



Magazine

E edition

Issue 60 June 2026



AGM & Members' Day
Route 38 Heritage Day
Spring Gathering
Horse Bus Finalé



The Journal of the London Bus Preservation Trust
£4 to non-members



EDITORIAL

Dave Jones

Looking back over more than 40 years of magazines, only two covers have featured horse buses, Winter 2017 which showed one of ours at Transportfest, and Spring 2018 which showed a group of Suffragettes. The launch of our restored four-light bus marked the end of 30 month's work by Alan Gaskell and it's something of a shame that his craftsmanship has been covered by paint. It looks wonderful.

This year's Spring Gathering was a huge success, over 2,600 visitors, 105 vehicles, a substantial financial boost, ten new members and a new volunteer. We always need more of the latter! Deryck Fill and his team worked wonders as usual to bring it all together.

Inside the Museum, leading up to the event, Ian Reddick had masterminded a much-needed resurfacing of the roadway as well as redecoration of various facilities and areas around the building. It's not just about the buses.

Also launched at Spring Gathering was our recently acquired AEC Militant heavy recovery vehicle. It's a very worthwhile addition to our collection, as LT's service fleet played a vital role in keeping London moving.

Going back a little in time, the Route 38 Heritage Day was also a huge success, with the added "bonus" of a demonstration that curtailed the route during the afternoon. The crews managed to keep things moving and still enjoyed themselves. For me, it ticked off an item on my bucket list - driving an RT in service in central London.

Looking forward, we have the Route 213 Heritage Day on Saturday 13th June, with our Summer Festival on the 28th, both well worth supporting.

As an antidote to the last, text-heavy, issue, there are aplenty of photos in this one for you to enjoy, plus even more in the E-edition.

IN THIS ISSUE

- 3 Chairman's Chat
- 3 Comic Relief
- 4 Milly Restored
- 5 Members' Lunch
- 6 Route 38 Heritage Day
- 8 T 357 Gets a Rise
- 9 Dave Stewart
- 10 S E Bus Festival
- 11 East Grinstead Running Day
- 12 Spring Gathering
- 14 Horse Bus Completed
- 16 History of Route 106
- 19 Memories of O & D
- 20 Service Changes
- 22 Donations Received
- 22 London Bus Map
- 22 Mystery Photo
- 23 Who's Who

Front cover, possibly the first time a horse bus has appeared on the cover? A fitting place for it without doubt. David Bowker.
Back cover, RT 1 passes James Smith's Umbrella Emporium on our terrific route 38 heritage day. Peter Zabek

SATURDAY 8TH AUGUST 2026

Members are asked to note that Brooklands Museum will be celebrating the centenary of the British Grand Prix, which was held here, and organised by the RAC.

On this special day, there is no free admission for Brooklands Museum and London Bus Museum. Members of either organisation can purchase tickets online for £19.95. The event is expected to be fully sold out and tickets will not be sold on the day. Book early if you want to come!

Details are available on the Brooklands Museum website.

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
September 2026 EDITION
Sunday 2nd August 2026**

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.

CHAIRMAN'S CHAT Leon Daniels

I am writing this after a superb Spring Gathering which had record numbers of vehicles and visitors enjoying the warm sunny day!

An amazing day enjoyed by so many.

Star of the show was, of course, the Horse Bus – superbly restored by Alan Gaskell – and carrying passengers all day. Across on my YouTube channel, you can see the video of the preparations, speeches and inaugural run. The work by Alan, Ian Reddick, Martin James (painting) and Stuart Betts (signwriting) is gratefully acknowledged.

Also, on its first public outing: 1457 MR, our amazing AEC Militant Master Breakdown Tender, after repaint and other work.

Both are now on display at the Museum.

We are delighted that GLS 443 – a Leyland National Greenway – is joining the collection, having been donated



to us. An era not well represented and soon to join our Museum, thanks to the generosity of Andy Barr.

After my appeal in the last issue, it is tremendous that Mia Hastings has taken up the role of HR Manager at our Museum. As you know, the modern requirements for managing human resources fall on us as a charity as heavily as it does a major corporation, and Mia's knowledge, experience and expertise – as a Director at Mastercard – will be hugely valuable to us. As a frequent visitor to LBM, she is well known to our volunteers and regulars.

We continue to develop our museum displays. We are now running a continuous sequence of old bus posters shown digitally and provided by the generosity of the London Transport Museum.

We are repeating our annual 'recipe' of three running days and three Brooklands days throughout 2026. We recognise that macro-economic factors are adding to costs – especially fuel. I must sincerely thank all those who spend their own money supporting our events and activities. I hope that the rest of 2026 will benefit from growing domestic tourism with such uncertainty overseas.

Your Trustees, CoM Members, and volunteers are working tirelessly to bring you an ever-improving museum. We are delighted to continue to welcome new members and volunteers, and once again, we hope you enjoy our splendid magazine.

COMIC RELIEF ON THE 65

On 20th March some familiar faces, with help from TV's Chaser Anne Hegerty, crewed RM 1400 and RML 2735 as part of the annual fundraiser for Comic Relief. The buses ran the full 65 route (Ealing - Kingston) throughout the day and raised a grand total of £1,657.61. Photos from Mia and Richard Hastings.



MILLY RESTORED

Visit Milly's web page



Milly restored to her former glory at the Spring Gathering after some steady work by the workshop team. Phil Hambling

I456 MR emerged from AEC's works in February 1954 as a six-wheel-drive Militant chassis-cab for the British Army and first used as a general cargo truck. The crane was added after London transport purchased the lorry in 1966,

along with stable mate I457 MR, and the next 14 years were spent at Camberwell (Q) garage. Withdrawn in 1980 due to a cracked chassis, and a distinct lack of speed, a year later it was purchased for preservation and spent time at the embryonic Woolwich Transport Museum. Late in 1983 I456MR was introduced to Andy Lambert, the founder of (and at that time MD of) The National Rescue Group, by his friend Mike Hebard. He decided to purchase her, to operate from their newly opened Brooklands Depot at Weybridge. Since then I456MR, affectionately known as 'Milly', has been a constant presence at Brooklands until acquired by the London Bus Museum in November 2024.

Michael Wickham has supplied some photos of 'Milly' in action with London Transport. It had been called out from Camberwell in April 1976 to recover RM 1542 which had been stolen from New Cross garage and reversed into a pit on a derelict site in Tower Hill.



Paused at Cricklewood garage for a tea break, bound for Aldenham with RM 1776 in March 1979. Dave Jones



Among a varied collection of vehicles at Woolwich in February 1983. Dave Jones.



David Bowker caught Milly heading south over Chelsea Bridge in 1979 towing RT 848 and followed, possibly, by 1416 LD which was also based at Camberwell. (And perhaps an LT MkII Escort?) RT 848 was used as a turnover vehicle during 1979/80.

MEMBERS' NEW YEAR LUNCH

Members and their families once again enjoyed a sumptuous feast at Silvermere, which this year took place on 11 January. Chairman Leon Daniels welcomed all present and thanked them for their support over the last year. He also thanked the wives, husbands and partners of all who assist the Museum in any way.

Huge thanks to Simon Douglas Lane for organising the event, and to all who contributed to probably the most successful raffle we've ever had.



ROUTE 38 HERITAGE DAY 14th March 2026

Our first event of the year enjoyed fine weather, which helped mitigate the disruption caused by a march along part of the route. RT and RM types dominated, taking the service back in time by several decades. All the crews seemed to enjoy the challenges thrown up on the day and the public certainly had a good time. Thanks to Peter Osborn, the crews and the staff at Clapton garage.

Album 1



Album 2



Above right, STL 2377 looks very much at home at Piccadilly Circus. Peter Zabek.

Above, RT 1 passes "No 1, London". Nigel Eadon-Clarke.

Right, RT 4777 passes the famous umbrella manufacturers, followed by RT 4779. Peter Zabek



Left, Roger Wright's recently repainted RT 2799 harks back to the company's early days.

Below left, RM 1005 about to turn into Graham Road.

Below right, all the way from Norfolk, RML 2401 once worked the 38 for Arriva, being withdrawn in 2005.

All above by Nigel Eadon-Clarke.





Left, RM 5 waits at Victoria. Colin Read.



Lower left, STL 2377 and RT 1 also take a break at Victoria.

Below right, RTW 467 has dropped off at Hackney Station and is heading round the corner to Clapton garage.

All others Nigel Eadon-Clarke.



Left, RMC 1500 (yes it is!) added some colour to the day, while, above, Ipswich No 9 was just the bus for the sunny weather. Nigel Eadon-Clarke.

Lower left, how Clapton may have looked in the mid 20th Century. Nigel Eadon-Clarke.

Lower right, a decade or two later. Dave Jones



T 357 GETS A RISE

More about T 357



The restoration of T 357 took a major step forward, and up, when its body and chassis were separated to allow work to continue without body-builders and chassis-fettlers getting in each others' way. Masterminded by Roger Stagg, the task was accomplished with greater ease than when G 351 was dismantled due to the use of the workshop's Hywema lifts. Owen Wright and Ian Reddick, along with several other volunteers saw that the event, captured by Mark Kehoe, passed off smoothly.



DAVE STEWART Mike Harris

Dave Stewart sadly passed away on 28th November 2025 after long periods in hospital and a care home.

I'd known Dave from about 1980 having met on numerous trips while photographing buses. He had an incredible detailed knowledge of London Transport and London Country service changes, producing the LOTS monthly newsletter for very many years, and not forgetting his regular help in updating my bus maps, particularly the country area routes.



Haydn Davies arranged on behalf of Dave's brother, Michael, a trip on London Bus Museum's restored T448 taking in some of Dave's regular haunts. We passed both the old and new Alperton garages, Harrow Hill and Harrow Weald Garage, and as per Dave's wishes his ashes were scattered at One Tree Hill, finishing at The Myllet Arms in Greenford for a nice meal courtesy of Michael.



Also attending were Graham Burnell (driving the bus), Ian Barrett, Ashley and Kirsten Blackman, Bill Clark, Leon Daniels, Stephen Floyd, Richard Godfrey, Dave Heath, Mark Lyons, James Mair, Steve Maskell, Frank Messenger, Martin Ruthe, Graham Smith, Colin Stannard and Terry Wong Min.

Here are a few photos from the day along with one of RM737 which Dave was involved with preserving and one of a bus passing the old Alperton Garage where a 27-storey tower block of flats has now been built.



SOUTH EAST BUS FESTIVAL 11th April 2026



This year's season starter at Detling was a bigger event than in recent times, graced by fair weather as well as XF 3 on one of its first outings since joining the Museum.

The XF was posed with RW 3, one of the two surviving experimental Reliances, RF 672 and RT 593, both past Cobham residents. Adrian Palmer.

Below, MLL 735 in BEA's rather drab livery. Perhaps the destinations added the colour? Pioneer RM 9 alongside. Adrian Palmer.



Above, Arriva's 4106 sports a very good recreations of traditional Green Line livery and looks in good company with RF 28 and RMC 1453.



Right, Nu-venture's ADL E400 in the livery of Chatham & District Traction Company. Both Nigel Eadon-Clarke.



Above, I wonder what late 90s tourists arriving at Heathrow made of this for their trip into London. A 1990 Carlyle-bodied Dennis Dart.

Right, I'm not sure what to make of this! Irizar's electric ieTram. How would the driver check wheelnut security? Both Nigel Eadon-Clarke.



EAST GRINSTEAD RUNNING DAY 26th April 2026



XF 3 was out and about again, this time on home turf at East Grinstead, an event that seems to grow larger each year. Adrian Palmer.

Below, RT 3148 also looks at home en route to Lingfield and, judging by the load, it's a race day! Only the road markings suggest it's modern times. Nigel Eadon-Clarke.



Above, another timeless shot, RF 633 waits at Oxted to return to East Grinstead. The conductor seems proud of his steed. Adrian Palmer.



Left, red Routemasters once worked the 409, but they were RMLs from Godstone. RMs 1009 and 1699. Adrian Palmer.



Above, a splash of colour with preserved Metrobus Leyland Olympian, seen heading out toward Dormansland.

Left, former PDL 77 left London for the Medway Towns back in 2012 and withdrawn 10 years later and into preservation. Both Nigel Eadon-Clarke

SPRING GATHERING 19th April 2026

Album 1



Album 2



Above, Routemasters outnumbered other classes again, but it's always fun to play "spot the difference"! Richard Hastings.
Right, just a pair of GSs this year. Nigel Eadon-Clarke.
Below, LS 103 representing the 70s. Richard Hastings.
Below right, two of the four RFs on site. Richard Hastings.

Spring was very much in the air for our first home event of the year, which no doubt helped bring in a greater assortment of buses and a very good, appreciative, number of visitors.

Our recently acquired Militant recovery vehicle made its first appearance, see page 4, and the refurbished four-light horse bus was unveiled with suitable ceremony, see page 4.



Right, a selection of "modern" buses, including 1986 L 97, a couple of non-London Tridents, Capital Citybus 218 and E400 TE1644. Richard Hastings.



Bottom, FRM I made a welcome return. Adrian Palmer.



Facing page top, Stagecoach's exhibition fleet, 11011 Selkent Envoy, 11066 Selkent Diplomat, 11377 Spirit of London, 12345 Selkent Ambassador, 12400 East London Ambassador and 82122 Macmillan. Nigel Eadon-Clarke.



Left, RB 51 looking very smart as a reminder of when Green Line was a quality service. Phil Hambling.

Below Right, "Supercar", star of LT's 1991 Travelcard advert, has recently been revived. Nigel Eadon-Clarke.

Below left, a reminder of the early days of route tendering, Eastern National's Bristol VR. Phil Hambling.



Above, a pair of Oriental Olympians. Adrian Palmer.

Above right, this battery-electric Rightech RB 6 offers an innovative, demand-responsive service in the Ebbsfleet area. Steve Lynn.

Right, Tilling's 1938 AEC Regal III carries a 1952 ECW body that helped ensure its preservation. Phil Hambling.



FOUR-LIGHT HORSE BUS - THE FINAL CHAPTER

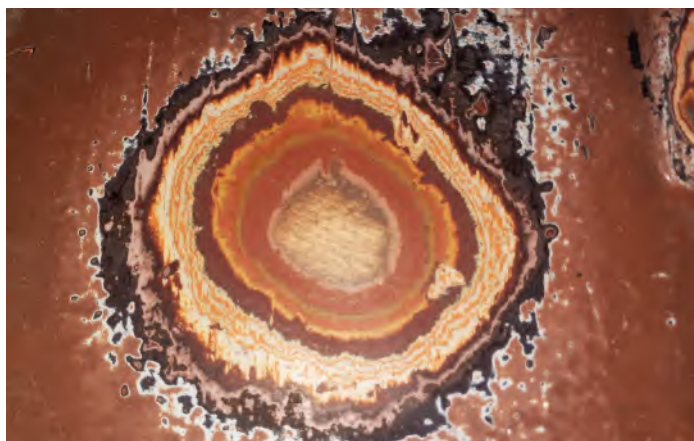
Alan Gaskell

This will be the last of my restoration updates as the 4 light horse bus is now completed and settled into its place in the Museum.

Since my last update the bus was taken to Martin James in Great Kimble for painting. Martin stripped every scrap of old paint to ensure that the new finish was to his highest standard. The finished result is testament to the immense attention to detail by Martin. Once back at the Museum the bus was taken into the workshop and shrouded in dust sheets, only to be partly uncovered to permit Stuart Betts of Alphabetts Signs to do his magic and hand paint all the remaining signwriting, and work by me to fit various small parts.



Stripped of most paint, and front axle. Martin James.



The layers of paint that had to be removed! Martin James.

The final titivation including fitting new brake blocks, coachman's leather seat, fare chart, running boards, lower deck seats, inside advertising posters and Union Jack flagpole. It was then ready for the launch at Spring Gathering on 19th April.

I must also say a thank you to volunteer Ian Reddick who assisted me with any metalwork and heavy undercarriage work.

The weather on launch day was beautiful so our fears of another wet day were unfounded. Leon Daniels and I

presented it to our visitors, then two magnificent shire horses, Duke and Cosmo, were hitched and David Lawless of Waldburg Shires skillfully took visitors on rides to Brooklands Hotel and back.

The splendid colours on buses can be attributed to the fact that a significant number of the population were illiterate, so passengers identified their bus by its colour. A unique feature of the Company was the 'Union Jack' flag, which it flew from its vehicles and was also displayed on running boards. Additionally, they were first to introduce forward-facing 'garden seats' which, along with improved stairs, enabled ladies in their finery to use the upper deck.

The new livery has been derived from an early 20C painting by Herbert J. Reinohl, used with grateful acknowledgement to the London Transport Museum at Covent Garden. It reflects the route on which we believe the bus worked, from Hornsey Rise to Sloane Square, under the name Holloway which is where the north London depot was based, ¼ mile from what is now Holloway Bus Garage, and was run by the London Road Car Company, one of the largest operators of buses at this time.

It has been a great privilege to work on the bus and restore it for display in the Museum and future rides.



The completed interior. Alan Gaskell.



Dust sheets lifted for sign writing. Alan Gaskell.



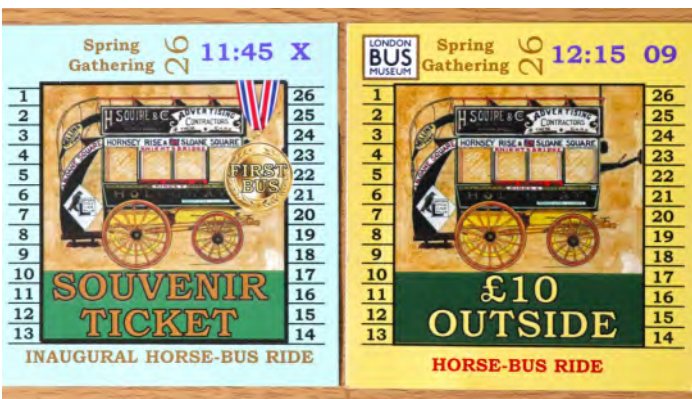
Fitting brake blocks. Alan Gaskell.



Painting of our bus by Herbert J Reinol. L T Museum.



Leon Daniels with Alan, launching the finished horse bus. Richard Hastings.



Special tickets were issued to travel on the completed bus. Richard Hastings



Alan and his wife Jenny, wearing suitable Victorian clothing. Richard Hastings.

A HISTORY OF ROUTE 106

Peter Osborn

As London expanded in the 1880s and 1890s to encompass Finsbury Park, Stoke Newington and Clapton, additional orbital horse omnibus links were added. By 1895, Henry Marshall was running a bus every 15 minutes between Finsbury Park and Stoke Newington via Lordship Park. A year later, this 'suburban' route had been extended via Northwold Road to Clapton Pond and was jointly operated by the London General Omnibus Co (LGOC) and Thomas Tilling using a brown livery – the colour of a horse bus denoting the route. On 17th January 1907, Commercial Motor commented 'Another example of a service on which the horsed omnibuses are likely to survive, is that between Finsbury Park and Clapton. The number of passengers who require to travel on this route is comparatively few, so that, although horsed omnibuses do just pay, it is very doubtful whether motor omnibuses would do so.' In 1908, the route was numbered 35 and in December 1910 operation passed solely to Thomas Tilling.



Clapton's met-Cam RTL 892 waits at the Blackwall Tunnel stand in Robin Hood Lane, along with Hackney's RTW 142. Fred Ivey.

The horse bus route was replaced by LGOC motor buses on 19th August 1912, initially numbered 88, then in December 1912 merged with route 87 under the latter number and now running from Colney Hatch Lane to Clapton Pond via Muswell Hill, Archway and Finsbury Park. On 29th March 1914, the route was renumbered 106 and extended again (briefly) via Leyton to Leytonstone. This rather unwieldy route was shortened and by December 1914 was back to the running between Finsbury Park and Clapton Pond.

In early 1915, the route was briefly combined with route 56 to run from Finsbury Park to Millwall Docks under number 56, reaching the southern end of the Isle of Dogs via West Ferry Road. In March 1915, the northern part of the route was split off again as the 106 and the 56

restricted to running Mile End to Millwall Docks – to be extended during the war right round the Isle of Dogs to share a terminus with the 106 at Blackwall Tunnel.

Meanwhile the new 106 continued south from Mile End via Burdett Road and along East India Dock Road to terminate above the Blackwall Tunnel entrance at The Volunteer. The pub is no longer there, but the location of the stand in Robin Hood Lane is still visible. The route between Clapton Pond and Mile End was Mare Street, Cambridge Heath Road, Roman Road and Grove Road. This 1915 section of the route was essentially unchanged until the introduction (on Monday to Saturday) of new route D6 in March 1989 between Hackney Central and the Isle of Dogs.

The B types of 1915 were replaced by open-top solid-tired NSs in 1925, although Sundays had already seen operation by S types. Covered-top NSs first appeared on Sundays in late 1926. Core operation was by Poplar, Athol Street, (C) and Leyton (T), with different garages contributing on Sundays through the years. 1933 saw a phased conversion from NSs, first to STs and then to LTs.



RM 1182 stands on Station Place, Finsbury Park, long before thoughts of a modern bus station. David Bowker.

In September 1928, the route received a substantial extension eastwards, via Canning Town and Beckton Road, along what is now the A13, turning north at River Road to Barking and Becontree, terminating at Chitty's Lane. Buses ran from Finsbury Park to Poplar every 4 minutes, continuing to Becontree every 12 minutes and taking 1½ hours for the full trip. The vehicle requirement fluctuated at around 38 buses for the next 10 years. On Summer Sundays from Easter 1929 to June 1933, the route was further extended to Upminster, these journeys being operated by Forest Gate (G). In October 1934, part of the service to Blackwall Tunnel was extended to Royal Victoria Dock, and between February 1937 and October 1942

some journeys were extended to West Ham Stadium. In July 1941, the Victoria Dock journeys were replaced by trolleybus 569.

Athol Street replaced its LTs with new STLs in 1934, but Leyton continued to operate LTs until the outbreak of the Second World War, when both Athol Street and Leyton ceased to operate the route, replaced by Hackney (H) and (at weekends) Tottenham (AR), both with STLs; the requirement dropped to 28, falling to 20 by the end of the war before returning to 28. Leyton took back the route from AR during 1941.



DMS 278 in damp and dreary Finsbury Park during a brief period of one-person-operation. David Bowker.

In 1950, Leyton's LTs were replaced by postwar STDs for two years, with RTs appearing on Saturdays. Meanwhile, Clay Hall (CL) had joined the mix on Sundays from 1946 with STLs, converting to RTLs in 1950 until replaced by Dalston (D)'s RTWs in 1952. Hackney's STLs were replaced during the week by RTLs from mid-1952, weekends seeing RTs (briefly), RTLs and RTWs, until the entire allocation from H and D settled down as RTW from early 1953. T's weekday allocation remained RT until withdrawing from the route in 1964.

From November 1958, following the disastrous strike earlier that year, the Sunday route was recast as 106A and withdrawn from Barking and Becontree, instead continuing to Dagenham (New Road) in place of the 175 from Blackwall. D and H continued to provide RTWs, and were joined between 1960 and 1964, by former trolleybus depot Clapton (CT), who provided RTLs. Sunday operation was converted to RM in 1963 (from D) and 1964 (from H).

Routemasters were not scheduled on the 106 until 1968. Leyton's RTs were replaced in 1964 by RTLs from CT and in 1966, Hackney replaced its RTWs with RTLs and a third garage joined, Poplar (PR), another former trolleybus depot. 1968 saw the end of RTL operation, Clapton converting to RTs in 1967, H and PR in 1968, by which time CT was operating the route only on Saturday and

with RMs. The remaining RT workings were replaced by RMs by the end of 1968.

But things might have been different. The RTs that replaced RTLs at PR came from Wood Green, where the first stage of the Reshaping Plan had replaced them and their routes with Merlin-operated flat fare routes. But trade union agreement to those changes did not come until two months before, so back-up plans had been made for a network of RT routes in their place (to be numbered 269, 288 and 294), in which case the retirement of RTLs would have been postponed.

On 16 January 1971, the 106 was withdrawn east of Blackwall Tunnel and the 106A withdrawn, leaving a daily operation between Finsbury Park and Blackwall Tunnel, as it had been between 1915 and 1928. Tottenham replaced Poplar in working alongside Hackney and the route enjoyed a year and a half of daily RM operation before being converted to one-person operation on 12 August 1972, using DMSs from both garages.

A temporary reprieve for crew operation occurred between 31 March 1979 and 4 September 1982, with the return of RMs, initially from H and AR, but both replaced by a new garage at Ash Grove (AG) from 25 April 1981. The second conversion to one-person operation involved a small increase from 14 RMs to 16 Ts, further increased by one a year later when the route was extended from Blackwall Tunnel to Isle of Dogs Asda. A partial conversion from T to M in 1984 was reversed by 1986.



T 399 departs its sponsor's premises at Isle of Dogs. David Bowker.

1989 saw new route D6 introduced on 4 March, one of several new routes in the developing Docklands area. This ran from Hackney Central Station via the 106 route to Isle of Dogs Asda and replaced the 106 on Monday to Saturday, using 10 Ts from AG (replaced by single-deck LSs from August 1990). The Sunday 106 continued to run to Blackwall Tunnel, but the weekday route was diverted at Bethnal Green to run to Mile End Gate (at the south end of Cambridge Heath Road, where Sainsbury's is now) with

a reduced allocation of 11 Ts. In April 1991, the evening service was withdrawn from Mile End Gate and replaced the D6 running to Blackwall Tunnel and (early evenings) Isle of Dogs Asda, this variation lasting only a year. In September 1993, the route was extended the short distance along Whitechapel Road from Mile End Gate to Whitechapel Station.



Docklands Transit's Dennis Dart on Northwold Road prior to Stagecoach's takeover. David Bowker.

In 1989, London Buses was divided into operating units and Ash Grove became part of London Forest Travel. On 23 November 1991, after strike action by London Forest staff (which caused the suspension of the 106 from 11-28 July 1991), operation of route 106 was transferred from AG to Clapton, part of Leaside Buses, using Ms (prior to the next change of operator, the 106 also saw operation by Alexander-bodied Olympians). Operation of the D6 was transferred to East London Buses on the same day, operated from West Ham (WH) on Monday to Friday and Bow (BW) on Saturday. WH used double-deck Ts initially, replaced by LSs from February 1992; BW used Ts. However, by this time, tenders had been issued for the D6 and the new contract awarded to Capital Citybus, commencing May 1992. At this date, the 106 was withdrawn entirely from Blackwall and the Isle of Dogs, running instead daily to Whitechapel and replaced daily to Crossharbour by the D6.

When a new 106 tender took effect from April 1996, operation passed to Docklands Transit, working from their Silvertown (SI) garage using single-deck Dennis Darts on an increased frequency. In July 1997, Docklands Transit was acquired by Stagecoach and operation passed to East London, with operation moving to Stratford (SD) three months later, using PD class Darts. In October 2001, the 106 was converted to double-deck Trident operation. From April 2001, a night service numbered N106 was added, continuing along Whitechapel Road to Aldgate; the route was replaced (in part) from April 2008 by early and late journeys on the 106. Before that, in February 2008,

operation of the 106 and N106 moved to West Ham (WH).



The current (pun intended!) fleet on the 106, BYD/E400EVs. Go Ahead's Ee 31 in Amhurst Road. David Harman.

From December 2009, the southern terminus of the 106 moved from Whitechapel Station to south of Whitechapel Road at Cavell Street. Subsequent tenders for the 106 saw operation move to Arriva London, from Ash Grove (AE) using Volvo B7s, in April 2013, then in June 2020 to current operator GoAhead London, using electric Enviro400EVs from Northumberland Park (NP).

The D6 remained with Capital Citybus through their takeover by First Group in July 1998, until in September 2011 the tender was won by GoAhead subsidiary Docklands Buses. In June 2013, the route was shortened at the Hackney end, being withdrawn between Hackney Central and Cambridge Heath, creating the route as it operated today. In September 2018, the tender was won by CT Plus, whose TfL contracts passed to Stagecoach London in August 2022. Stagecoach continues to operate the route, mainly with Enviro200 single-deckers, from Ash Grove (HK)



CT+'s ADL E20D, seen in Amhurst Road is now running as Stagecoach's 37795. David Harman.

MEMORIES OF ORPINGTON & DISTRICT

Roland Graves

I was most interested to read David Bowker's article on pioneers in South East London.

It brought back memories of my short time driving for Orpington & District and the formidable Joan Normington. I passed my PSV test in November 1979 having been involved with preservation since 1977 and owning a Leyland PDI with Willowbrook body ex Barton Transport at the time. I was looking to find a part time driving job to get some experience and heard that O & D were looking for new blood. Miss Normington gave me a cursory interview and a quick drive round in a Ford transit before giving me a try.

This was February 1980 and she had just rearranged the duties to save ever rising costs. This created an evening peak duty each weekday. Sign on was 16.30, collect bus from the Green Street Green garage, dead to Orpington war memorial. Service 853 to Croydon and return. Service 853 to Croydon. Service 855 to Forestdale and return. Service 857 to Orpington via Forestdale. Dead to the garage. As can be imagined journeys at this time of day could be busy, especially at the Addington, Croydon and Forestdale end. The 855 to Forestdale was often a full double deck. I remember turning into Altyre Road, Croydon, which was just around the corner from East Croydon Station, and finding a huge crowd of commuters on their return journey home. We had manual Setright Speed ticket machines, which were not the easiest to

Roland's regular bus caught in Altyre Road, Croydon, on 15 April 1980. Jeremy Chapter.



operate, mounted on a pedestal on the dash. Most passengers paid cash but there were a few season ticket holders.

O & D had a very eclectic fleet of well used vehicles. I remember driving the ex-West Riding Fleetline pictured in the article, but my usual bus was an ex Maidstone & District lowbridge Leyland Atlantean reg. No 44 DKT. This was one of the first batch purchased to replace the trolleybuses at Hastings. It was very, very tired. It seemed that the front suspension was on the bump stops all the time and gave a very hard ride. On one occasion I was given a Leyland Leopard dual-purpose single-deck with Alexander body. Not ideal for this sort of service. It was the only time I ever drove a vehicle with a two speed axle!

By the time I got back to the garage at around 19:45 I was the last bus in and it was deserted. I had to park the bus, pay in takings to the locker in the office then lock up the garage and yard as I left. This continued until June that year when another duty revision removed my shift.

The operation did not continue for very long after this. I remember coming across three of the O& D buses in a scrapyard at Knockholt Station in Summer 1981 including my regular 44 DKT.

The routes themselves were quite enjoyable to drive. Most of the 853 was on roads not served by LT. We shared the road from Orpington to Farnborough, from there across Keston and Hayes commons, owned by the City of London and largely wooded. Then down a steep hill into the 1930's development of Coney Hall where we joined LT again. Then south along the valley to Addington, again on our own, now into Surrey. We then joined the LT routes serving New Addington and up Gravel Hill (now paralleled by Tramlink). At the top we went straight on, down under the low bridge at Coombe Road Station (now demolished) to Altyre Road, East Croydon. All LT routes turned right at the top of Gravel Hill. The 855 was entirely on its own except for Gravel Hill, as Forestdale was a new estate developing rapidly hence the number of commuters.

The whole experience gave me a grounding in bus driving that stood me well for future ventures with other operators.

SERVICE CHANGES AND CONSULTATIONS

David Bowker

We used to produce service-change leaflets for virtually every change to bus services, including minor frequency changes and we distributed these to local addresses within a quarter mile of the route. We later stopped house to house distribution because of the expense and most people by this time had access to the internet to get the bus details and, more importantly, many routes are now so frequent, people don't need to know the actual times.

I cannot remember when we stopped producing service-change leaflets. However, we still produced the occasional leaflet and it was mainly me, in consultation with London Buses, that decided which ones. When the R5/R10 route changed from a regular hourly service to a roughly 75-minute service, a leaflet became necessary. I decided to do something never done before and designed a leaflet where the times would be shown against key points on the map – well, I sketched the idea and the cartographic agency did the actual design work. There were so few buses in a day, this was still clear and easy to read. I also had the idea for the design of the X26 leaflet, which had a full timetable but had a geographical map where every stop has an enlargement (pointed into the main map) and showed the stop letter in each direction. This is unique because the route, being an express, has so few stops. I also decided that routes that had Hail & Ride (where no timetable frames exist on those sections) should also have a leaflet produced and delivered to homes in those areas. Copies of the leaflets would also go to the bus garage that operated the route so they were available on the bus, as well as being sent to local libraries. Unfortunately, I never kept these.

I produced leaflets for major temporary changes too. At Liverpool Street, the bus station closed for three months as part of Crossrail and the nearest stops were nearly ¼ mile away. The leaflet had a map showing where these stops were and suggested a walking route to them. The alighting point for people arriving at Liverpool Street was a different point, so the message needed to be conveyed clearly. We employed some agency staff who would hand these leaflets out for two days before the closure and another two afterwards, so we gave a pre-warning about the change and they were there to help people arriving when the bus station closed. Unless you are giving out freebies that people actually want, a professional agent can distribute 100 leaflets per person per hour – and that is really good going, so we print enough leaflets for that event – you don't want to print too many and bin them, neither do you want to run out, so it's important to understand the event you are publicising.

We used to provide on-bus notices for planned service changes but it was not very economic or efficient. It involved sending the notice to the garage and hope the maintenance staff put them up. However, a garage may have seven or eight routes and the notice may apply to just one route and the bus will be on different routes every day. Passengers seeing a plethora of notices that don't apply to them eventually switch off from all notices, and we had no control about when notices were taken down. However, on-bus notices have the biggest recognition and I tried to push for limited on-bus notices where a type of bus was dedicated to the route affected, especially if it was Hail & Ride, but the boss said no. Bus stop notices should go up about five to seven days before the change and be removed no more than thirty days afterwards.

Most leaflets were simple jobs. A service change leaflet, for example, may just be an A4 folded twice to a $\frac{1}{3}$ A4 (or DL size) – a six-page leaflet. Others may have an additional fold (eight pages). Then the fold becomes important. Most leaflets that I produced were concertina-folded, which means that you can grab hold of both sides of the cover and it would fall open. Others do a roll-fold and the Tube map is done that way. This means you open it once, roll it open and roll it again before you can read the whole leaflet. A roll fold is easier to put into a leaflet rack and holds together better than a concertina fold but if you have more than four or five pages wide it can be really annoying just to open the leaflet to read it. A roll fold needs to be designed differently too. On a concertina fold, each page is the same width but for a roll-folded leaflet, each page has to be reduced by 1-2mm to allow for the thickness of the fold, so you have to know how it's going to fold before you brief the design agency.

Some leaflets were even more complicated. When we were doing a consultation, we might produce an A5 booklet. Obviously, pages have to be multiples of four but we might want a fold-out, tear-off page for people to fill in to send back to us and it may need to be gummed around the edges so it can be sealed and put into the post. You can imagine that complicated orders cannot be turned around that quickly, but still our clients came to us demanding something be designed, printed and delivered in 48 hours. We had to know exactly how big a leaflet should be, how it was to be folded and delivered before we could even ask for a print quote. And then the client might ask for an extra page – one extra page meant three, so we'd have to edit down to keep the multiples of four. Other leaflets might have to be stuffed into envelopes and individually addressed on each one, and print machines could do all of this but it took time.

Consultations are very important to get the message to affected people, especially if it is a proposed route along roads never served by bus before. We used to send out leaflets through the Post Office, which involved buying the names and addresses and sending direct to people. This was a very expensive process but TfL has a legal obligation to consult. We tried delivering by hand, using agency staff, direct through peoples' doors, but for both processes we received complaints that people had not been informed about the consultation. Flats were where we received the biggest complaint about non-receipt, which was due to them being dropped in a communal area where they can be thrown away by anybody. We also knew that some of those who said they had not had a leaflet definitely did, but so much 'junk' is put through doors, it is likely it was thrown away by the home owner without realising what it was.

For the then proposed extension of route 255 to Balham, I decided to produce A2-size Correx boards and attach them to lampposts along the roads that would be served for the first time – after all there are no bus stops to put anything in. We also did a leaflet which we delivered by hand two days *after* the boards went up, in the hope that people would then recognise the leaflet as important to them. We did not receive any complaints about non-receipt on that consultation, so this would be the way forward from then on (well, it was until I left TfL). The leaflet was actually a booklet because we had detailed drawings, not just of the route extension but of the positions of bus stops and waiting restrictions and kerb realignments. It was a joint publication with the Lambeth and Wandsworth councils, as they have a statutory duty to consult too, so their logos were placed alongside TfL's. The 255 did generate many complaints about the extension, as well as some favourable ones too. The problem is NIMBYs who object to any change – they certainly don't want a bus down *their* road. It was three years before we got the extension, with redesigning of road junctions needed to be completed by the Council and in all of these cases the consultation was done in conjunction with the Councils, as parking restrictions have to be part of it.

There were several proposed areas that TfL wanted to run a bus service, but if you get one or two very vociferous NIMBYs it can scupper the scheme completely. Route C1 should have served the Blythe Road area of Kensington but one high-profile and influential man stirred up objections

and it ended up with several thousand objections, so the route change was abandoned. Even when the processes had been completed and we agreed to serve a route for the first time, some NIMBYs blocked a road with their cars or even laid down in front of the bus. After a week or so the complaints die down and the route becomes successful.

When the 359 consultation (Addington Village – Purley) closed, I went along in my car one Sunday morning to remove the lamppost boards along Purley Downs Road and found every one of them graffitied with 'We don't want a bus', but someone else had scribbled 'Yes we do'. In fact, as I was removing one board, I was challenged by someone walking his dog – "Leave those boards alone" he said "I've got your [car] number". I informed him that I worked for TfL and the consultation had closed – he was very much pro-bus and was frustrated by the tactics employed by those who objected. If there was no vocal NIMBY stirring things up, we could get a route into an area quite easily. The extension of route S1 to Lavender Fields in Mitcham was a different story – they held a street party to *welcome* the bus.

Other things I was responsible for were the River Guide and Pier information, Local Area Guides (later just maps provided for Yell), Legible London map database, Local Area Maps on bus stops and shelters, Mobility Bus Guides, research, Cycle-Hire maps and worked closely with my Marketing colleagues when they were running bus campaigns such as Oyster. I'd also occasionally help with our Underground signage team, especially when bus information was required. I did a lot more too, including eighteen month secondment managing the team, which I hated. I could tell you lots more but they were the less interesting aspects of my job. However, in my last year, I volunteered to update the Walk London guides, which included the 82-mile Capital Ring (roughly the zone 2/3 border) and the 150 mile London Loop (around the Greater London boundary). The Capital Ring includes the Northern Heights railway walk along the former rail line that nearly became part of the Northern line. There are 433 miles of walks and I have done most of it but still need to complete the last third of the London Loop.

I left TfL in 2015 and have been involved with the London Bus Museum ever since, so buses are still very much part of my life.

2026 DIARY DATES

Sunday 28th June - Summer Festival

Sunday 3rd October - Route 106 Heritage Day

Sunday 18th October - TransportFest

DONATIONS RECEIVED

Phil Palmer

The Museum has received a large number of donations since the last magazine. I am constantly impressed and indeed humbled by the generosity of donors, particularly from the estates of deceased enthusiasts. To respect the privacy of donors, we do not mention in these reports what gifts have been donated unless we receive specific permission to do so. In this magazine we wish to thank the following donors:

Michael Beamish
Terence Bray
Peter Brown
Teresa Burgess
Andrew Carey
John Cattermole
Paul Cheeseman
Pauline Dunipace
Estate of Chris Edney
Estate of Gabriel Fazi
Roland Graves
Peter Hellier-Symons
Peter, Lord Hendy

Nigel Hill
Lawrie Hooley
Jason Humphries
Estate of Dave Jackson
Clive Johnson
Estate of David Jones
Estate of David Kinnear
Chris Knight
Anthony Mace
Estate of Martyn Nicholls
Kate Mitchell
Peter Osborn
Jeff Pettman
Paul Raven-Hill
Mark Rowell
Graham Stokes
David Tarrant
Marianne Ward
Estate of Chris Wheble
Raymond Woodward

Our thanks to all.

GREATER LONDON BUS MAP

Mike Harris

After 30 years of producing The Greater London Bus Map, I have decided to cease production of printed bus maps. The increasing difficulty in obtaining accurate and up-to-date information in advance of publication, not least from TfL, coupled with advancing years, has meant I have to call time on something that I have enjoyed creating and maintaining.

The declining bus network is requiring more subsidy to run fewer services at lower frequencies and, with traffic speeds at an all-time low, it is time for Transport for London to promote its bus network, a role that in my opinion TfL has side-stepped for far too long. The digital versions of The Greater London Bus Map however, will continue to be produced and be downloadable from www.busmap.co.uk, with more frequent updates. Those wishing to stay up-to-date with digital releases can subscribe to the newsletter through the website.

I am grateful to everyone who has supported the map over the years, especially customers who have purchased the map and enabled more than £30,000 to be raised for various charities.

MYSTERY PHOTO

Dave Jones

While cataloguing photos for the Museum, I found this one of RT 830 on route 414 working from Reigate garage early in its career. Looking at the photo, the bus appears to be in green livery, there being no clear difference in shade between the body and wings. All the usual sources show that RT 830 was new to Elmers End and remained red throughout its career. Was it ever green?

A quick email to bus wizard, Alan Bond, provided an answer, but can anyone else come up with the same one?



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 Helliard-Symons on RDHSymons@gmail.com, or write to 7 Bedford Close, Maidenhead, SL6 3UP

Route 213 heritage day Saturday 13 June 2026

IT'S FREE

With additional heritage buses on part of route 293



We will be running buses from the 1930s to the 1990s from 10:00 to 17:00, which will be joined by other buses from private owners. It is 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 213 (or 293) on which normal fares apply

Come for a ride on heritage buses through Kingston, New Malden, Worcester Park, Cheam and Sutton as part of our programme of bringing buses out of the Museum to run again in and around London



For updates, vehicles and timetables, scan the QR and follow the links to Events

London Bus Museum's Summer Festival will be held at Brooklands on Sunday 28 June 2026

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](#)

Trustees and Officers of the London Bus Preservation Trust Ltd

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

Trustees

Chairman: Leon Daniels OBE*
Vice Chairman: Paul Sainthouse
Secretary: Peter Brown BEM*
Treasurer: John Duff*
Aaliah Haq
Richard Hastings
David Mulvey
Richard Telling
Mark Yexley

Officers

Bus Crews Manager: Andrew Collins
Bus Service Administrator: Peter Osborn*
Curatorial Manager: Phil Palmer*
Education Manager: Bob Bailey*
E-News Editor: Richard Hastings
Events Committee Chair: Gerry Job*
Facilities Manager: Ian Reddick*
Fire Officer: Deryck Fill*
Fundraising: Simon Douglas-Lane*
Fundraising (donated items): Melvyn Phillips and Bob Bailey*
Health & Safety Manager: vacant
HR and Volunteering Manager: Mia Hastings*
Information Officer: Graham Smith*
IT Manager: David Harman*
LBM Magazine Editor: Dave Jones*
Marketing & Events Manager: Deryck Fill*
Members' Trips Organiser: Adrian Palmer
Publicity Distribution Officer: Colin Read
Rolling Stock Director & Vice Chairman CoM: Roger Stagg*
Talks Coordinator: Paul Raven-Hill
Transport Manager: Glyn Matthews*
Uniform Manager: Robin Helliard-Symons
Workshop Manager: Owen Wright*

*Member of the Council of Management

London Bus Museum Ltd

Managing Director: Gerry Job
Shop Manager: Yvette Gower
Assistant Manager and Director: Chris Taylor
Company Secretary: Peter Brown

Registered Office

Cobham Hall, Brooklands Road, Weybridge, Surrey KT13 0QS
Charity number: 1053383
Company Registration number: 1061762



38

VICTORIA

PICCADILLY CIRCUS
BLOOMSBURY
ISLINGTON DALSTON
CLAPTON LEYTON
WALTHAMSTOW

Keep Fit
Take Alka-Seltzer
Rheumatism

Keep Fit
Take Alka-Seltzer
Headache

EYK 396

JAMES SMITH & SONS
UMBRELLAS

HAZELWOOD
HOUSE

ESTD 183

James Smith

James Smith
Established