempted to recreate Ray Stenning's leaflet design with RF 600 and XF 3 on display too! Another welcome visitor was C 111 but tinged with sadness as it reminded us of exactly one year since we lost vintage vehicle enthusiast and huge Museum supporter Des Maybury. It was tremendous to have his wife Victoria and family visit us.

We still have two more running days and two events in 2025 and look forward to your support again. On the subject of running days, you tell us that seeing the buses in service is amongst your favourite activities. It is important to understand that these are arranged with the consent of Transport for London who require them to be well managed. Poor behaviour or dirty, smoky buses are harmful to reputations and threaten the whole activity hence our great care in delivering it.

I look forward to seeing you at our next event!

RECEIVING YOUR LBM MAGAZINE

At our 2024 AGM, members overwhelmingly agreed that a great way to help the Museum is to help save huge postage and printing costs by receiving their magazine electronically. Your online magazine is just the same as the printed one, takes up no physical storage space, and is available anywhere. You get it without postal delays or damage. And best of all - all that money that would have gone to the Royal Mail and the printers can now be used to further the work of the London Bus Museum instead.

Of course, the printed magazine continues to be available if you really want one.

Help your Museum by opting for the on-line version today!

Send an email to membership@londonbusmuseum.com stating that you wish to only receive an electronic magazine.

This will take effect from the September edition, but you can make your choice either way whenever it suits you.

ITEMS FOR THE MAGAZINE

Please send contributions for the magazine to the Editor at editor@londonbusmuseum.com or by post to the Museum at the address on page 23.

**LAST COPY DATE FOR THE
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Sunday 3rd August 2025**

The views expressed in this magazine are those of the individual contributors. They are not necessarily the views of the London Bus Preservation Trust Ltd, its Trustees, Directors or Officers, London Bus Museum Ltd, its Directors or the Editor.

2025 Diary Dates

Sunday 8th June - Route 418 Heritage Day
Sunday 22nd June Summer Festival
Saturday 13th September - Route 54 Heritage Day
Sunday 19th October - TransportFest

D 142 CELEBRATES 100 YEARS 5th April 2025

The chassis of what became D 142 entered service in April 1925, albeit with a different, but similar, body. The owner was taxi-operator W H Cook, trading as Dominion Omnibus Company. As with any London bus, its history is chequered, but by 1932 it was surplus and sold to someone in Hendon, only to be discovered in Wickford in 1971. Its first restoration was complete the following year after which it made a 2000 mile tour of Japan before



embarking on a UK tour and spending time with Obsolete Fleet on tourist route 100.

D 142 was acquired by the Trust in 1984, since when further restoration has been carried out, followed by a 2022 repaint into its current 'Public' livery as worn 1928-9.

With the chassis reaching its 100th birthday in April this year, the opportunity was taken to mark the occasion with a run over what was the 529, now route 29, with STL 441 carrying invited guests. The journey was from the site of West Green garage, where the bus was once based, to Victoria, where the Museum's Beardmore taxi added some suitable atmosphere. Photos by Peter Zabek.



A DIFFERENT 100TH ANNIVERSARY Peter Osborn

As our Dennis 4-ton (D 142) was entering service with Mr W H Cook's 'Dominion' bus company in April 1925, two chassis from the Yellow Coach Manufacturing Co. of Chicago, Illinois, were arriving in London at the LGOC's Chiswick works.



Lord Ashfield's impressive parlour coach YN3797. LTM



The interior of the parlour coach. LTM

Vice President of John D Hertz's Yellow Coach Company was George Green, formerly Chief Assistant Engineer at LGOC before the first world war, and its Chief Engineer was G J Rackham, Chief Draughtsman with LGOC until 1916. Lord Ashfield, Chairman of the Underground Group that owned LGOC and AEC, had started his career in the US and was impressed by the Yellow Coach products.

Thus it was in 1925 that the LGOC acquired the two chassis, a Z-type with a 4.9 litre 4-cylinder petrol engine and a Y-type with the company's renowned 8.6 litre 6-cylinder petrol engine, designed by G J Rackham. The Y-type, and possibly also the Z-type, were initially fitted with temporary lorry bodies while they were assessed.

First to be bodied as a coach was the Z-type, after trials had compared the chassis with that of the NS. It was fitted with a 25-seat saloon body, first licensed in August 1925 and allocated to the Private Hire department. This coach, registration XW9869, was mounted on pneumatic tyres and was LGOC's first 'hard-top' coach, all previous examples being all-weather coaches with folding canvas roofs. It was allocated bonnet number E5, in the Experimental series, but this was not carried. The coach

led an undistinguished career with Private Hire, being withdrawn in November 1929 and sold three months later.

The Y-type was rather more special. This was to become Lord Ashfield's personal 'parlour coach', but the body was not completed until June 1926, when it was licensed as YN3797. Allocated bonnet number E6 was not used. Also on pneumatics and with a solid roof, this was longer than the Z-type, had 9 armchairs along a board table, and a private compartment at the rear. Two small chairs (for secretaries?) were located at the front and it was licensed for 11 passengers.

1926 also marked G J Rackham's return to the UK, where he took up the post of Chief Engineer at Leyland Motors and was responsible for the Titan and Tiger which were launched to great success in 1927. Lord Ashfield's response to this threat to AEC was to head-hunt Rackham, who became Chief Engineer at AEC in 1928, rapidly producing the new engine for the Reliance followed by the Regent, Regal and Renown chassis in 1929.



LGOC's first 'modern' coach, Yellow Coach XW9869. LTM



The interior of the coach XW9869. LTM

Little is known of the use made of Ashfield's parlour coach while it was based at Chiswick for his use, until in January 1928 it too was allocated to the Private Hire department. One can only speculate what the staff at Brixton (Waterworks Road) and Merton garages thought of what must have been an exceptionally thirsty beast. It was withdrawn in September 1929 and sold three months later.

HISTORY OF ROUTE 418

Peter Osborn

This history falls into two distinct parts – the original ‘country’ route started by East Surrey Traction Co and the later Arriva route taken over (in part) by TfL.

The country route

East Surrey Traction Co Ltd had been formed in Reigate in 1911, first reaching northwards with a route from Redhill to Epsom in June 1920 (later the 406). In November 1921, another new route (later the 408) was introduced from Epsom to Guildford.

On 8 April 1925, East Surrey introduced route 408S (Leatherhead to Guildford via the ‘lower road’, Fetcham, Bookham Station and Horsley Station). The 408S started as a one-bus operation using a 16-seat Garford, new in 1920, soon replaced by a 28-seat solid-tyred AEC YC single-decker (pending delivery of new larger buses, and in contravention of the local authority agreement that had specified pneumatic tyres). On 17 November 1925, the route was split into two detached sections, with the single-decker on the Horsley Station to Guildford service (later the 432) and a double-decker on the Leatherhead to Effingham section. Both buses were based at Leatherhead garage (LH), which had opened in 1925.

On 4 June 1927, the 408S eastern section was extended to Epsom via Ashted Pond, renumbered 418 and supplied with new ADC416 single-deckers, further extended to West Ewell in May 1928, to Tolworth Red Lion in April 1930 and in February 1934 reached Kingston Station. In September 1935, the ADCs were replaced by new 4Q4 side-engined single-deckers.

After a temporary wartime extension to Guildford (absorbing the 432), 16 January 1946 saw the Bookham to Kingston 418 double-decked with red STs. A number of



Post-war transition. ST 1049 on the 406 joins RT 631 on the 418 on a murky day at Kingston Station. The two buses overlapped at LH between September 1948 and January 1949. Fred Ivey

later route changes as the area developed included the re-routing via Berrylands from 1 January 1947.

It was the 418 that was the first recipient of RTs in the southern Country Area, desperately needed to replace petrol-engined STs. Eleven roofbox RT3s were received at LH in August/September 1948 and most of the red STs departed.



A rare shot of RT 4779 in green, blinded for the 418, alongside RT 3173 at Leatherhead Garage around 1968. Micheal Wickham Collection.

September 1968 is remembered for the widespread flooding in south London and Surrey from Sunday 16th. The River Mole flooded parts of Leatherhead, including Leatherhead garage, putting many buses out of action. Fourteen red RTs were drafted in for about a week to help cover services, from ten different garages. LH’s RTs returned to service, generally within a week or so. RFs were more severely affected; LOTS recorded that borrowed RFs also appeared on the 418.

The increasing pressures on London Transport through the 1960s are well known. Continuing falls in passenger numbers and staff shortages called for new thinking. An obvious move, naturally resisted by the unions, was the extension of one-man operation (OMO – there were no women bus drivers in LT in the 1960s). Leatherhead had hosted the first Country Area OMO large-saloon experiment on route 419 in 1954, and its success had led to most Country single-deck workings being OMO by the mid-1960s. The next step was the conversion of RT routes to single-deck OMO, but this was inhibited by the lack of surplus RFs. The first conversion at Leatherhead on 14 June 1969 included Sunday conversion of the 418 to RF operation.

It was against this background that on 1 January 1970 the Country Area became London Country Bus Services and was transferred to the National Bus Company; London Transport itself was taken under the aegis of the GLC.

Other than the alteration of fleet names to ‘London Country’, little changed at first. Before the change, London Transport had ordered AEC Swifts (the SM class) for the Country Area, and the first arrived at Leatherhead in June 1970 for the daily conversion of the 418 to OMO.

Reminiscent of the post-war situation in LT, the company turned to hiring in buses, and between November 1974 and March 1978, a dozen Bournemouth Corporation Daimler Fleetlines (and an Atlantean) operated at LH. These appeared on a variety of routes, some normally single-deck operated, including the 418. In January 1978, the post-war loop through Berrylands was



Hired Bournemouth Fleetline CRU194C at Bookham station in 1976. Note the running number stencil carried in the windscreen. Graham Burnell.

removed, and later that year, on 28 October 1978, the 418 was withdrawn and replaced by a new group of routes 476, 478 and 479, each running hourly from Kingston to Bookham Station via Epsom by slightly different routes. These routes broadly continued until deregulation in 1986 and versions of the 478 and 479 continue in Surrey today. A new route numbered 418 commenced on 24 April 1982 between Sutton and Leatherhead, barely overlapping with the old, but rather replacing the Central Area 164 between Banstead and Epsom, then continuing via the main road to Leatherhead with journeys to Effingham. This 418 continued until deregulation, when it too was withdrawn.

The 418 reborn

London Country, formed in 1970, was split into four in 1986, with the southwest section becoming London Country South West, trading as London & Country. The business was privatised in February 1988, participating in the national consolidation to become part of Arriva in 1997.

On 27 January 2001, Arriva’s route 406 (Kingston - Epsom - Redhill daily) was split, with the Kingston to Epsom section being taken over by London Buses, still numbered 406, and Epsom to Redhill being renumbered 460.

On the same date, Arriva introduced new route 418, running on Monday to Saturday from Kingston to Epsom via West Ewell and Longmead, then along the main road to

Guildford. This replaced the 479 between Kingston and Epsom and part of the service to Guildford. On 23 February 2002, the Kingston to Epsom 418 service was also taken over by London Buses; the Epsom to Guildford section was withdrawn. The 406 and 418 (as had been the case since the 418 reached Kingston in 1934) differed by the 406 running through Ewell Village whilst the 418 served West Ewell.

Initially TfL’s 418 was Monday to Saturday only, operated by London United from Tolworth garage (TV) using Metrobuses. The 406 in contrast ran daily, also operated by London United from TV but using VA class Olympians. On 29 June 2002, the 418 was converted to single-deck operation using low-floor Darts, with a Sunday service introduced during shopping hours.

From 3 September 2005, the 406 and 418 became jointly scheduled on Sundays, with the 418 running all day and receiving double-deck VAs on that day. The VAs were replaced by TA Tridents from 12 November 2005. Operation moved from Tolworth to Fulwell (FW) on 28 April 2007, by which time the loss of the route was known.

Epsom Buses (trading as Quality Line) commenced a new TfL contract for both 406 and 418 on 30 June 2007, using their first double-deckers, new Enviro E400s. The routes now had separate allocations (4 buses each) but continued to be closely linked. From that date, the route in Surbiton reverted to using Surbiton Hill Road, not serving Surbiton Station, as had been the case in London Transport days. After 97 years of independence, Epsom Buses and Epsom Coaches were acquired by RATP, owners of London United, on 20 April 2012. Operation continued from the former Epsom Buses garage in Longmead, West Ewell (EB), under RATP management, until 25 April 2020, when they moved back to TV.

Operation continues with newer E400s and Volvo Gemini 3s from TV, now operated by First London following First’s purchase of RATP’s London operations.



RTs continued in use during the 1970s to replace failed buses. Still smart after a Christmas 1971 overhaul, RT 3665 subs for an SM on the 418 on 4 July 1973, in Woodfield Lane, Ashted.

AGM & MEMBERS' DAY 8th March 2025

Over 100 members came along to the Museum (plus a few virtually via Zoom by way of a trial run). Chairman, Leon Daniels, introduced the new Brooklands CEO, Alex Patterson, who gave a very interesting presentation on future plans for Brooklands Museum Trust. Leon also welcomed incoming LBPT President, Paul Sainthouse, who, after a brief introductory speech, challenged those present to recruit at least one new member this year. Imagine if all members achieved this!

Members enjoyed lunch, followed by rides on T 448, RML 3 and newly repainted XF 3. The closure of the M25 caused considerable congestion in the area, and although rides were shorter than planned, it was possible to try all three buses.



Above, members form orderly queues for bus rides, Colin Fradd.

Above right, XF 3 heads off, lightly loaded due to suspension issues, Stuart Hicks.

Right, T 448 captured during a traffic-affected trip, Stuart Hicks.

Below, XF 3 leads T 448 and RML 3, Colin Fradd.



Above, work has begun on dismantling the offside of T 357, which is the next major restoration project to be undertaken.



Left, the four light horse bus on stands while the axles, wheels and springs are worked on, both Nigel Eadon-Clarke.

ROUTE 19 HERITAGE DAY 29th March 2025

It hardly seems like 20 years ago that the last Routemasters ran on route 19, so it was an apt choice for the first heritage day of the year. The weather was kind and passengers were amazed and amused as more than 30 vintage buses took over the route. Five LBM stalwarts were in action, STL 441, RT 1, RT 4779, RML 3 and RML 2760, four of which were captured (right) by Richard Hastings before leaving the Museum.



Above left and left, RML 2760 and RT 4779 pass the Bomber Command Memorial on the approach to Hyde Park Corner. Above right, STL 441 ran some "fly-by" trips, including one on route 4A, seen at Hyde Park Corner. Below left, well-loaded RT 1 at Islington Green. All by Nigel Eadon-Clarke. Below, RM 1 and RML 3 on Blackstock Road, Peter Zabek.



There were Leylands a-plenty, right, RTL 554 leaves Stroud Green Road.

Below, RTL 1076 at Sloane Square.

Lower left and right, RTW 467 and RTL 1105 at Islington Green. All from Nigel Eadon-Clarke



Left, RT 1705 passes leafy Islington Green, Richard Hastings.

Above right, repatriated RT 4424, passing Green Park, was one of nine RT family buses from the London Bus Company.

Bottom right, RM 1005 nears journey's end on Rock Street. Both by Nigel Eadon Clarke.



Top left, Timebus' RM 29 at Islington Green.

Top right, RML 2735 leaving Finsbury Park.

Above left, RM 1400 on Kings Road.

Below, a surprise visitor, Ipswich No 9, a 1976 Roe-bodied Atlantean, perhaps recalling 90's loans for the 422. All by Nigel Eadon-Clarke.



Above, RT 1 passes STL 441 taking a rest on Blackstock Road, Peter Zabek.

Bottom, before taking up duties on the Museum's Route 19 Heritage Day, a request had been made for RTL554 to recreate Colin Stannard's photo of the same vehicle taken sixty years earlier at Hyde Park Corner. And so it was that RTL 554 performed a few circuits round the island to achieve the ideal shot with No 1 London in the background. David Bowker.



SPRING GATHERING 13th April 2025



Above, RF 600 and XF 3 recreate the event poster, Nigel Eadon-Clarke.

Three from Phil Hambling.

Right, RT 4779 loads for another trip.

Below left, ST 922 was offering limited rides,

Below right, STL 441 was on "ticket office" duty.

This year's Spring Gathering enjoyed dry weather for much of the day, although it was April and a shower did come along just to prove the point. Over 2,100 people visited 13 of whom joined-up and two volunteered! £9,000 was collected from trips and sales, to which income from traders is yet to be added, so a good start to the year. Huge thanks are due to all who played a part in organising the event.



Left, D 142 was also offering a limited number of rides, after all, at 100 years old it wouldn't do to over-stretch the old boy! Michael H C Baker.

Below: RML 3 was in action too, Nigel Eadon-Clarke.



Above, RFs have not attended in great numbers of late, but at least RF 48 had RF 226 for company this year. Left, Nigel Eadon-Clarke, right, Michael H C Baker, who also caught the view in the Museum below.

Right, Mark Kehoe captured a quiet moment in the workshop.



Below, visiting RT numbers have also dwindled in recent years, RTW 185 is a regular, as is RT 1702, however, RTL 1427 and RT 1530 came along to be snapped by Phil Hambling, left and Adrian Palmer, right.

Bottom, contrasting single deckers, left, C 4 caught by Michael H C Baker and right, GS 42 as captured by Adrian Palmer.





Above, RMs a-plenty, a tidy line caught by Mark Kehoe who also caught RM 1699 passing pioneer aviators.

Below, April showers threaten above a line of Leyland Nationals, including LSs 30 and 103, plus LNBs 448, 9 and 543 and an Alder valley interloper, Adrian Palmer.



Below right, double deck evolution from Metrobus and Titan to pioneer low-floor Tridents, Nigel Eadon-Clarke. Below left, TPL 264 represents the second low-floor generation, Nigel Eadon-Clarke.



Below, more single deck contrasts, left, the 1970s Bristol LH BS 4 snapped by Nigel Eadon-Clarke and an early Dennis Dart, DT 29 from the '90s passing Phil Hambling. Over 12,600 Darts were produced over 19 years, outnumbering Leyland Nationals' 7,700 and the Bristol LH at a mere 2,000 or so.



Upper right, Adrian Palmer caught these three veterans, perhaps a Leyland rose among AEC thorns (opinions vary!). The Leyland has recently been completed by Robin Helliars-Symons.

Top, C 111 came out for some sun and was snapped by Michael HC Baker who also pointed his camera to the right at this late '60s Bristol bound for distant Cardiff.



Left, this rather fine 1934 Leyland Lion LT5A was rescued in 1973 and restored to its former glory, with a couple of repaints since. It was providing an interesting alternative to the usual London fare on the 462. Michael HC Baker

Below, Nigel Eadon-Clarke brings us right up-to-date with the latest kit on the road. The single deck bearing a trolleybus route number is a First London Wright GB Kite Electroliner. Does it fly?

The decker is an ADL Enviro400EV destined for Superloop route SL3, based at Bromley garage and initially operated by "New Routemaster" "Boris-buses". A proportion of Stagecoach's new deliveries have LED destination displays that allow a considerable degree of flexibility.



BUSSING AROUND PINNER

Brian A L Jones

The dormitory Metroland village of Pinner, Middlesex, has enjoyed bus services from the late 1800s. It was then connected to the London and North Western Railway on its main line out of Euston, when a horse bus service provided a link to a Station, then named Pinner, (from 1897 renamed Pinner and Hatch End, then, in 1920, Hatch End for Pinner and, finally, Hatch End in 1948!) though some two miles from the centre of the village.

That connection was in response to the Whit Monday opening in 1885 of Pinner station on the Metropolitan Railway, located two minutes' walk from the village centre.



The L & N W R horse bus pictured in Winter 1900 in chilly conditions, somewhat removed from the understood route, at the Bell public house at Pinner Green. Note that the destination board had not been altered to reflect the Station's renaming in 1897).

The first motor bus service was a link from Harrow in 1914 and the forecourt of the Red Lion public house was adopted as a route terminus, a situation that would continue until the closure of the pub in 1964, when the site was redeveloped.

As the village grew, largely as a result of interwar large scale housing developments promoted by the Metropolitan Railway, bus services proliferated, reaching into Buckinghamshire and across London to Kent, in addition to providing more local suburban links.

An annual disruption to bus services is caused by Pinner Fair, held on Whit Wednesday under a Charter, granted in 1336 by King Edward III that results in the total closure for a day of the main thoroughfares, Marsh Road, Bridge Street and High Street. Bus services are turned short at either end of the village operating to a plan that has been refined over the years for the benefit of fair-goers.



A winter scene in early post WWII days. Across Bridge Street on the Red Lion forecourt a AEC Regent ST class bus on the 220 route stands in front of a AEC Regal T type on the 221 route. On the right a standard LT Green Line bus shelter with timetable / advertisement display panels would provide basic accommodation in the icy conditions for passengers waiting for the 703 Green Line service to Amersham or route 183 to Northwood.

A significant disruption to not only bus services, but also general movement in central Pinner arose when additional tracks were added, in June 1961, to the LT/ British Railways lines carried over Bridge Street. The "Bridge" that gave the Street its name, incidentally, refers to an almost unnoticeable low level structure, adjacent to the Street's junction with the High Street that spans the River Pinn.

As can be seen in the following set of photos, taken by the late Bill Cottrell, this led to a temporary severance of several bus routes.



Carrying no route number RT 2987 nears the approach road leading to Pinner Station on a replacement service from Northwood.



RT 2988 passes another at the top of the road to Pinner Station entrance. The area beyond, then a goods yard, is now a supermarket site and related parking area.



For completeness, a view of the new bridge being eased into position in a night exercise.



As RT 1676 passes, a police constable and LT Inspector review the temporary traffic arrangements as the bridge works near completion. The Ford van belonged to the contractors, French.

Returning to a snow theme, the winter of 1962/3 provided challenging conditions for transport operations.



A group position an RT on route 183 on the Red Lion forecourt, which will only serve as a terminus for a further year before redevelopment.



RT 1384 on route 209 passes a blackening heap of snow cleared from the road.

Then came the floods!



Incredible scenes in Marsh Road (perhaps the name's a clue!) in 1967 when the River Pinn flooded. Naturally all bus services along the road were diverted around the flooded area.

That event was followed by remedial main drain works



RT 1894 on route 209 emerges from West End Avenue (where the writer was born) into Marsh Road to continue its journey to Harrow Weald Garage, having skirted the remedial works then underway.

Notes

I was born in Pinner and lived in the village until 1969.

When writing this article, I consulted numerous books and other sources in an effort to find photos of the wide variety of types of buses that served Pinner during the period covered. Surprisingly, several types seemed to have escaped being photographers' subjects. I would be very interested to see photos of appropriate LGOC and London Transport buses, particularly Leyland Cubs of both C and CR class on route 221, AEC Q Class on route 221 and an open staircase AEC Regal ST class on route 220.



RT 318 on a short working of route 98B to Hayes Station turns from Marsh Road into West End Avenue. A board on the right announces the road closure beyond.

References

Panorama of Pinner Village - Ed. E J S Gadsden - Panorama of Pinner Publishing Committee (1969)

Fair Enough? Pinner Fair: The Last 200 Years - Jim Golland - Herga Press (1993)

(Jim was my English teacher at Harrow County School – so you can blame him for any grammatical mistakes that appear in my articles!)

Pinner, Hatch End, North Harrow and Rayner's Lane - Patricia A Clarke - Phillimore (1994)

SEEING DOUBLE - LBM IN MINIATURE

Alan Gaskell has been busy adding display cases to each of our bus exhibit information boards. Each now carries a 1:76 scale model of the bus behind the board. Photos from Richard Hastings.



LBM OUT & ABOUT



Our Hon President's RM 1400, with RM 1005 and RTW 467 raised almost £2000 on Red Nose Day 21 March, Eddie Adoo.



RF 226 took part in the Rickmansworth running day on 30th March, Nigel Eadon-Clarke



T 23, in the care of Bromley Bus Preservation Group was at the South East Bus Festival, along with M 1100, Dave Jones



RT 3491 was in action at East Grinstead, Nigel Eadon-Clarke

TUNNEL CONTRASTS

In April 1965 the first Thames Tunnel Cycle Service was withdrawn. 60 years later another has begun through the Silvertown Tunnel that opened on 7th April. It runs every 12 minutes between the Royal Docks and the Greenwich Peninsula. And it's free for the next year. Back in 1963, when the first Dartford Tunnel opened, London Transport commissioned five double deck vehicles on Ford Thames Trader chassis, built at Fords works in Dagenham and

classed TT. They had space for 23 bikes and 33 passengers and loading was carried out at special platforms at each end of the tunnel, with departures every six minutes. It wasn't long before this over-provision was noticed and the service reduced from four buses to just one. Luckily one of the unique vehicles survives, TT 4, owned by our Chair, Leon Daniels, and currently undergoing restoration.



MORE ON GREEN ROVERS Graham Burnell

Having been a frequent user of rover tickets during the sixties Brian Greenfield's article, "And All for Half a Crown", had me reaching for my timetables. During 1961 Green Rovers became available before 09:30 on Saturdays which enabled me to arrive at Gatwick Airport in time to see the Iberian Super Constellation aeroplanes which I had not seen at London Airport. My journeys commenced on route 468, which passed the end of my road, and changing



The back of the 1961 issue of the LT Country Bus Map shows the days and times of validity.

in Ewell to route 406 to Redhill then gave me a three minute connection at the market place for bus 405 to LGW. I carried a copy of the rover tickets leaflet because some of the conductors at LH seemed unaware of the all-day availability of Green Rovers on Saturdays. Sometimes I was told to purchase the rover on the next bus because there were none in the T.I.M. box but I think the truth was that they did not want to return downstairs and punch the perforated ticket. On paper it is still possible to recreate Brian's trip via Weybridge on Saturdays and Esher on weekdays. Commencing at Redhill on the 09:41 bus 420 then change at Crawley for the 10:35 route 23, as the 405 no longer runs south of Redhill. Arriving at Horsham in time for the 11:25 route 93 towards Dorking which allows about forty



RMC 1468 passing The Bonesgate near my home at Chessington Hill.



RT 3665 during 1973 on route 406 crosses Epsom Downs affording a connection to route 405 at Redhill five minutes at DS before catching Compass Bus 32 at the White Horse to Guildford. The LCBS 463 has not run to Guildford for about forty years and latterly only ran infrequently between Woodham and Addlestone, being finally withdrawn from the 1987 winter issue of the London Bus Map. To reach Woking the Stagecoach bus 34 must now be used, departing the Friary Bus Station at



MB 103 on route 425 during 1973 at Abinger Hammer which is now largely covered by route 32 of Compass Bus.

13:50 arriving at Woking Railway Station eight minutes before Falcon route 436 departs for Weybridge. There is only a two minute connection at Weybridge, Ship Hotel, for Chatterbus route C2, so the alternatives are to change at Weybridge Railway Station or perhaps a more comfortable option would be to alight at Mercedes Benz World for a twenty-three minute break. Following much of the old 462 route to Cobham and Stoke D'Abernon, the C2 passenger must request travel to Leatherhead, which only allows two minutes connecting time outside the Lidl supermarket, although I suspect the the driver may be keen to arrive earlier on this request section of route C2. Falcon's 479 will now take the traveller to Epsom or alternatively the Metrobus 21 is due at The Crescent at 16:50 arriving at Epsom at 17:05 in time for the 17:25 460

departure for the final journey arriving back at Redhill at 18:21. If the 479 is on time, 16:40 at Epsom, it allows connection for the 16:43 bus 480 departure arriving at Great Tattenhams in time for the 17:15 bus 420, scheduled to arrive at Redhill at 17:49 which is eight hours



MB 128 hired from LT during 1974 when Green Rovers cost 40p. The bus is on stand at New Zealand Avenue in Walton.

and eight minutes from the start time. The weekday route is similar as far as Weybridge where the traveller alights for route 515 towards Esher for a change to route 715 which is scheduled to arrive at Cobham before bus 408 departs for Epsom at 16:47. A five minutes connection is allowed here for route 460 which is due to arrive at Redhill at 18:41 nine hours after starting. It may be possible to do the Saturday trip during the summer holiday period, but I certainly would not attempt the weekday route on a wet Friday afternoon!

Further to Brian Greenfield's article in the last issue, Martin West writes:

"At risk of appearing to be one of those pedantic kind of people who write angrily to publications with 'corrections', may I just comment on one thing.

In the March magazine, the photo of RLH 26 (apparently taken from LONDON COUNTRY BUSES IN COLOUR by Michael H C Baker) in the article "AND ALL FOR HALF A CROWN" is captioned as being "a few minutes into its hour and a quarter journey to Walton".

Looking at the picture, I reckon the bus is in North Street, Guildford, opposite the Horse and Groom public house (sadly



RP 25 tries to emulate a lazy blind display at Temple Market in Weybridge which was a farestage on route K10 that the writer worked on from NB with the LS class.



RCL 2230 works route 414 from Horsham to West Croydon during 1977 at Betchworth. The Horsham to Dorking section is now covered by Metrobus route 93.

decimated by the terrorist bombing of October 1974) and heading in the direction of its Guildford terminus, with its blind already changed for a return journey to Walton, rather than having already set out on that journey. The caption in the book from which it is taken does not, in fact, say anything about the direction of travel. A possible minor inaccuracy. I could be wrong, but I'm fairly certain about the location and direction of travel.

Notwithstanding my raising this point, an excellent article in an excellent magazine. Keep up the good work, everybody."

And comparing the photo with Street View, it seems Martin is spot-on! (Ed)

Did you notice the important announcement on page 3 about this magazine? It's your chance to chose to have your copy by email only.

DONATIONS RECEIVED

Phil Palmer

The following individuals have recently made donations to the Trust:

Andrew Lambert
James Adlam
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As is customary, items that could form part of the Trust's collection are added to it, while other items are passed to our sales team to raise useful funds for the Trust.

Our grateful thanks to all who have donated, everything has a part to play in the continuation of our work to preserve and operate London's bus heritage.

GREATER LONDON BUS MAP

The Greater London Bus Map
No. 42 - 26th APRIL 2025
showing services in the Greater London area including a complete list of London Bus Routes
INCLUDES NIGHT BUSES
At least 20p from the sale of this map will be donated to London Bus Museum
£2

Mike Harris' latest superb Greater London Bus Map is now available, price £2.

It has been updated to 26th April and includes bus routes through the Silvertown Tunnel which opened recently.

The map can be purchased from the Museum shop in person or from the LBM online shop.

Best of all, each purchase will result in a donation to the London Bus Museum

REPLICA SUMMER UNIFORM



The Museum produces replica uniforms, which represent the jackets worn by crews in the 1950s/60s. They are made with either Navy or Green cuffs and collars. The Navy trim represents the uniform worn by Central area (red bus) crews and the green trim was for the Country area crews (green buses). Members are entitled to a discounted price of £43 and drivers and conductors, who crew the Brooklands Bus

Rides, are entitled to a significant subsidy.

The jackets are produced in sizes 38" chest to 50" chest in two-inch steps. They are equipped with the Griffin buttons designed by LPTB and which continued to be used into the 50s/60s.

Please contact Robin Helliar-Symons on RDHSymons@gmail.com, or write to 7 Bedford Close, Maidenhead, SL6 3UP for more information.

Route 418 heritage day

Sunday 8 June 2025

IT'S FREE

- 418 Kingston ⇌ Cromwell Road Bus Stn.
- Surbiton Hill
- Tolworth Broadway and station ⇌
- Ruxley Lane
- West Ewell
- 481 ● Epsom town centre and station ⇌
- The Wells The Crescent (not 418)
- Ashted ⇌
- Leatherhead North Street
- Bookham ⇌

We will be running buses from the 1940s to the 1990s from about 09:00 to 17:00, which will be joined by other buses from private owners. It's completely free and you can ride with us all day.

This special service is not part of Transport for London but will run alongside the regular TfL route 418 on which normal fares apply.

Come for a ride on heritage buses through Kingston, Tadworth, Ewell, Epsom and Leatherhead as part of our programme of bringing buses out of the Museum to run again in and around London



London Bus Museum's Summer Festival will be held at Brooklands on Sunday 22 June
The London Bus Museum is open Daily, located at the Brooklands Museum, Weybridge, Surrey KT13 0SL
londonbusmuseum.com
brooklandsmuseum.com

Who's Who in The London Bus Preservation Trust

Telephone: 01932 837994. The phone is staffed by volunteers during opening hours but please bear in mind that most of the officers work from home, so it may be a question of passing a message on. Contact by e-mail (see below) will usually bring a quicker response.

E-mail: Please use the General Enquiries e-mail form on the Museum's website.

Post: The Museum's postal address is: London Bus Museum, Cobham Hall, Brooklands Road, WEYBRIDGE, KT13 0QS

Please note the above address cannot be used for visits in person, which should be via the main entrance.

Museum on the Web
Website: www.londonbusmuseum.com
Facebook: click [here](#).

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LONDON BUS MUSEUM Summer FESTIVAL
Sunday 22 June 10am-5pm
prices & advanced booking
brooklandsmuseum.com/tickets
01932 857 381
LBM & BMT members free
join on the day & we'll refund
your entry fee
free parking in
The Heights car park KT13 0XP
BROOKLANDS MUSEUM
DENNIS SOCIETY
BUS RIDES ON CLASSIC & MODERN VEHICLES
MARKET STALLS
CHILDREN'S ENTERTAINMENT
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londonbusmuseum.com
01932 837 994

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