



# Magazine

E-edition

Issue 58 December 2025



Route 54 Heritage Day  
Catford Garage Open Day  
TransportFest  
Crowd Control

The Journal of the London Bus Preservation Trust

£4 to non-members



## EDITORIAL Dave Jones

It hardly seems like a year has passed since I last commented on how fast the year had gone. And now another has passed and we're looking forward to 2026! Time flies when you're having fun!

We've had six superb events, three heritage days and three at Brooklands. Although attendances at the latter have been fairly static over the years, the number of LBPT members seems to dwindle, at TransportFest 99 members came through the gates compared to 173 Brooklands members. An idea has been put forward to boost the summer event and details are under discussion with BMT, but it would be interesting to have members' ideas on adding that "something extra" to our events. Feel free to drop me a line with your ideas.

We have a desperate need for volunteers to act as stewards.. Without the correct number of these key people each day, the Museum

**Cover photo, RT 1 crosses Blackheath ahead of a threatened downpour on the occasion of the route 54 heritage day and Catford garage open day. Nigel Eadon-Clarke.**

**Back cover, top, Evadne is all steamed-up as she returns from a trip on the 462, Mark Kehoe.**

**Back cover, bottom, BEA reunited.RMA BEA 2 and MLL 740 meet up at TransportFest, Adrian Palmer.**

cannot open. Please see the advert on the adjacent page.

I hope you find this last edition of 2025 interesting, and as I'm near the bottom of my list of articles to print, a few more would be welcome. Anything that is particularly time-sensitive, such as an anniversary, is likely to make its way to the top of the list.

It's been pointed out by an eagle-eyed reader that my caption for 23 ACD in the piece about the Oxford Museum event was incorrect - the bus was in fact owned by Brighton Corporation and not Brighton Hove & District. The other Brighton bus, FUF 63 was BH&D's and was once owned by the recently departed Michael Dryhurst, more on whom appears on page 22.

In closing I would like to wish all my readers a Merry Christmas and a Happy New Year.

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## CHAIRMAN'S CHAT Leon Daniels

It was a great shock to learn of the death of my old friend Michael Dryhurst in September aged 87. Mike was a huge fount of knowledge, one of the earliest preservationists and instrumental in the return of RT1 from USA where it had been sold in the 1980s. A long time, and recently honorary, member of LBPT, he will be sadly missed. You can read more about him on page 22.

Our Museum season has come to an end. Three brilliant major events at Brooklands and three excellent running days. Our Museum improves every month and as the early sunset hits us we are proud of our illuminated sign rescued from Hounslow Garage as it lights up outside the building.

Our volunteer workforce continues to deliver amazing progress and we very much look forward to the return of our Horse Bus from painting; the completion of the last few jobs on XF3 and the release from mechanical repairs of CR16. Finally we only have a bit more of the AEC Militant breakdown lorry to paint!

Our status as an Accredited Museum is again up for renewal and thanks to huge efforts by Trustee David Mulvey, and others, our submission is in.

We have built some more storage space for our Curatorial team and updating the volunteers' toilet. Much of this work is being done using internal resource

What do we have planned for 2026? We are returning to Central London to run on route 38 in the spring and hopefully the Horse Bus will be out and about for Spring Gathering in April. There is an exciting new book, hopefully to come in the middle of the year, which once

again is being published for the benefit of the Museum. More to follow!

Inside the Museum we have two new displays in planning – one to create a much better display for the seat moquette and a new way to show how destination blinds are created.

All this work thanks to our amazing band of volunteers – not only the workshop and stewarding teams but those who do so many 'behind the scenes' activities.

And finally, 40 years after I first drove this bus in the Lord Mayor's Show I was able to do so again!! For the Worshipful Company of and the Worshipful Company of Coachmakers. Photo by Ben Kingsley-Scott. Video [here](#).



## WANTED - NEW STEWARDS

We are looking for new volunteers to join our front-line team of Stewards.

Our Stewards fulfil a vital and rewarding role, welcoming visitors to the Museum, showing them round, answering questions and manning the Shillibeer Place shop. Every day is different!

If you like meeting people and enjoy sharing your enthusiasm for preserving London's bus heritage with others, why not join us?

Full training is given and hours are entirely flexible – Stewarding slots can be a regular half-day or day per week or per month or can be entirely ad-hoc to fill gaps in the roster – it's up to you.

If this is for you or you would like to learn more by coming in for an exploratory chat and look behind the scenes, contact John Owens, our Volunteering Manager:

[Volunteering@londonbusmuseum.com](mailto:Volunteering@londonbusmuseum.com)

### ITEMS FOR THE MAGAZINE

Please send contributions for the magazine to the Editor at [editor@londonbusmuseum.com](mailto:editor@londonbusmuseum.com) or by post to the Museum at the address on page 23.

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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.

### 2026 Diary Dates

**Saturday 7th March - AGM and Members' Day**  
**Sunday 19th April - Spring Gathering**  
**Sunday 28th June - Summer Festival**  
**Sunday 18th October - TransportFest**

# IMBERBUS 16th August 2025

[Watch video here](#)

[More photos here](#)



Imberbus grows each year, having launched in 2009 with just four Routemasters. The event took place in perfect weather and the amount collected for charity was a record £37,647.20.

42 buses were in use this year, with Routemasters the dominant type, but more modern buses were also included, which offered variety and easy access for passengers.

Nigel Eadon-Clarke braved the crowds to record the event.

Above, the customary end of day parade, led by RT 3435, snakes across Salisbury Plain in glorious sunshine. Right, RM 1005 was doing its bit for the environment. Lower right, BEA 2 was in action, its doors keeping the dust at bay. Below, Gore Cross, England's remotest bus interchange?



Below left, the London Transport Museum's 1914 Leyland "Torpedo" charabanc was an added attraction in the fine weather.

Lower right, EMW 284, a 1949 Beadle-bodied Bristol L6B rests with MOD 973 of 1952, a Bristol LS6G with ECW body.



# SWANLEY GARAGE CENTENARY 23rd August 2025

[More photos here](#)



London Transport's Country Area garage at Swanley is now the base for Go Coach who thoughtfully marked its centenary with an open day and vintage bus services.

Simon Greatwood, Peter Milner and Emma West took part with RT 3491 which was snapped by Nigel Eadon-Clarke on the service between the garage and bus display at Gamecock Meadow, West Kingsdown.



Above, the London Transport Museum sent along K 502 and T 219 to show early 20th century transport.

Left, a selection of mid-century buses assembled at West Kingsdown.

Below right, the latest in bus development, Stagecoach's Wright Electroliner 82112. All Nigel Eadon-Clarke.



Bottom left, Go Coach's 9001 has previously worn London Country green livery, but now sports the succeeding Kentish Bus colours. Will it be Arriva next?

Bottom right, new to Tillingbourne in 1979, this Duple-bodied Reliance passed to Metrobus in later life and is now preserved. Both Phil Hambling.



## VEHICLE UPDATE Roger Stagg

Whilst no doubt you will be reading this in the December cold, I'm writing on an unseasonably warm October day. Nevertheless, I'm shivering in anticipation of those mornings just a short time away when the car will be covered in a thick layer of frost!

It's always warm in the workshop though as the continual banter keeps it that way.

The CR is, at this moment, raised and devoid of wheels, but the reconditioned brake cylinders are now with us and should mean that it will soon be seen "on the road"

RML 2760 misbehaved yet again with suspicion that a head gasket had failed. After very careful examination and reassembly by Andy Kaufman, assisted by John Patch, it seems likely that a faulty injector sleeve was the culprit. It's fair to say that it's sounding very nice and our hopes are high.

Various other members of the fleet have passed through the workshop for service and inspection and have been attended to by Owen Wright and David Simmons, with Simon Greatwood on grease gun and heavy lifting. All is currently well, but RT 4779 is due to go for a rear spring change after Transportfest. Its engine is getting tired, a bit like me, but we can rectify the bus!

A few electrical wiring problems have come to light on RLH 48 and electrical guru Dave Kreisler, along with Rod Lucas, have been at work replacing cables that were no longer at the standard we require.

Of course, we also bring buses back from the dead. Alan Gaskell keeps you up to date on the progress on the horse bus but those of us who work on the more mundane vehicles have been far from idle.

Outside in the weather of the day, Nigel Gower and Zolly Zoltan are working away at restoring Milly, but its far from a simple job. Most of its life has been spent outdoors in the British weather and, unlike the bodywork on our buses, mainly in aluminium, Milly is in steel. As a repainting job it's more akin to painting the pieces of a half assembled jigsaw.

On T 357, affectionately known as the Chicken Shed, Tuesday crews of Dave Erlam, Keith Hales, Mike Waterman and Phill Cruise, plus the Wednesday crew of Gordon Dunne, Richard Jux, Steve Lynn and David Montgomery, are winning on what many saw as an impossible job. At last, progress can be seen and we look forward to separating body and chassis soon. To one side Brian Rosher is steadily trying to rebuild a gearbox from the remains of two.

John Hutchinson is progressing NS 174 on multiple fronts. As you will all be aware it is now a runner but re-manufacturing all the parts to the fuel tank system has fallen to yours truly. Like most vehicles recovered from lives such as garden sheds, removable pieces in brass and aluminium disappeared years ago, and as drawings simply do not exist, it involves getting something to work at 21st century standards that visually looks like the original. Interestingly, having made an aluminium radiator cap to match the original, I find the fuel cap was the same so it needs another.

With buses needed and not needed there is a regular shift of vehicles from one storage facility to another, so it's an appropriate time to mention those unsung few who do this, Martin Watkins, Derek Hanlon and Andy Gray, whilst frequently not in the front line, their help and multi-vehicle skills are an essential part of keeping everything running. Also, let me mention Graham Burnell, a regular driver who frequently washes down the fleet as well as keeping them fuelled, Peter Milner, our gasket maker Supremo, and Lord Lucan, aka Graham Bartlett, who keeps the Beardmore taxi sweet on Wednesday afternoons.

A huge vote of thanks to our ladies who keep us in sustenance, humour and brighten our days, as well as cleaning the buses on a Monday. Finally to the stewards, shop and curatorial staff without which there would be no Museum, no visitors and therefore no funds to have a Rolling Stock department anyway.

I usually try to avoid any names as there is always somebody missed. For once I have tried to add those and their involvement, if I have missed you then "sorry".

May you all have a very good Christmas and a prosperous New Year.



Nigel Eadon-Clarke

## CATFORD GARAGE OPEN DAY 13th September 2025

[More photos here](#)

It's hard to believe that the last open day at Catford was for its centenary in the Year of the Bus, 2014, so 11 years on, why not mark its 111th birthday?

About 3000 people visited and funds were raised for Macmillan Cancer Support, a record-breaking £20,000 this time. The opportunity was also taken to move the WLT 546 registration from 10301 to a new all-electric 82112, continuing the memory of Martyn Henderson, the reason for supporting Macmillan.



Above, the rare meeting of 82112 and 10301, the latter being due for repaint to red.

Left, launched at the event was Stagecoach's 11011, an ADL E400MMC smart-hybrid, carrying 1980s London Buses livery, complete with the moquette that was common to Titans, Metrobuses, D78 trains on the District line and the short-lived 1983 stock on the Jubilee. All Kevin Cooper.



Buses from the distant and more recent past were arranged outside.

Above, a trio of Titans: 1064, 747 and LBM's 23, plus Olympian L 97, all suitably blinded for the occasion.

Left, DM 1002, Dennis Dart/Plaxton Pointer 34366 and ADL E200 36301 wearing the latest Stagecoach corporate livery. Both Dave Jones.

# ROUTE 54 HERITAGE DAY 13th September 2025

[More photos here](#)

Our third Heritage day of the year coincided with Stagecoach's open day at Catford garage and preceded our October TransportFest. A good variety of buses added to the normal service on route 54 between Blackheath and Elmers End Green, with most buses carrying full loads for much of the day. Thanks are due to the LBM crews that took part as well as other bus owners and crews, with a special mention for Thomas Drake for pulling it all together.



Top, a pair of ones, RT and DMS, at Elmers End.  
Upper right, RT 4779 serves Beckenham Junction.  
Above, G 351 departing Elmers End. All Nigel Eadon-Clarke.

Right, the fourth LBM vehicle was RMC 1469 making a rare appearance in service, seen near Blackheath, Chris Ruff.



Above, RM 1357 turns into Prince Charles Road, in genteel Blackheath, Nigel Eadon-Clarke

Right, RT 1705 approaches journey's end along Lee Terrace, Chris Ruff.



Middle left, T 961 recalls the 80s in Beckenham.

Above, LS 30 was also in Beckenham flying the Leyland flag.

Right, stranger of the day was Replacement Bus Hire's ex-Kowloon Motor Bus Wright-bodied Volvo, seen approaching Catford garage. All Nigel Eadon-Clarke.



Top left, RM 5 pulls up at Lewisham Hospital.

Above, RM 2208 at Blackheath.

Left, DMS 1 trundles away from Blackheath along Lee Terrace.

Below, experimental V 1 also on Lee Terrace. All Chris Ruff.



# CHESHAM RUNNING DAY 28th September 2025

[More photos here](#)

This year's event was a day of two halves, wet and dry! Despite this, LBM's crews of Keith Bonham, Graham Burnell, Simon Douglas Lane, Thomas Drake, Graham Hayward and Peter Milner, "supervised" by Mia and Richard Hastings, did us proud. Chesham was graced by a good number of classic green buses, with a couple of red interlopers to add variety, plus a well known Leyland that's been doing the rounds recently! Photos by Adrian Palmer.



Above, LBM's RT 3491 and RLH 48, with GS 13 behind, at Chesham Broadway.

Left, T 792 turns at Chesham Broadway, only the modern hatchback hinting at modern times.

Lower left, GS 13 looks at home passing Ray Hill Mill bound for Tring.



Above right, wide-cab RF 636 takes a rest at Buckland Common during a shower.

Left, Jersey Leyland 24 is seen taking a break at Chesham.

Below right, T 691 added a splash of colour and modernity to the Chesham townscape.



# PHOTO MISCELLANY Brian A L Jones

A ramble through the latest offerings on Facebook sometimes offers a new insight into matters of transport interest.

I have previously provided an article focused on STL 2301, a bus that I often travelled on when it passed through Pinner, my birthplace, on route 209. The bus had been almost bombed out of existence during WWII and after passenger service became a demonstrator for bus righting exercises. When based at Harrow Weald Garage it operated on a number of routes and the photo below shows it in trouble in 1952.



The road under the Piccadilly/ Metropolitan lines bridge at Ruislip Manor, Middlesex, was prone to flooding. While the Fire Brigade had previously been involved in dispersing water, like the bus driver they had obviously miscalculated on this occasion and their Ford appliance is stranded. At least one other fire engine is stationed at the rear in this flash photo and the fearless passengers appear to be leaving the rear platform on a ladder. Meanwhile the driver is no doubt calculating how he can leave his cab without suffering a soaking. (photo submitted by Alan Vinton)

Some readers may know that my working life was spent largely in the airports sector of aviation and I have written many articles related to associated matters.

The following photo covers those interests and a little known bus connection.

RT 1214 has just arrived from the Saunders Works at Beaumaris, Isle of Anglesey, in primer, apart from the red painted bonnet bearing its fleet number. In July 1949 it is one of the first batch, numbered RT 1152-1401, constructed by Saunders in a factory that previously produced flying-boats. Production delays resulted in



Saunders sending structurally complete buses to Langley Airfield, Buckinghamshire (now in Berkshire) for painting and varnishing by Airwork General Trading Co. Ltd. in one of the company's hangars, prior to delivery to London Transport. (photo by Ron Wellings, submitted by Alan Bond who had received it from the late David Boshier)

Both Saunders and Airwork were subsidiaries of the Whitehall Securities Corporation Limited, which was founded in 1907, and encompassed a wide range of aircraft constructors and operators.



I am uncertain of the origins of the above photo that provides an incredible mix of elements. Route 158 features again with an unidentifiable RT, while a USAF Officer chooses to post locally in area heavy with street furniture including a large litter bin and a police box. The rear of an American car can just be seen across the road, I suspect the photo was taken in the 1950s close to the USAF base/ Post Xchange at South Ruislip, Middlesex. Any offers on a more precise location?

**TRANSPORTFEST  
19th October 2025**

[Watch video here](#)

[More photos here](#)



Over 1,800 visitors came along to see more almost 80 buses and other vehicles at this year's event which also included the usual precipitation! Well done to all who drew up the plans and worked hard to make it all happen.



Above, a trio of Bristols, our own recent arrival, BS 4, now on display in the museum hall, BL 49 and BL 88 on holiday from North Wales. Adrian Palmer



Top, Routemasters are by far the most common attendees these days, Mark Kehoe.

Above, stalwarts RT 1702 and RTW 185 flying the flag for the 1950s, Nigel Eadon-Clarke

Left, two different country eras represented by Volvo 610 and RF 600, Nigel Eadon-Clarke

Below, a quartet of Nationals, L-R, Provincial HOR 416L, Hants & Dorset 3625, originally intended for London Country but one of three swapped for ex-King Alfred Metro-Scania, and the twins, SNBs 448 and 449, Adrian Palmer



Right, current buses on parade. Metroliner's BDE 2755, a BYD/ADL E400 and BDE 3020, a BTD BD11 with Arriva's 6565, an ADL E40D Nigel Eadon-Clarke.

Below, a pair of E400 MMCs from Stagecoach, Selkent Diplomat and Selkent Envoy, Mark Kehoe.



Left, bus drivers were tough in the 20s, and so were the passengers.

Below, MCW Super MetroBus, previously Kowloon Motor Bus EL 7659 (S3M429), both Phil Hambling.

Lower left, three generations of London bus, Mark Kehoe.



Below, this 1963 BBC outside broadcast van has a Marshall's body on a Commer chassis. MCR 21 (Mobile Control Room) was one of ten, with TV equipment by Pye. It remained in use until the advent of colour in 1976. It is now owned by the Broadcast Television Technology Trust, Adrian Palmer.



Left, making a rare outing from the LT Museum's Depot at Acton, MBA 582 possibly represents a low-point in LT's vehicle purchasing strategy. Few of these Merlins and their cousins, the Swifts, survive, so it's always good to see one out and about, Mark Kehoe.

## WHAT'S BEHIND THE PHOTO

Bob Stanger

I suspect that like me, many of you have been taking photos of London buses for a number of years. From time to time I look at them again to remind me of their history.

One photo of RML 2335 in Whitehall has always fascinated me because of the sign in the driver's cab. While I do not have a precise date when I captured it, it can be narrowed down to between 1995 & 1997 when the vehicles were route branded.

I do recall that this was probably mid/late afternoon given the apparent lack of departing commuters and the few tourists. You will note that the buses have their lights switched on.



Beyond the trio of Routemasters there is a glimpse of an Optare Spectra that I captured soon after at the same location.

Both vehicles were allocated to Camberwell Garage.

I then sought to find out an answer for my inquisitive mind.

Why have that sign in the RML cab window?

and

Did Spectras ever stray onto route 12?

A weekday allocation on route 12 at the time was 37, 30 on a Saturday with 14 T class Titans on a Sunday. Given my guesstimate of time and lack of passengers on board, I strongly suspect that the bus was working a 'short' from Oxford Circus to Camberwell Green. I wondered why there was a need to use this sign; was it for the travelling

public? Who would have noticed it? What difference would it have made to any potential passenger? Or was it purely for administrative purposes, garage staff/Inspectors?

I have so far not found the answer. However, the more I delved into RML 2335 history, I found that on withdrawal from LT service it formed part of the RM raffle hosted by EnsignBus. It was purchased by Mr E Rosen then subsequently found its way to Thisbus.Com, a business owned by Radio 2 presenter Ken Bruce with two other BBC colleagues. The mind wandered; did Ken see this bus frequently on Route 12? Could he see it from his studio window when 2335 was working shorts to Oxford Circus? It would have been so close to Broadcasting House ready to park in John Prince's Street.

Or was it simply coincidence? I am sad to say it is the latter as I was able to speak with one of the other BBC colleagues who quickly put an end to my speculation!

RML 2335 is currently with Vintage Bus.Com

I have had a longtime interest in the non-standard vehicles that entered the London Bus Scene, the Volvo Grey Green double deckers of route 24, the Northern Counties Metroliner single deckers on Dennis Lance chassis and, of course, others. No more so than the Capital CityBus Dennis Arrows with the bright yellow livery.



The SP Optare Spectra vehicles also had a particular interest for me, being a long term resident near Reading, and keen observer of Reading Buses. The RB fleet had, over a number of years, contained almost all of the products produced by the Optare company.

The SP class was 25 in all. SP2 was dual door and initially allocated to Metroliner (and later East London Coaches where its speed was much appreciated – Ed) with the



remaining 24 due to start working route 3 from the 2nd January 1993. In the event this did not occur, instead operating routes 40 & 45 until the 1st April. They were withdrawn when the infamous Connex company started operating route 3 in February 2000 and transferred to sister company Go Ahead North East.

Did the SP class ever work route 12 then? In the absence of Ts? Camberwell had an allocation in excess of 40 Ts for the 40/45 routes so unlikely?

I searched many photo sharing sites to seek photographic evidence without initial success, then The Transport Library came to my rescue.

## SURREY MAYORS' DAY

Thanks to Glyn Matthews and Anthony Moore for looking after the mayors of the Surrey boroughs on 9th October and ensuring they travelled in style and comfort on Green Line coach RMC 1469.

After a visit to Brooklands, the visiting dignitaries were given a tour of the Chelsea FC training ground at Cobham (where lunch was provided). The day ended with a trip to D'Oyly Carte Island, once home of the founder of the Savoy hotel.



The very same SP21, still with the London Central Schooner logos, traversing Marble Arch on a short working to Notting Hill Gate; a Sunday probably or possibly a Bank Holiday?

Another coincidence.

Although impossible to even imagine, I wonder how many times RML 2335 and SP 21 passed each other in Whitehall given the two routes from the same garage.

The research undertaken is provided here in good faith,

The photo of SP21 is from the collection of Geoffrey Morant.



# WHEN SHEFFIELD HELPED OUT

## Tom Robinson - Sheffield Transport Study Group



An appeal was given out for assistance to LPTB in the temporary supply of buses to replace London buses damaged as the result of air raids. Sheffield responded with the loan of 12 double deckers from 23<sup>rd</sup> October 1940 until 18<sup>th</sup> December 1940.

The vehicles involved were all AECs as would be expected, and all came from the A fleet. Only No. 66 was petrol engined.

Details are as follows.

Fleet No.	Registration No.	Body	Date new
66	MV 105	Weymann	1931
139	MV 2764	Short	1933
261	BMG 969	Park Royal	1934
262	AWB 62	Park Royal	1934
263	AWB 63	Park Royal	1934
264	AWB 64	Park Royal	1934
265	AWB 65	Park Royal	1934
112	BWA 212	Weymann	1935
140	AMD 525	Weymann	1935
226	BWA 826	Weymann	1935
227	BWA 827	Weymann	1935
204	BMT 6	Weymann	1936

It is interesting to note that 5 ex demonstrators were involved. Nos. 66 had been out of service since 31<sup>st</sup> December 1939 and No. 139, since 7<sup>th</sup> March 1940.

The buses were delivered to Chiswick Works on Wednesday, 23<sup>rd</sup> October 1940.

All twelve buses were hastily recalled immediately after the second Sheffield Blitz and arrived home on Wednesday 18<sup>th</sup> December 1940.

Although the plate in my possession and illustrated above is certainly from a Sheffield bus, I regret to say that when Charles Hall handed it to me, he could not recall the donor vehicle. This nickel plate was mounted on the saloon bulkhead on all buses loaned to the LPTB during this period.

The plate was provided by LPTB following instructions by the Ministry of Transport.

All the loaned buses were returned to their owners followed by a letter from Lord Ashfield, Chairman of the London Passenger Transport Board, dated 23<sup>rd</sup> March 1941 which read:

*"London will not forget, but long remember, the way help sprang to her side from her sister towns in the hour of need. I should like a plate inserted in every vehicle on its return with the simple words, 'London 1940-41'."*

*Thus, may those that ride in them again, in the same areas from which they sprang to our help, be reminded of the fact that these were the vehicles that for a time lived the Cockney life, shared Cockney dangers and won Cockney love."*

Paul Fox has kindly supplied the following data concerning the London garages from which these buses operated.

Fleet No.	Reg No.				
66	MV 105	23.10.40 CS	24.10.40 AC		
139	MV 2764	23.10.40 CS	25.10.40 AC		
261	BMG 969	23.10.40 CS	24.10.40 Q	05.11.40 B	
262	AWB 62	23.10.40 CS	24.10.40 AE	04.11.40 AF	02.12.40 B
263	AWB 63	23.10.40 CS	24.10.40 AF	05.11.40 F	02.12.40 B
264	AWB 64	23.10.40 CS	24.10.40 M	03.11.40 S	
265	AWB 65	23.10.40 CS	24.10.40 T	28.11.40 D	
112	BWA 212	23.10.40 CS	24.10.40 M	31.10.40 AB	
140	AMD 525	23.10.40 CS	24.10.40 TL	02.12.40 B	
226	BWA 826	23.10.40 CS	24.10.40 Q	05.11.40 B	
227	BWA 827	23.10.40 CS	24.10.40 AF	05.11.40 F	02.12.40 B
204	BMT 6	23.10.40 CS	24.10.40 AR		



Possibly a publicity shot taken at Chiswick Works. Sheffield's No. 265 can be seen and a Manchester TD1 extreme right.



No 6 in service on route 6



MV 2764 at the same location as the previous photograph, again on route 6



No. 139 was to end her days as a static caravan at Corringham, Essex. Photo. P. Fox collection.

But that was not the end of the story of Sheffield buses on loan to London. Greig's Bus Services of Inverness despatched their Leyland TD1 WE 8780 to the capital on extended loan. This bus had been No. 180 in the Sheffield fleet and after sale to Milburn, Glasgow went on to serve with Greig and then in 1947 with Alexander's as R 564 when Greig sold out to them. The journey from Inverness up to the capital at a maximum of 30mph would have taken around 18 hours non-stop!

Most photographs used in this article are from my own collection, the others are from unknown sources.



Safely returned to Inverness, the driver of WE 8780 proudly shows the 'LONDON 1940-1' plate for the photographer. Maybe he was the character who made the journey?

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## VOLUNTEERING FOR CROWD CONTROL

David Bowker

Being now at London Buses, we were invited to volunteer to work out on the streets on New Year's Eve helping passengers find their bus home. I jumped at the chance and not because it paid double time and a generous bonus, but it is something I enjoyed. As you probably know, Trafalgar Square is closed on this night and many buses start and finish at Aldwych, Hyde Park Corner or Tottenham Court Road. We were supposed to be pro-active but some just stood in the shadows responding only when asked. At Aldwych, I noticed two girls standing next to one of my colleagues about 30ft away from me. 45 minutes later, with them still standing next to the same person, I went across to them and asked which route they wanted. "N97 to Hounslow" was their answer. "That is starting from Hyde Park Corner" I said. We had additional buses running as a shuttle between terminal points and I was able to get them on one quickly but I was annoyed at my colleague who could, and should, have helped them much earlier.

The shuttle buses (numbered N100 – in 2000 it became route 2000, the highest numbered London route) were very useful and used heavily. However, at around 0300, Trafalgar Square reopens and buses go back. It was at this time all of the Supervisors and Senior Controllers disappeared to control at the Square. We were, of course, not told that the Square had reopened, nor that the supervisors had gone – we just started seeing full buses coming through to us and we had hundreds of angry passengers to deal with. My colleague and I – not having anybody to ask – decided we would do something about it. I noticed two of the spare buses (yellow double-deckers from Capital Citybus) sitting on the stand – nobody had given them instructions either. We took a bus each and he instructed one driver to go to Liverpool Street and I took the other to Victoria. "Trafalgar Square and Victoria only" I shouted and between me and my colleague we virtually cleared the crowds at Aldwych. I should mention that Epsom Coaches provided a coach at each location so we could take a break, or use the on-board toilet, and London Buses provided us with a goodie bag of snacks.

At the turn of the Millennium, I was working at London Bridge bus station. I had my car parked there too so, when the Duty Controller told us that due to the crowds all our buses were now going to start from Elephant & Castle, we were all required to go down there, I was reluctant to go. (And, why decide half-way through the night? – surely that decision should have been made in planning!) "We need a few to stay here" I said "otherwise how will people know where to go, because London Bridge is where the buses are advertised to go from". "Oh, I didn't think of that" he said. Anyway, I volunteered to stay and asked that the two people I was going to give a lift home later, stay with me.

At midnight, we had an empty bus station as everybody was on the bridge – they had five sets of fireworks on the Thames that night. I joined the hordes by the bridge, saw the fireworks and got back to the bus station when the mass of crowds descended on us once the celebrations were over and we pushed them towards Elephant, using a hand-held megaphone. It started raining sometime after 01:00 but I was under the shelter of the bus station and once the crowds had cleared, we had little to do and went home at around 03:30. I had a wonderful time that night, got to enjoy all of the celebrations and got paid double-time and a generous bonus for that one shift, and a day-off in lieu!

I really enjoyed working across the turn of the year. Prior to 2000, we had no Underground running, so everyone had to use the buses. Also, people were much better behaved in those days. I could wake a drunk up and get him off a bus and on another and he would be grateful. In later years (it seemed to start once the Tube ran all night) people became more aggressive, pushing in, fighting and throwing up and urinating on the pavement, whilst others passed out. This apparently, is normal for a Friday or Saturday night – to think I really enjoyed travelling on the Night buses in the late '70s and early '80s!

I worked at Victoria bus station one NYE and had read my instructions but this didn't tell me which stop the 24 to Pimlico was going from. So, when I arrived, I asked the Duty Controller. "That route is operating normally" he said. "Really?" I said, "It's going to fight through the crowds in the closed Trafalgar Square, is it?" He then tried to tell me that it was diverted. "No, it isn't" I insisted "It's running in two sections, Hampstead to Tottenham Court Road and Victoria to Pimlico". Ten minutes later he told me that he had put a dolly stop up in Vauxhall Bridge Road, something that I learnt later that was in his own instructions, which he had not read.

My last year doing the NYE duty I was sent to Lambeth North. We were now required to attend a half-day briefing a week before the big night, and were more tightly controlled on the night by the same people. This, coupled by the nastiness of those travelling, I was no longer enjoying it and I no longer wanted to be part of this.

We were also asked to volunteer for bus station duties when the Underground was on strike. Again, this was something I really enjoyed. In the old bus station at Victoria (it still had the very narrow pavements and an overall roof), I liked to be on the 38 stop and controlled the crowds with polite firmness – everyone would have to queue. Routemasters still ran on the route and those at the

front of the queue were always a little forward of the platform. However, I stopped those behind the bus from boarding until those in front were on, then ensured nobody pushed in from the front, asking that they "Walk around the back of the bus station, and join the queue". I had one chap walk around the back of the bus and push his way on. I stopped the rest from boarding telling them that I was going to get him off. I went upstairs and said to this chap "Please leave the bus and join the queue". "I don't see why I should" he said. "Everyone else has queued" I said "It's unfair on them if you push in front of them". "I don't queue on other days" he responded. "Well today I want you to do so, please" I said, and after thirty seconds pause, pointed to a policeman in the bus station "I can get him", I said, "and he can force you off the bus, but I'd much rather you leave the bus of your own free will". With all of the other passengers turned towards him, he did leave grumbling and joined half way up the queue, so when I had finished boarding the bus, I went to tackle him again "I did ask you join the back of the queue, please". With a heavy sigh, he did and twenty minutes later he got to the front of the queue and said to me "Sorry, you have been very fair. I was out of order". An imaginary chalk mark for me there!

Another Tube strike I was in Buckingham Palace Road and we had not had a number 11 or 211 for at least an hour. With a non-committal from the Bus Station Controller about when the next bus might turn up, I saw the owner of one of the private companies providing extra buses who had around twelve extra buses running on certain routes. I asked him "have you got a spare bus to go towards Fulham Broadway?" A few minutes later a Titan turned up. I had a word with the driver to ask if he knew the 211 route (I had a customer requiring the hospital), which he did not but he knew the 11. I then asked if any of the intending passengers knew the route and were going that way to show the driver. Unfortunately, no-one volunteered, so I took the decision "This bus is a number 11 to Fulham

Broadway." We filled the bus up and cleared much of the crowd and I instructed the driver to come back the same way and observe all stops.

We were also required for large events. One of the biggest was September 1997 which was Diana, Princess of Wales' funeral. Much of London had been shut down and we were needed to help people to and from the funeral route. At the appointed hour, we lined up across the bus station for the minute's silence. We had not intended to line up like that – it just happened that way. There was ten or twelve of us in our high-vis jackets and heads bowed. A BBC camera crew were just yards away but they completely missed our tribute and only spotted us seconds before the end of the silence and they ran to film us but didn't get to us in time – a real film opportunity that I'm sure would have been on the news if they had been more alert.

Late in 1999, when trams had started testing in Croydon, we were asked to do some timing trials, which would allow us to ride the system before it opened to the public. We had to do a day's training at the Tramlink depot, which would include track safety. The following day we were told that we were no longer required but as I had a certificate, I turned up at East Croydon one Saturday morning and had a word with a driver of one of the test trams and I was able to ride the whole system months before it officially opened.

We were encouraged to get experience in other areas of the organisation and I asked to spend a day with Revenue Protection, on the Tube. This included on-train ticket checks and barrier checks which involved watching for those pushing through behind a genuine ticket holder. The guys who do this were very good at spotting people – I'd be watching with them and suddenly they were off to apprehend someone.

## DESTINATION ARCH

Phil Palmer

Here in Curatorial we receive a lot of photos of retired or deceased bus staff, but few show the pride busmen felt in their service as this one which I received recently.

Here we see Conductor Doris "Dolly" Slater marrying Conductor Smith at Mortlake in 1935, under an arch of destination boards. Dolly's father, Joe Slater (who I suspect had a hand in this) was a well-known character at Mortlake Garage, serving there as a bus driver for 38 years from around 1912 to around 1950 (except during the First World War, when he served on the Western Front as a driver). He was a great sportsman, and his granddaughter has sent me newspaper cuttings showing his involvement in football, cricket, billiards, snooker and angling. He was chairman of the garage Sports Club and captain of the cricket team.

Perhaps his most significant achievement was as a player with Chelsea Football Club when they were runners-up in the First Division in the 1905-6 season. I wonder how many of today's pampered Chelsea players can drive a bus?



## BOOK REVIEW Michael H C Baker

**Country Buses around London by Peter Aves and Alan Charman, Capital Transport, 128 pages, hardback black and white, £25**

A companion volume to this publishers Central Area book covering the period 'from the immediate post war years until the end of London Transport's operation of its Country Bus fleet at the end of 1969,' readers may be assured that in every respect it reaches the same high

standard. The name of the publisher is always a guarantee of quality, and the selection has been made from no less than 2,500 mostly unpublished photographs, many 'from the huge archive of the late Peter Mitchell,' as well as Alan Cross, Ron Wellings and Simon Butler. Beginning, as one would expect, with a variety of STLs, a heavily rebuilt ST, Cubs, Qs, many Ts, we then reach the RT is all its various, glorious Country Area variety. First comes the unique Cravens version, in its newly delivered, reduced blind display, with cream upper deck window surrounds. Soon we reach the unique NLP 635, experimental forerunner of the RF, and then the whole panoply of the green RTs in a great variety of settings, some not countrified at all, for much of the Country Area was really suburbia. Finally we come to the Routemaster bus, too early for the coach version. 1969 saw the introduction of the disastrous MBS single deckers which, we are told, were soon dubbed cattle trucks by passengers. A sad end to a story of otherwise admirable achievement, but the book is superb.



**COUNTRY BUSES AROUND LONDON**  
a black and white album

Peter Aves and Alan Charman

## IMPORTANT INFORMATION FOR BUS OWNERS Roger Stagg

Since the first AEC vehicles after the NS up to and including the RM the steering column top bearing was a ball race with a thick rubber O shaped ring above and below. All this is inside the large metal casing directly below the steering wheel. Whilst the ball race deals with the horizontal movement the rubber rings act as shock absorbers and more importantly prevent the column moving up and down. Such movement results in the vehicle steering turning whilst the steering wheel remains in the same position and causes "wandering".

In service these rings were replaced from time to time as they either become hard and could no longer act as buffers or in worst case could disintegrate, leading to significant

steering difficulties. These rings (similar but smaller ones are used on many cars) have been unavailable for many years.

Following a couple of episodes with Museum vehicles we have now had this item remade, two are needed per vehicle but mainly it is the top one that fails. We are now able to offer these to members thus should you want to take advantage of this please email: [r.stagg@londonbusmuseum.com](mailto:r.stagg@londonbusmuseum.com)

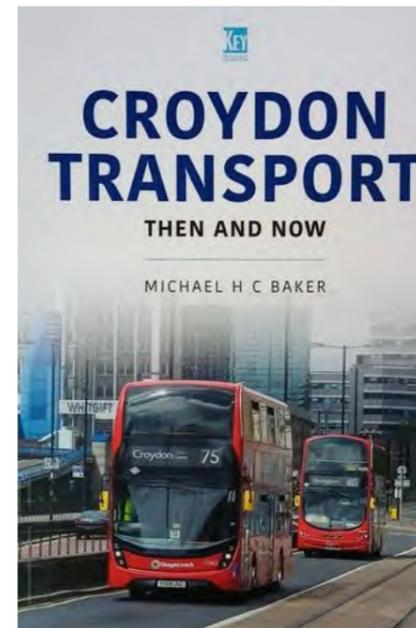
This is a one-off manufacture.

I am unable to confirm if these rings will also fit Leyland vehicles.

## BOOK REVIEW Colin Read

**Croydon Transport: Then and Now, by Michael H C Baker, Key Publishing, 96 pages, softback colour and black & white, £16.99**

As the author admits in his lengthy introduction, Croydon does not always get a good press, especially in the 2020s, but as he says, from a transport point of view, one would be hard to beat a location with so many varied forms of transport – buses, including Superloop routes, trams, and regular train services to many destinations.



The author has done a cracking job with this, his latest publication, covering all aspects of Croydon's public transport, not forgetting its iconic airport (at least in the introduction) as the main one for London until the development of Gatwick and Heathrow.

I particularly liked the slightly quirky views, such as the surprised-looking railman at

Thornton Heath station, the coffee-drinking lady in George Street opposite a totally-unrecognisable steamy Croydon 'B' Power Station, a 'between the rails' shot of Pullman electric units at London Bridge, two passing emus at South Croydon whilst an RT conveniently passes over a bridge, a full-frontal shot of preserved RT 1 (which your scribe has had the pleasure of driving) and an 'over the bonnet' shot of Country-liveried RT 604 where even the gear-selector position is visible. Some of the photos appear a little tenuous, such as a freight train passing a lock on the Kennet & Avon Canal: no problem, it's bound for Purley and also LT Museum's NS at the former Clapham Museum being admired by a pupil from the Trinity School of John Whitgift!

Some of the photos are familiar, but many were new to your reviewer, such as the 289 single-decker parked on the pavement at Purley and the very nice pair of vintage touring coaches of Croydon-based companies.

It has to be said that I found the rather faint typeface in the long introduction a little hard on the eyes after a while and, as with any publication, a handful of errors has crept in (has there ever been a perfect transport book?) principally with a few captions, whereby the wording is at variance with the photo. This begs the question, why not omit route or vehicle numbers altogether where this information is visible in the picture, thereby avoiding risk of error?

These minor points aside, a thoroughly recommended piece of work.

## MORE ON BUS INFRASTRUCTURE David Bowker

Regarding the bus stop with the most routes; Andrew Colbourne is correct (issue 57) that stop S in Orpington High Street did indeed lose a couple of routes since I wrote the original article (issue 55) but since his update, route 477 no longer serves the stop, so now only fifteen routes serve it. However, the stop opposite (R) has seventeen routes, so this is now the stop with the most routes. In Bromley town centre, stop T has sixteen routes but with a peak of 63 buses an hour, it is considerably busier than the one in Orpington which has 50 buses an hour. So, unless any one can show otherwise, this stop in Bromley town centre has



more buses stopping in an hour than any other stop in London.

To add to the story; as part of the 2014 Year of the Bus; outside Hamley's in Regent Street, the normal bus stop flag was replaced with one made of Lego!



## DEPARTURES - MICHAEL DRYHURST & BRIAN DABBS

Esteemed transport enthusiast Michael Dryhurst passed away on 9 September at the age of 87. Known to many as "V H Darling", he wrote a monthly column in Buses Illustrated about London Transport news. He was a good friend of Prince Marshall and Leon Daniels, who wrote:

"Michael was born on 22 March 1938 in London. He led a life rich in adventure, travel and accomplishments, from a very early age. By the age of eight, he was a devoted fan of public transport, specifically buses, and spent many subsequent years contributing, writing and taking photographs.

In 1965 he acquired FUF 63: a Brighton and Hove AEC Regent I – a bus that remains in preservation today.

Later, he was instrumental in repatriating RT 1 from the USA. Following a long fundraising appeal, it took its place at the London Bus Museum.

By 17 years old, Michael had entered the movie industry as a clapper loader, proceeding through the different departments to learn his craft. He worked for over 30 years in Hollywood and was best known as a producer. He worked on films such as Excalibur, Never Say Never Again, Superman and Hope and Glory, to name a few. One of the most illustrious moments of his career in film was receiving a Golden Globe for his work on the 1987 film Hope and

Glory. He is the author of several scripts and one novel entitled Check the Gate.

A US citizen since 1993, he returned to the UK only rarely until moving to Ireland with his wife, Karen. During this time we saw him a little more often but eventually the balance between weather and healthcare costs persuaded him back to the US, this time Arkansas, where he lived until his death.

Today's London bus enthusiasts and preservationists owe Mike a huge debt of gratitude."

John Rawlins has advised of the passing of Brian Dabbs, aged 80. "Brian was always good company, forever cheerful and enthusiastic. Although he had lived in south Wales for many years he was a Kingston Vale man at heart. He would always be at Museum events at Redhill Road and Weybridge and many other times too.

It was Brian who introduced me to bus ownership and we shared good times with both our RF and RML.

He recently surprised me by buying RT 227 now repainted in 1949 central area livery and looking splendid. Whenever we see it we will think of Brian – a suitable legacy.

Our thoughts are with his sister Paula and his entire family. He will be much missed by me and many others."

## DONATIONS RECEIVED

### Phil Palmer

The following individuals have recently made donations to the Trust:

Michael Booth  
David Bowker  
John Cattermole  
Estate of David Daines  
Paul Devivo  
Roland Graves  
Laurence Hooley  
William Jeffrey  
Janet Levy  
Peter Moore  
Julian Neale  
Estate of Peter Nicholls  
Colin Read  
Estate of Jack Rolls  
Hugh Simmons

Barry Smith  
Angela Spragg  
Christopher Stanley  
Estate of S W Stevens-Stratten  
Peter Starkey  
David Wise  
Andrew Wylde

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.

## SILVERMERE NEW YEAR LUNCH Simon Douglas Lane

SUNDAY 11TH JANUARY 2026

This event will feature the usual three-course lunch, accompanied by coffee. The Trust will again subsidise the meal at £35.00 per individual and £32.50 each per couple.

Please advise me of any dietary allergies in good time. The lunch will start at 1.00pm, and if you wish to sit with any particular friends or acquaintances, please arrive in enough time to make your own arrangements. Table plans produced in the past have been mostly ignored! The signing-up form is in the Canteen and the deadline for signing-up is 4th January 2026, helping me when I visit Silvermere the week before the event. Please only sign up for yourself and not others. If you would like to bring a raffle prize, that would be wonderful. Again thank you for your cooperation for these two popular events.

With best wishes for a peaceful Christmas and a successful New Year.

### 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](http://www.londonbusmuseum.com)  
Facebook: [here](#)

### Trustees and Officers of the London Bus Preservation Trust Ltd

**Honorary Positions**  
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Hon Vice Presidents: Chris Heaps & Richard Telling  
Museum Mentor: Sam Mullins OBE

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## 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.

For more information please contact Robin Helliar-Symons on [RDHSymons@gmail.com](mailto:RDHSymons@gmail.com), or write to 7 Bedford Close, Maidenhead, SL6 3UP

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### Registered Office

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Charity number: 1053383.  
Company Registration number: 1061762

