



Issue 61
September 2026

Magazine

E-edition



60 Years of London Bus Preservation
Route 213 Heritage Day
Summer Festival



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

EDITORIAL

Dave Jones

Welcome to this bumper edition that marks the 60th anniversary of the establishment of the London Bus Preservation Group in October 1966. It's been a long and occasionally difficult journey to reach our present situation of being one of the UK's premier bus museums, something the original group members were probably not intending and could not have foreseen. We owe them a great deal.

Founder member, Tony Beard, recounts the setting-up of the group and the establishment of Cobham Bus Museum. Leon Daniels recalls the difficulties that arose from the tragic loss of Lynn and Alan Allmey. And to complete our look back in time, I've trawled through some back-copies of magazines to give a hint of events that occurred in past Octobers.

This issue, of course, includes the usual roundup of events that LBM has taken part in or organised, all of which have benefited from the current series of heatwaves, although these are bringing considerable

difficulties to some areas. Golden Tours' electric Routemaster may not solve climate change, but it's a move in the right direction.

I'm much obliged to Nigel Eadon-Clarke without whose photos this, and many other editions, would contain far too much reading. His recording of many events are often the only source of images from which I can choose. Other contributions would be welcome from the hundreds of photos that are taken wherever our buses appear.

While I have my begging bowl out, I would also welcome some written contributions. Write about your favourite bus, bus route, a particular incident or your own connection with buses and/or preservation. As a guide, 500 words is roughly one page, while a photo takes the space of about 90 words. I can't guarantee immediate use, unless there's a time element, but it's always useful to have shorter items for use when the need arises.

I hope you enjoy this special edition.

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Front cover, RT 1 was among the first vehicles to enter our new Museum at Brooklands, having been the last to leave Redhill Road. We've come a long way in 60 years.

Back cover, Cobham Bus Museum is dead, long live the London Bus Museum. All Peter Zabek.

Diary Dates

Saturday 3rd October - Route 106 Heritage Day and Ash Grove Open Day

Sunday 18th October - TransportFest

Saturday 20th March 2027 - Route 6 Heritage Running Day

Sunday 18th April 2027 - Spring Gathering

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 31.

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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.

CHAIRMAN'S CHAT Leon Daniels

At the time of writing we are still basking in a glorious heatwave which is generally being enjoyed but does bring with it some problems.

Our Museum building struggles to disperse heat and as a result internal temperatures can be rather high. As a consequence it is not always comfortable for our volunteers and indeed on really hot days some have to go home early which in turn means we are not keeping up with our work.

A big thank you to everyone who has helped keep the Museum open and the vehicles serviceable.

We have had a very good running day on route 213 followed by our regular Summer event at Brooklands. Summer Festival was broadly as well attended as last year which is a good sign. It occurs at a point in the year where there is much competition from other attractions.

As part of our theme of taking our Museum to the people both our newly-restored horse bus and our AEC Militant Master Breakdown Tender attended the Cartmarking ceremony at Guildhall where they were branded by the Lady Mayor.

This year is the 60th anniversary of the original meeting that founded the London Bus Preservation Group and led to the establishment of Cobham Bus Museum. We pay tribute to those who did all the work, those who raised funds and mortgaged their homes, and created so much of what we have today. Elsewhere in this issue you will see one of the remaining founders, Tony Beard, has written about his recollections of the time.

Who could have imagined that we would have a beautiful museum, open daily, staffed by volunteers and working vehicles to show to the world?

MUSEUM REFRESH

With the Spring Gathering crowds just departed, plans to resurface the "roadway" were put into action, led by Ian Reddick and his team. Andy Gray's photo shows the final result being discussed between Ian and Sharon Burton, who's taking a break from vacuuming the children's play area.



1966 and All That



A very early find was LT1059 which was found by members in Devon.

Despite a herculean rescue the bus remains unrestored - a little low on the list since an identical example lives at London Transport Museum

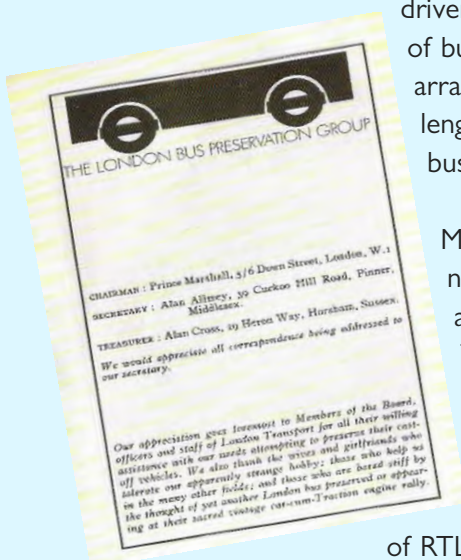
One of the few members who was there at the very start. TONY BEARD recalls.....

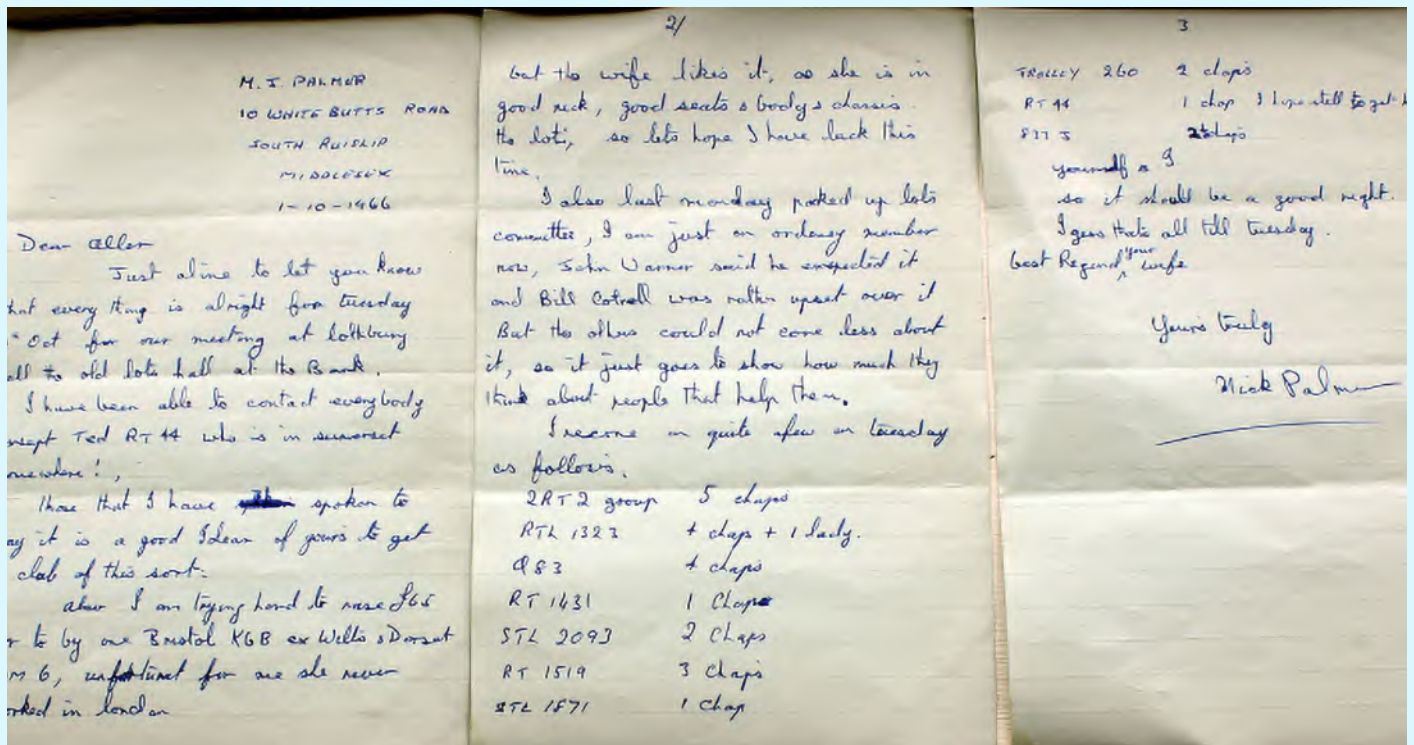
For someone who had not long left secondary school and was in his first job, the task of representing a group of older friends at the inaugural meeting of the London Bus Preservation Group was somewhat daunting. I had become an Associate Member of the 2RT2 Preservation Group in August 1965, and just fourteen months later I was in attendance at a meeting initiated by Alan Cross that comprised many pioneers in the world of London bus preservation.

The biennial Commercial Motor Show had been held at Earl's Court and continued to attract enthusiasts, who liked to discover what the bus manufacturers had on offer. 1966 was the time when the industry was looking more towards the introduction of one-man operation but there had been some disappointment that London Transport's FRM 1 did not make an appearance. Alan Cross visited the show that year as did another enthusiast by the name of Mick Palmer, a driver at Harrow Weald Garage. At the time Alan owned C 94 while Mick was in the process of buying Wilts and Dorset Bristol K6B with the registration FAM 6. Whether the two had arranged to meet at the show or they just coincided is unknown, but there followed a lengthy chat during which Mick suggested that perhaps an association of preserved London bus owners might be formed.

Mick Palmer then invited all owners of preserved London buses in a letter overleaf. The number of persons involved with 833J remains a mystery, Mick's listing having been altered from 3. Trolleybus 260 never became associated with the LBPG; however, Trolleybus 1521 was represented, but for the only time, at the next meeting held on 1st November.

As the other five members of the 2RT2 Group were otherwise engaged, I was the sole representative of RT 113 which was the case for all other vehicles with the exception of RTL1323. Despite the bus which Mick hoped to acquire having no connection with London,





he often told others that the Bristol was of a type loaned to LT during the chronic vehicle shortages following the Second World War. Moreover, Ted Brakell did make the meeting to represent RT 44.

Among those present was John Bell, owner of Tunnel STL 1871. It is somewhat ironic that among the list of aims of the new association would be an attempt to rescue any preserved London bus which might be in danger of being scrapped; just over a year later, the STL was sold to a breaker in Basildon. There was no denying that the vehicle was in bad shape. Bill Cottrell once told me that while travelling on it, he had occasion to have a word with the driver by putting his head into the cab from the lower saloon. As he did so the bus entered a roundabout whereupon a gap in the body opened up and trapped his arm; which he was unable to remove until the vehicle turned again.

John Lines acquired G 351 from Burton on Trent in July 1967 and between him and the 2RT2 Group a trip was arranged on the vehicle to the Eastern National Garage on Canvey Island in January 1968, where RT 113 had been ensconced since April 1966, thanks to Peter Newman who was renting part of the space there. On the way we stopped off at the Basildon scrapyard to see if the STL was still in existence. When John Lines was looking for a suitable vehicle to restore, it was Francis West, a founder member of the 2RT2 Group, who suggested that John approach Burton Corporation and a short time later also indicated that Mick Hebbard should make contact with Grimsby Corporation in order to acquire STL 2692. But I am ahead of myself here and we should return to 1966.

The other vehicles represented at the initial meeting were Q 83, RTL 1323, RT 44, 833 J, RT 1431 and RT 191, the last named being represented by Colin Rutter. This was sold to Knightswood Coaches of Watford, through Arlington Motors, where it saw service for three years before being acquired by the RT 191 Preservation Group. My records show that it became that Group's property in October 1966 and therefore some smart work must have occurred in order for the vehicle to be represented at the first LBPG meeting. However, there is a postscript: By April 1967 one of the RT 191 Group members decided that his marriage might impinge on any bus restoration activities and through Alan Allmey the bus was sold to Ted Brakell, it becoming his second bus.

Up until that time Ted Brakell was only associated with RT 44, his acquiring the 2RT2 in November 1963 from J Hardwick's yard at Ewell to which the vehicle and eight others had been dispatched by F Ridler, a dealer. Few 2RT2s Ridler purchased escaped the breaker although four at Hardwick's hung on for many years. Ted, who owned a building and decorating concern, decided to purchase an old bus which he would use for the storage of items associated with his business. He visited Hardwick's and selected RT44 as it had the most paint on its exterior; however, he soon had a change of heart and decided to preserve the vehicle.

By 1972, Ted's purchases of members of the RT family had reached fifteen, his aim being to acquire every variation; his Saunders body example, RT 1400, came from another LBPG member. Sadly, with such a sizeable fleet, the



C94 fully restored by LT Museum and seen here at Brooklands Early day rallies were always a surprise. ST821 from what is now LT Museum, CR14 from Prince Marshall and C111 from Alan Cross

vehicles were parked in the open and in consequence RTL 305 received the attention of some undesirables and was burnt out.

The London Omnibus Traction Society had been established in 1964 and members of its committee directly involved with the preservation of London buses and present at the first meeting were Bill Cottrell, David Boshier and John Warner. Bill had acquired with others Q 83 which had been purchased by the Sutton Coldfield Old People's Welfare Committee and undergone some adaptations to make it suitable for that purpose. Sometime in 1964 the vehicle was declared redundant and became the property of the local St John Ambulance Association. It then joined the ranks of preserved London buses. Bill Cottrell became the co-owner of the vehicle in October, just in time to represent it at the inaugural meeting.

David Boshier purchased 833 J in August 1966 and although other LOTS members were involved in its upkeep, it was never "owned" by the society. Based on the converted chassis from STL 159 and carrying a specially fabricated body by Kenex, 833 J was a breakdown tender which appeared at the Historic Commercial Vehicle Club's Brighton run the following year. The vehicle was eventually dismantled to provide parts for 738 J, also a breakdown tender, which David Boshier and others purchased in 1971.



However, RT 1431 was purchased by LOTS, this Craven-bodied RT being of non-standard construction had been sold off together with the remaining 118 to Bird's Commercial Motors of

Stratford-upon-Avon, all sales taking place during 1956/57. It was subsequently procured by Kerr and Linney a member of the AI Service (Ardrossan) association. Here it remained in service for ten years, LOTS returning it to London in February 1966. I recall attending a LOTS meeting where John Warner was asked to give a progress report which he concluded by stating that perhaps some of the bigger lads, who were members, might like to turn up and give a hand.

In December 1962, Alan Cross discovered C 94 in a yard belonging to Harry Russell, a builder, in Reading; a deal was done and the vehicle exchanged hands for £25. I did not

see the Cub all the time Alan owned it but some restoration projects do take time especially where funding has to be found. Some finance did come Alan's way when he learned that a film company, commissioned to produce an advertisement, required a small, South American bus. C94 still rather tatty in 1976 ideally fulfilled the role to which a huge roof rack was added for the transportation of furniture and a cockerel.

RTL 1323 was the only vehicle represented at the initial meeting by two persons who later became known affectionately as the Brothers Allmey (Alan and Don). The RTL had been purchased directly from LT by Williams Furniture whose marketing slogan was "As soon as you walk through the door, your pound's worth more". My records do not show whether the bus was required for promotional duties or staff transport but by 1966 it was no longer required and was sold to Shaw and Kilburn from whom the Brothers Allmey purchased the vehicle in 1966. Whilst it was the intention of the owners of LT buses at that time, to return their treasured possessions either to original condition and livery or an appearance in which they had operated with LT, RTL 1323 ran against the grain. For reasons, which I never questioned, the bus was turned out as a Green Line vehicle complete with embossed

roundels on the side panels. Don went on to purchase T 792 the following year.

The next meeting at Lothbury attracted a larger number of persons, most notably Prince Marshall then well known to many enthusiasts. With colleagues, Prince really was the

first private preservationist of T 31 in 1956. Sadly, the work required eventually meant that it passed to several owners before finally being restored and taking up residence in the London Bus Museum. Amongst his projects was the eventual restoration of a Clarkson steam bus, the parts for which he was gradually amassing



following the various "tip-offs" he received as editor of Old Motor Magazine. But it was his rescue of ST 922 from Rush Green Motors in December 1966 that would probably prove his greatest achievement. I remember travelling with other members of the 2RT2 Group to a yard owned by Ernie Quinton (a leading light in the HCVC) at Uxbridge soon after the ST had been extracted where its engine had actually been brought to life and those who dared, of which I was one, could ride across the yard on it.

At that second meeting, Prince became Chairman of the LBPG and Alan Cross became Treasurer. Alan Allmey and I became Joint Secretaries. As a committee we used to meet occasionally at the offices of Old Motor in Air Street or later in Prince's flat in Down Street, Mayfair. On one occasion Prince decided to host a meeting for LBPG Members at Down Street to which Vic Jones, at the suggestion of the 2RT2 Group, brought his "sound" film featuring LT buses that pre-dated the RT family. It was from this exposure that the film and its separately recorded soundtrack became generally available. On another occasion I borrowed an extremely clunky epidiascope from my model railway club which allowed photographs to be projected.

Topics discussed usually centred on the availability of covered accommodation and an early project involved the possibility of using a former electricity substation in the Woolwich area. Despite our turning up one Sunday morning armed with a wheel barrow and shovels and undertaking some clearance of the interior of a structure that would only accommodate single deck vehicles, the project came to nothing.

My membership number of the LBPG is 11 to represent the eleven who attended that first meeting in Lothbury in 1966. Of the ten vehicles represented three: FAM 6, 833J and STL 1871 are no longer part of the preservation scene. Of the remainder:

RT 44 and RT 191 are at the Zero 2 Bus Museum at Great Yeldham in Essex. C 94 became part of London Transport's collection in 1990 and can be seen in fully restored condition at the Museum Depot at Acton.

Q 83 became part of the London Bus Preservation Trust's collection in 2003 thanks to the generosity of Bill Cottrell.

After some tension LOTS decided in the 1970s that it would focus on London bus news and written history and leave physical preservation to LBPG and the increasing number of private owners. RT 1431 became the property of John Warner and at lived Cobham Bus Museum for many years. He decided to sell it in 1981. It was owned by two further parties until purchased by Ensignbus in 2004. It too can now be seen at the Zero 2 Bus Museum.

RTL 1323 is now owned by Blackmore Commercials having been repainted red. And then of course there is RT 113. Had it not been for Peter Newman who instigated a bus service in 1964 between Chadwell Heath and Woodford Bridge, then my involvement with the first RT to be preserved in the UK might never have occurred. One of the drivers was Derek Parsons and on learning that he and three others had recently purchased the

2RT2, I asked if they wanted any help. Still here 60+ years later!

Notwithstanding criticism from some quarters that there were too many similar London buses being preserved, LBPG embarked on a search for a building to store them. In 1971 member David Hurley stumbled across the old Vickers hangar in Redhill Road that became Cobham Bus Museum. The Allmey family mortgaged their homes and with other financial support the building was secured.

Initially the take up on space was not as fast as might have been expected – several owners rather enjoying their cheap under-cover storage in LT garages which gave the unofficial availability of help, spares and materials. Alan Allmey in particular was very energetic in buying and selling vehicles, preparing them for their new owners and taking full advantage of the inefficient practices at London Transport. There is no doubt that this exceeded the limits of the planning permission at Redhill Road and was not quite in keeping with the Weybridge stockbroker belt aspirations for the area.

In April 1972 the first Cobham Open Day was held. Some 200 people came and it became the industry's 'curtain raiser' for the season. The Spring Gathering is its direct descendent and more than ten times as people come now than half a century ago.



Recovery and Success

Chairman Leon Daniels recalls how the Museum's worst nightmare was resolved



The greatest shock ever experienced by LBPT was on 15th July 1978 when Alan Allmey and his wife Lynn were killed in a car accident.

Overnight the man who was by now at Cobham Bus Museum full time, buying, selling, trading and organising was gone. Lynn too was there much of the time keeping the administration and catering going.

The organisation came to an emergency stop.

The mantle of daily operations was taken up by Chairman Tony Peters, who with fellow RT 190 owners Terry Stubbington and Geoff Singer were Cobham regulars. Tony had a full time job of his own but managed somehow to take charge of the trading and organising. I became Secretary.

Over time the trading lifted the organisation into surpluses and more funds were available for more projects. Cobham resident John Bedford urgently picked up the on-going planning dispute with Elmbridge District Council where we were seeking an extension to the

building against much opposition including the rapidly expanding Silvermere Golf Course next door.

The organisation upped its game, was successful in securing grants including for the restoration of STL 2377, tried to look less like a scrapyard and more like a Museum, and embark on major projects.

A big milestone was achieved on 1 January 2006 after a period of some tension between the membership and volunteers. Over time the ownership of assets had become confused and it was felt in certain quarters that the place had become a business rather than a Museum. Thus the London Bus Preservation Trust was born and on this date all the assets and membership was brought together. Actual membership was relaxed to include non-owners of vehicles and consequently rose to over 500. Relations with neighbours and the community were improved and many new volunteers were recruited covering many more aspects than just vehicle restoration.

Sadly the building itself was well beyond its economic life. Depot 45 was erected urgently over 50 years

LBPT had acquired two of Prince Marshall's vehicles in 1983 - ST 922 and D 142.

Later the opportunity to acquire RT1 after a substantial second restoration was achieved and on this day in 2022 we took it back to Ham Common where it was first officially photographed in 1939.

Reflecting a modern LBM with DT 29 and OV 2 on loan celebrating the 40th anniversary of Roundabout; BEA 2 visiting; children playing

previously, now too small for its purpose, and physically falling apart. Luckily, thanks to those improved local relationships, positive discussions were held with Brooklands Museum. Finally, a dream of the late Prince Marshall to have a working bus museum in a place with wider transport interest and space to move, was achieved. The new building and the lease for it was financed by the sale of the freehold site at Redhill Road so shrewdly purchased all those years ago.

Not everyone was in favour, none the least that the exchange of a freehold for a 125 year lease looked like a weakening of long-term security. But in fact the new deal with Brooklands whereupon LBPT gets a direct share of the general admission receipts amply repaid the cost of the lease and has allowed reserves to be generated. The Trust also got a bigger building and a much bigger audience.

Another concern at the time was how we would find a Duty Manager and three stewards every day for 363 days a year. Voices were heard that it wouldn't last a year. It did – in fact it has lasted 15 years on that basis and whilst volunteers remain hard to find, it is amazing that local folk with only a mild transport interest come forward – not only to act as stewards but to undertake maintenance, cleaning, curatorial, marketing and events.

Thus on 1 August 2011 the London Bus Museum opened to the public with more space, more well-delivered exhibits, and proper facilities for volunteers and public alike.

Under the stewardship of so many, including Guy Marriott, Chris Heaps, Roger Stagg, Peter Osborn and others, restorations were completed, events were mounted and to the credit of all concerned Museum Accreditation was achieved from the Arts Council in December 2015.

For what is, in effect, my 'second stint' at LBPT I was delighted to be elected Chairman in 2018. In preparing us for the future I separated the Trustees from the Management Committee. Many of our Trustees were 'time-expired' under the Charity Commission rules and were obliged to



stand down. Our new Trustees are mostly people who are, or have been, key people in the industry. They bring outside experience and connections, oversee the governance, strategy and direction of the Trust.

The day to day running is still with the Council of Management who meet six times a year and deliver our wonderful museum, its events, its displays and its operations.

Taking advantage of the significant shutdown across COVID we mounted a major refit. Along with IKEA we abandoned our 'one way' system where visitors proceeded along corridors flanked by high screens and went 'open plan'. A timeline was created, a roadway fashioned complete with bus stop and zebra crossing. A soft play area for children was created, near the toilets, and the Sim-L-Bus brought back to life. Many more audio-visual displays were provided and the mezzanine floor made into an additional display space. The public thoroughly approved.

We took on additional storage space off site and now frequently rotate the exhibits so there is always something new to see. A few vehicles go away to be exhibited at other museums, whilst we receive loans from them.

I wonder what Prince Marshall, Alan Allmey and those other pioneers would have made of it all?



Although now in his 90s, founder Alan Cross made the long journey from the north of England for his first visit to the London Bus Museum.

With Leon Daniels, Chris Heaps and Ian Barrett



anyone attending the autumn clear-out on 1st November. Finally, there was talk of tachographs being required on preserved buses.

Freebies (we liked those) were a photographic calendar for the rest of the year, some Dutch bus drawings and a voucher for 50p off London Pride Sightseeing.



The Autumn 1996 Magazine ran to 48 pages and was edited by Mike Nash. His editorial mentioned "Classic Automotion" at Crowthorne – a splendid event. Chairman, Peter Plummer reported on correspondence confirming the establishment of the LBPT Ltd. I reported on a trip, along with John Bedford and Richard Hussey, to the Ipswich Transport

Museum to discuss the collection accessions process which I began later that year. A number of books were reviewed, including "The Heyday of the London Bus" by Kevin McCormack, an excellent volume.

Mike Nash reported that the Museum was to be connected to ScreenScene, an NCTV local news station. He concludes the paragraph with "What next, one wonders. Cobham on the internet?!" An appeal was made for footage to be included in a video to mark CBM's 25th anniversary in 1997. Also requested, from resident vehicle owners, were details of their bus for information boards. Two Chiswick Works Bedford CA Ambulances were offered for sale at £2,500 the pair. Alan Bond authored three articles, one about D 27/Southend 263, a second about his life on minibuses and the third on a visit to the AEC Rally at Nottingham.

In vehicle news, STL 2377 gained a new exhaust and its engine was started for the first time in ages. A quotation was awaited on reframing the body. T 504 had its cylinder heads overhauled and RT 2775 was found to have corroded body mountings when lifted, but parts were available. Work on P 3's bodywork continued.

Simon Kaye related his PSV test experience in his own inimitable style and Ken Duke wrote about service vehicles. Letters were submitted by Alan Bond on fund-raising, Roger Stagg in full comedian mode, Peter Starks on the display at Brooklands and David Porter about RP 90.

Much was made of Buses Magazine reaching 500 editions and an RF event based on Shepperton on the occasion of the October display day at CBM.

And so to the new century – Autumn 2006. I back as editor by then, having succeeded Bill Cottrell and Keith Rose. Computer advances meant that items were no longer typed up and pasted together as "camera-ready artwork" as desktop publishing was now available at home. The magazine was still A5 size, 48 pages and much better quality.



Peter Duplock, then Chairman, reported that planning permission for our new museum at Brooklands had been granted, while that for the Redhill Road site had been declined to the developer. This was expanded upon later by Roger Stagg. Mention was made of a Members' Page being added to the Trust website.

Model buses made up most of the subject matter for a report on the Cobham Shop, one being a special model of RT 1705 that arrived too late for the spring Open Day, curtailed at Esher, no doubt! The 2007 Open Day was under discussion, led by the Rev. Simon Douglas Lane. Provision of an accessible toilet was on the cards and a token system was planned for buses running along the over-grown and heavily parked section of Redhill Road to turn.

David Boshier wished a happy 80th birthday to Fred Ivey, accompanied by a photo, supplied but not taken by, Alan Cross, of Fred in 1949 on an open-staircase LT in a scrapyard.

Nick Abbott reported on work undertaken on T 357, which had already been at the Museum since 2003. Articles were published about London's Country Area buses in the north-east of the capital and Phill Cruise wondered what it would be like to win the lottery. He postulates that our collection of NS parts could be assembled into enough buses to replicate Putney Bridge's run-out on the 93! His wish list included an RF, DM/DMS, BL, a Dart, and RLH and, (horror of horrors - Ed!) a refurbished RML!

Following several pages of photos, John Hinson continued his series of "Beyond the Gates" articles, always full of interesting news snippets about London buses in far-flung places. He concludes with an invitation to vehicle owners to join the annual Christmas Lights Tour.

Four books were reviewed, RL 92 featured in a short piece and Alan Purssey continued his series on model buses that ran for several issues.

Last, Seb Marshall updated us on progress with NS 174 while Richard Hussey gave a report on D 142.



And finally, Autumn 2016, now in A4 format with 20 pages and edited by Michael H C Baker. His editorial featured July's "Transported by Design Festival" which took over Regent Street and besides various buses, including Q 83, was graced by LTM's standard stock tube car.

Highlight of the summer was a visit to our splendid new London Bus

Museum by HRH Prince Michael of Kent, who had a brief drive in D 142. The prince was hosted by our then Chairman, Chris Heaps, and ever-present Roger Stagg.

Steve Edmonds wrote on the joys of volunteering at the museum in a bid to encourage further support, which, post –Covid, seems to be a never-ending task. Roger Stagg updates us on vehicle restorations from Barbados, along with some detail on local public transport. Back in Blighty, ST 922 had just been returned to its Tilling livery. Work on the canteen trailer was on-going and RF 19 was being prepared for new flooring while work on the exterior continued. RT 2657 returned to storage, replaced by STL 2377 and, in full view of the admiring public, NS 174 was making progress.

Appropriately, Graham Smith's book "London Buses, a Living Heritage – 50 Years of the London Bus Museum was given due publicity.

MHCB penned an item about the open day at Bromley garage where ST 922 made its debut in Tilling livery. The passing of Alan Townsin, AEC fan, author and one-time editor of Buses Illustrated was recorded. Brian A L Jones submitted an article on RMS Queen Mary's final voyage to the USA, conveying two RLHs for display at its resting place in Long Beach, California.

The back page carried an advert for our October celebratory event to mark 50 years of London bus preservation.

Ten years later, I'm back in the hot-seat, producing this special, enlarged edition, and wondering where 60 years have gone, not that I recall all that time at Cobham, having only joined in 1977. I hope that the Trust and its Museum will still be going strong in another 40 years' time – now that should be a proper celebration!

Copies of many past newsletters and magazines can be found on the LBM website, in the members' area. Also within can be found a copy of Michael Blackburn's "official" video of the 1985 Cobham Open Day, copied from a VHS

tape that was available to members for a small fee. Log in using your membership number and postcode, without gaps.

To round off our look back over 60 years, here are some photos from the archives.



The bus that started it all, T 31 at Crawley in 1965. Michael Wickham.



Depot 45 on the day that the LBPG took ownership in March 1972. Michael Beamish.



A November 1976 shot from my first visit to Redhill Road. The seats on the open top don't seem very waterproof!



Above left, the “Farewell Redhill Road” event in full swing, paused, above right, for Chairman, Peter Duplock, to address the crowds about future developments. Both Dave Jones.
Left, Roger Staggs with the conceptual model of the new museum. Right, after many years, the display of Green Line destination boards comes down. Both Peter Zabek



Right, during our time at Redhill Road, a considerable collection of signage had either been acquired or custom made. The “small artefacts display” was squeezed in between the office and the canteen, which would probably have obtained a negative hygiene rating. Nevertheless, we survived!
Dave Jones



Below left, the amount of space offered by Depot 45 when first discovered must have been mind-blowing, yet within a very short period of time “fag-paper” parking was the norm. RT 1 was the last bus to leave.
Below right, the shiny new London Bus Museum at Brooklands just after opening. Both, Peter Zabek



A green vintage bus, likely a Leyland or similar model from the 1960s, is parked on a road. The destination sign above the windshield displays '68' and 'WORTHY DOWN SOUTH WILTSHIRE SUTTON SCOTNEY'. The front of the bus features a 'M.L.L. 763' license plate and a 'LEYLAND' badge. The bus is parked on a paved area with other buses visible in the background, including a white and blue bus and a yellow and green double-decker bus. The scene is set outdoors with trees and a cloudy sky in the background.



Below right, meanwhile in Winchester, this 1970 Leyland Panther with Plaxton Derwent body was well loaded.



Below left, up from Portsmouth is this 1956 Leyland PD2/12 with Metropolitan Cammell body, which lost its roof in 1970. Right, this charming Dennis 6 with Short's body takes travellers back to 1931.



WINDSOR RUNNING DAY 10th May 2026

More Photos



Above, a 1959s LT publicity shot? No, RFW 14 alongside Windsor Castle, which it no doubt had passed many times. Leon Daniels.

Right, LTM's RCL 2229 looking very much at home.

Below left, RT 2083 in express mode.

Right, RF 280 at the start of its lengthy journey. All three Nigel Eadon-Clarke.

This event was jointly organised by the Amersham & District Motorbus Society and the Thames Valley & Great Western Omnibus Trust in part to recognise the 40th anniversary of the opening of Windsor coach park. Leon Daniels and Tom Drake took RFW 14 along for the day.



Above, No 38 in Reading's fleet was this Bristol VRT3 with Northern Counties body.

Right, on display at Windsor & Eton Central station was this 1927 Tilling-Stevens B9A Express with a replica Brush body, new to Thames Valley.

Both Nigel Eadon-Clarke.



ROUTE 213 HERITAGE DAY 13th June 2026

Album 1



Album 2



Our second heritage day benefited from the continuing fine weather and was graced by over 30 assorted buses, much to the delight of enthusiasts and “ordinary” folk alike. An intensive service as planned between Kingston and Sutton, with additional modern buses on route 293 between Cheam and Epsom. As usual, many thanks must go to all who were involved in preparing and operating on the day.



Above right, RF 395 looks comfortable during a break at Sutton garage. Richard Hastings

Left, a “might have been”, T 448c Kingston bound.

Lower left, T 792 was also flying the green flag towards Sutton. Both Peter Zabek



Above, well presented LDP 20, a 1996 Dennis Dart with ubiquitous Plaxton Pointer body. Seen resting at Kingston.

Left, LDP 20 again, on the rarely photographed 293 in New Maldon. Both Nigel Eadon-Clarke

Below, route 213 was never officially allocated RMs, yet RMs 5 and 1363 look at home at Sutton garage. Richard Hastings.
Right, RT 2293 was the sole RT representative. David Bowker
Mid left, our M 6 was also in action. Nigel Eadon-Clarke
Mid right, FRM 1 put in an appearance. David Bowker.
Lower left, T 961- a might have been! Nigel Eadon-Clarke.



Above, Stagecoach's first Scania Omnicity, 15001, now preserved. Nigel Eadon-Clarke.

Left, Friends of King Alfred's 1959 Lelyand Tiger Cub/ Weymann looks quite at home. David Bowker.

SUMMER FESTIVAL 28th June 2026

More Photos



The fine weather continued, and while fewer buses came along compared to our spring event, which isn't unusual, the relaxed atmosphere gave everyone opportunities to chat and wander around inside and out.



Above, providing accessible transport, our WVL I has just off-loaded after a trip on the 462.

Left, a rose between two thorns - no way, a fine pair of AECs sandwich a venerable Dennis.

Lower left, ST 922 enjoying the sunshine.

All Nigel Eadon-Clarke



Above, RMC 1469, the prototype for RCL styling, was also on the 462.

Below left, LS 30 was providing some 80s nostalgia, or a new experience for younger folk. Both Nigel Eadon-Clarke

Below right, Routemaster variety. Adrian Palmer.





Left, SNBs 449 and 448 bring some light green relief. Adrian Palmer.



Right, DT 16 once provided hotel to airport transport in air-conditioned luxury. Richard Hastings.

Below left, to mark the 40th anniversary of the Orpington-based Roundabout operation, OV 2 and DT 29 were on short-term loan to LBM. Adrian Palmer.



Above, City of Oxford's smart Regent III, bodied locally by Weymann.

Left, dating from 1939, this Harrington-bodied Leyland Cheetah is far from its original home in West Somerset. Both Nigel Eadon-Clarke.

ANNUAL CARTMARKING CEREMONY

Leon Daniels

[More Photos](#)


Cart Marking is the earliest form of vehicle licensing in the country.

The regulation of carts dates back over 750 years to the early days of the City. To ply for hire in the City of London you had to pay for a licence – a ‘fine’ in the language of the day.

The authority to charge was vested in the Master of Carters in 1517 as part of a deal to serve the City in a number of ways.

Having paid for a licence, a mark would be burnt onto your wooden cart to allow that cart to ply for trade ‘for hire or reward’ for the forthcoming year. To enable that cart to continue in use, a new mark would be branded each year on payment of the licence fee. Back then the licence fee would have been five shillings (25p).

In 1838 responsibility for licensing passed to the City Corporation but the conditions of the licence still required the “Cart Man” to be a member of the Worshipful Company of Carmen. Over time the number of licensed wooden carts diminished and by 1965 the arrangements were ended altogether.

In 1982 five Liverymen decided to present their carts at Guildhall where the City Corporation obligingly marked them, taking up the numbering sequence from where it left



Nigel Eadon-Clarke

off nearly twenty years earlier. The event was repeated annually and grew to include all forms of transport which were plying for hire including passenger as well as goods. The informal adjournment to licensed premises was in due course replaced by a 600-seat banquet in Guildhall.

The old tradition of branding (or burning) a letter for the forthcoming year continues but is now generally on to a wooden block which is attached to the ‘Cart’ for the purpose of the event. Branding is traditionally by the Lord Mayor, the Master Carman, and the Master Glover (who provides the heatproof gloves). The Master Carman may invite other guests to carry out a branding. Some 50

vehicles normally take part. Vehicles are no longer limited to wooden carts, of course; expect to see horse-drawn carriages, steam engines, fire engines, vans, buses, ambulances, bicycles, removal vans, electric trucks. It is essentially a timeline on wheels.

Cartmarking is the second largest event in the Square Mile (the largest is Lord Mayor’s Show). Post-COVID it moved from Wednesday to Saturday where it still welcomes a large crowd of the general public, it is a free-to-view event.

Several of the LBM team are Carmen and support the event. I was Master



Nigel Eadon-Clarke



Nigel Eadon-Clarke

Carman in 2024-25 and hosted the wettest Cartmarking in 500 years. This year the weather was glorious and the Carts include our newly-restored Horse Bus, 1456 MR, the newly restored AEC Militant Master Breakdown Tender and FRM I from LT Museum, together with former resident S 454.

The Horse Bus and Militant travelled to London on separate low-loaders from Brooklands early in the morning. (The Militant is far too slow to make the journey in a reasonable time!)



Nigel Eadon-Clarke

The Horse Bus was coupled to its horses and was warmly received by the audience. Aboard was Alan Gaskell who led the restoration, together with Ian Reddick who assisted throughout the project. Because of its position in the Museum extracting it and returning it is a complicated process, especially since enough labour to push and steer it is required. Of course it is now returned to display coupled to its pretend horses but graced with tack cleaned and reconditioned by Jenny Gaskell.

Cartmarking involves two runs – one to be branded and one as part of a cavalcade. Andy Lambert, the previous



Leon Daniels

owner drove it to be branded, whilst Ian Barrett drove it in the cavalcade with a plan then to move on to its old home of Camberwell Garage where it was planned to have it at a photoshoot with the existing recovery vehicle and team. Sadly it developed an air problem so the decision was made to low-load it back to Brooklands. Needless to say we have a plan to return to Camberwell in the future!

As Immediate Past Master Carman I was able to seize the microphone and do the commentary for the bus exhibits in which I made as many references to LBM as I could get away with. Hopefully some of the audience will come and visit us. However our participation in Cartmarking achieves one of our continuing objectives to 'take the Museum to the people' and make sure as many as possible get to see our achievements.

I am especially grateful to Ian Reddick and all behind the scenes who worked to get our entries into top condition, marshal them into position, get them loaded and unloaded, and get them back on display again so quickly.

There is a YouTube video of the whole event at <https://youtu.be/2YhVxCkleOU>

ROUTEMASTER OF THE FUTURE?

[Read More](#)


Back in mid-April Golden Tours unveiled RML 2646 at a reception attended by London Deputy Mayor for Environment and Energy, Mete Coban. The reason - the bus has been converted to run entirely on battery power. The tired RML was due for refurbishment and the plan to convert to electric operation came about in conjunction with Magtec. The bus now has five sets of batteries that give a range of 120 miles, all the work has been done with minimal alteration to the structure of the bus. Nigel Eadon-Clarke went along for the ride and was suitably impressed.



FASTRACK ANNIVERSARY 16th May 2026



To mark the 20th anniversary of the Dartford area Fastrack, operators Go-Ahead organised a running day using vintage and modern buses.

RF 226 was probably the oldest bus taking part, while London General's BYD was one of the latest and Ensignbus' ADL Enviro 500 one of the oddest. Nigel Eadon-Clarke recorded the event.



THE JOYS OF ENGINEERING

Roger Stagg

Rather than run through the individual tales of progress on various members of our fleet I felt it appropriate to relate a true story of the sort of extreme and unexpected frustration that the “heavy side mechanical team” have endured over the past months.

The fitting of a “new” engine to RT 4779 was expected to be a routine job. Following Peter Osborn’s generous donation to the Trust, and bearing in mind that Ian Barrett had rebuilt the body a few years back, it seemed reasonable to try to put her into a virtually Aldenham rebuild state.

Many years ago the last RT engine overhauled for LCBS found its way to Cobham/Brooklands and had been in store since awaiting a suitable vehicle to become part of. For some time, with a new coat of silver paint over the Indian Red it had been finished in, it was on display as “a bus engine” in the main hall until the post-Covid revision to the Museum layout.

The engine had been, according to the records, fully overhauled by an external contractor. It was, therefore, returned from store at Northchapel in readiness for its transfer into 4779. Bearing in mind that the unit had been in store for at least 40 years it was felt prudent to remove the cylinder heads and ensure the bores were free of any surface rust and that all rotated smoothly. With a new set of head gaskets and a fresh coat of paint all was made ready.

4779 was brought into the workshop and with some difficulty the engine was removed (nuts and bolts are never as easy to remove after 50 years as they were on the 4 year overhaul cycle.) Components that need to come off one unit and be refitted to the new, such as the recently overhauled injector pump and the fluid flywheel, were removed, cleaned up and refitted and it was then the problems began!

The flywheel had been fitted by the overhaulers with the wrong size pilot bearing making it impossible to mate the sections of the flywheel. This involved much cursing as it cannot be seen and the necessary fitting of the correct bearing before the rear of the engine could be finally assembled.

With the main unit installed in the chassis, and the front of the engine reassembled, the task of setting the injector

pump timing was undertaken. The pump was “spill timed” and the flywheel turned to the correct position, but the bolt holes in the pump drive shaft did not align. The drive shaft had been assembled by the overhaulers in the wrong tooth position, a pretty fundamental error.

More dismantling to put it right and then the bolts were tightened through the pump spider with everything aligned. BUT she would not start!! Then came the task of checking the valve timing, with limited confidence after the pump timing error, and sure enough, the camshaft had not been correctly aligned on the timing gear, involving more dismantling and correct assembly.

With fingers and toes crossed she fired up and once the injector fuel was bled, ran well except there was “puffing” from the inlet on cylinder head number one. The hope that a trapped piece of dirt would fall away and everything would run sweetly was a hope too many. The front head had to be removed where it could be seen that exhaust was passing one of the inlet valves.

The frustration was manifest and thoughts of changing cylinder heads were on the horizon, but with the only A1 condition heads in stock being 11.3L rather than 9.6L it was decided to remove the front cylinder head again and undertake a close magnification examination which revealed a micro-crack in the inlet valve seat to number 2 cylinder. The head was sent down to OCS where new seats and valves were fitted before the “heavy team” refitted it and it was run up, absent of puffing. A test run proved her to be powerful and smoke-free.

A tachograph re-calibration on 29th July saw RT 4779 back into Class 6 service as of 1st August 2026.

This is not the only story we have heard of RT engines overhauled during LCBS days that suffered many problems, which may account for the LCBS RTs being retired earlier than anticipated.

To the volunteer mechanics of the Museum go many thanks for just not giving up and eventually giving us a fine working 1950s decker.

P.S. If anybody finds a small spring about 1” long and 3/16” diameter please contact John Patch in the workshop.

SPIDER MAPS

David Bowker

We return to David's career story in its correct order:

It was in 1999 that I had the opportunity of a secondment to 'Publicity' at 55 Broadway (well the 1960s-built 'Wing over Station' connected to 55). It was a temporary three-month position whilst they geared up for a reorganisation in the run up to London Transport becoming Transport for London (TfL). I had to return to London Buses after the secondment finished but I must have done a good job because once TfL had been set up in 2000, I was invited back with a full-time permanent job. For me, it was the start of the most interesting and varied time in the organisation.

During my three-month absence from Publicity, they had moved to Windsor House – an eighteen-story brown, stone-clad office block in Victoria Street. My new role was looking after the bus spider map programme and expanding it. These had been developed to replace geographic maps at bus stops and included a line for each route radiating out from the centre, where there was a map showing all the bus stops in the immediate area. There was a Route finder and Destination finder showing the bus stop letter required for each route. The early maps also had a frequency guide but this was soon dropped due to the number of times the maps needed to be updated. There were only about twenty spider maps when I started doing them but by the time I left TfL in 2015 we had exactly 1,000 (I deliberately aimed for that target in my last few months) and I commissioned 980 of them. This includes just over 100 Night bus spiders, the vast majority mirroring the area of the day spider. We also had four 'quadrant' night spiders showing all night bus (and 24-hour) routes in the south-east, north-west etc but as night routes grew in numbers these maps became too complicated, so I took the decision to split them into eight maps.

The very first spider map in London was Manor House, with just six routes at the time. Looking at that spider map now it reminds me that route 253 used to run a split service, which is really tricky (almost impossible) to get across clearly on spider maps (and bus guides too). I suggested to Bus Planning that one section be renumbered, and as 254 was spare, why not use that? As the contract for the route was due for renewal, the suggestion was accepted and the 254 started in 2003.

Even in 2000, computers in offices were quite limited and sharing them between different departments was even more alien. So, trying to develop new spider maps was difficult because I didn't have all the information I needed. I occasionally had to go out and survey the area and sketch

the bus stop positions onto an A-Z and then photocopy it to our cartographer. The *Excel* spreadsheet I *did* have access to, only gave bus stop positions by description, eg Main Road, 28 metres west and opposite of Side Road and I could plot stops this way. It was some while later I started wondering why so many stops in some areas appeared to be located in the wrong place on our maps. It turned out that one or two people who did the surveys measured how far the side road was from the stop (rather than the stop from the road), which put the stop on the wrong side of the junction.

I quickly expanded spider maps to around 100 locations. It was very much down to me to put a programme together and Norbury (my local station for half my life) was the first one I commissioned. A spider map works only if there is a point letter on the stop and in most cases, they didn't exist, except at stations and even then, I often had to change them to make it easier to find the stop on the map. I probably installed some 12,000 point letters!

I was always looking at ways to improve the spider maps. Whilst we had some separate Night bus maps (where there were at least four routes serving the area), most spiders only showed Night buses in the Route finder. I started adding the routes as a separate linear but had to look different to a day route linear. We chose an open-lined linear in dark blue or black shades with a maximum of three Night routes on a day spider – any more, we produced a separate Night bus map.

A normal Day spider map has to have a minimum of three routes. The spider with the highest number of routes was Elephant & Castle, with 29 routes – a lot of colours and looks like a wiring diagram. The only scheme that crosses the outer London boundary is at Barnet, Stirling Corner, which has two stops in Hertfordshire and DoT bus stop flags. I had to contact someone at the council to get a letter put on the stops, which they did, but only a stencil on the flag itself. However, getting the spider map posted in the corresponding shelter proved impossible. Some people question the usefulness of spider maps (especially at times during budget reviews or spending cuts). Of course, such maps are a once-only use. The first time you go to an area, the map is useful, but you never need refer to it again, so in that respect they are an expensive product, but they are really important to give people confidence in travelling around unfamiliar areas.

Mobility buses were not shown on spider maps because they were likely to confuse 'normal' passengers. They generally ran just once or twice a week, so adding them

might suggest a better service than provided. Now there is only one left (and not called Mobility Bus since all buses are accessible these days), this is shown in the Route finder section.

When I started in Publicity, there were still a lot of Mobility Bus routes and we produced a series of booklets detailing the services and timetables. I can't remember how many routes but, there were so many they numbered in the 800s as well as 900s. Originally, nobody really knew where these mobility routes ran, with official route records being notoriously inaccurate – one route record would have the bus driving down a series of steps, whilst several others had it running the wrong way along a one-way street!

I was asked to produce a spider map for Walford. Some of you may be looking up your A-Z to find where this is, others will know it as the setting for *Eastenders*. If you watch this soap opera, you may often see 'Walford East' Tube station. It is part of the set at the BBC Studios in Elstree / Borehamwood. Also, there is a bus stop and shelter. We were asked by the BBC to provide the infrastructure and also the publicity that goes into the frames. Although the TV cameras rarely focus into the posters, it was important that what was there was the same as what people see on the streets. I took the Canary Wharf spider because it had the *Eastenders* curve of the river and amended the central map to include Albert Square and I added the Queen Victoria PH. We had the chance of a visit to the studios but as numbers were strictly limited, I left that for the true fans of the soap – I have *never* seen it!

On large schemes, I could run out of letters (we preferred not to use I or O and didn't like to use numbers, although some hospital schemes we had H1, H2 etc) so I might change the prefix letter. On South Norwood, Beulah Hill, I prefixed with N for northbound stops and S for southbound. As letters had to fit into a red circle, the font size was smaller when double letters were used, so I had to keep the schemes small and wherever possible use single letters only.

I had to ensure there were shelters to post the map. One year, when I was tasked with producing spider maps that included railway stations, I looked at Woodmansterne, but there were no shelters at all in the area, and on the north side of the station, it was Hail & Ride, so a map never got produced.

FWT, a well-known and very respected cartographer of bus maps throughout the UK, was our chosen contractor to draw the maps and they had a wealth of experience with very knowledgeable staff. Therefore, they could just get on with things and knew which routes ran where. They did need the Routes and Runs, the sequencing of bus stops

along each route, so that they could compile the Route and Destination finder but also the legs of the spider (the linear of each route). A spider map showed every bus stop within 1 ½ miles of the 'hub' (the centre map showing the bus stops in this particular point letter scheme) and main stops only outside that area. 1 ½ miles is the most common distance people make on a bus journey.

The spider map is produced at Double Royal (DR) size (25 in x 40 in – or for our non-British readers, 635 mm x 1016 mm) in portrait format. There were also some A4 versions.

We rarely did a 100% check on a spider, which would take several hours but we'd always print it off full size, as it's difficult to check such things on the screen, and we had to keep a relatively clear desk to spread the map out. To do a full check we'd first of all check the Route finder to ensure every route was shown and that the bus stop letters were correct. Then we would look at the spider to ensure the bus stop names on the map matched the ones on the spreadsheet. We had to look at the right direction using both runs one and two – the sequence mostly started in the middle of the run, so you had to identify the stops within the point letter scheme and then work away from the area. The stop names within the 1 ½ mile area had to match the stop name in the spreadsheet, but if another route crossed the route you were checking, the corresponding stop name on the other route may be different, so you would often use both names. Outside the 1 ½ mile area, we'd use a town name preceding the actual stop name because just stating 'Side Street' would not tell people where that was. Finally, we would check the Destination finder, which was really time-consuming. For every destination, we had to check the point letters were correct, cross-referencing with the already-checked Route finder.

Originally, cartographers printed off the map and couriered it to us. Similarly, we'd mark-up changes we'd wanted made and courier it back to them. As you can imagine this was time-consuming and expensive. Later, we'd receive them by email but as we got more and more maps, it started blocking up the email system with large files and if we were away for a week, you'd have reached your email limit very quickly. Eventually, we had a web-based file sharing scheme, where the cartographer would upload the file and we'd just log on, access the file and print it off. Each member of the team had their own folder but we could access each other's. Someone decided they would have a bit of fun here, giving all of the team (and those in the cartographers and printers) a nickname from Only Fools and Horses. For some reason, they called me David 'Uncle Albert' Bowker. One girl was 'Nervous Nerys', which most people didn't remember!

When a bus route had a structural change, we had to update the spider map, so it was important to keep up to date with the changes. With fewer than fifty spider schemes, this was reasonably simple, although easy to miss one map along the route. When Ken Livingstone proposed Congestion Charging for London, TfL proposed many new routes, or extensions to routes and by this time we had around 150 maps. My senior manager then gave me the target of producing 100 new maps in the 2003/4 financial year. I was happy to take that on (I didn't really have a choice though) but I did say that we needed a database to manage the spider map project and other publicity.

As the spider maps expanded across London, we realised that it was too big a job for one cartographer and invited interest from others via OJEU (Official Journal of the European Union). After official bidding we ended up with three cartographers to work on TfL maps. One was based in Sweden and one of the people who worked there used

to live in the next road to me in Thornton Heath and another I met up with in St Helena – one of the most remote places on earth and that was before the airport was built.

Initially, there were differences in style – I could tell which cartographer produced each spider map. This was okay because they were never posted together but when they were put together in a book (such as Yell), the differences were obvious. So, we produced a Spider Map Manual – an 85-page document showing exactly how a map should be produced. This set out font and linear sizes, as well as colour use, use and size of symbols and basically every little bit of the poster. Where routes crossed each other the fewer routes should always be on top of more routes, i.e. one route would be on top of two routes, or three on top of five etc. This was done so as not to obscure a route line.

DARTING IN AND OUT

Bob Stanger

Darting in, out and around London, Dennis's ubiquitous baby 'choosed,' used and abused.

I looked up the dictionary definition of "revolution". From the Oxford Language website it quotes, 'a forcible overthrow of a government or social order'

So, forgetting politics, one might argue that the 'bread van' era started a 'revolution' in the bus industry, leading to a social change for the travelling public. Keeping the Oxford theme as above, it reminds me that Harry Blundred can be credited with the enormous step change that had ramifications among bus companies and their staff.

Eventually there was a realisation that bigger buses were needed and this is where the real story begins. We all know that the factory in Guildford developed a small bus to take the place of the Ford, Iveco and Mercedes minibuses with the term Midibus beginning entering to our vocabulary. Welcome the Dart.



From small beginnings, the chassis with a Carlyle Body on top, developed into a top seller, spawned low floor versions, spawned bigger brothers, the Lance and Arrow. London had it's fair(fare-sorry) share, and boy didn't it.

The accompanying photos give an illustration of a few of the companies, the colours thereof and the bodybuilders supplying these historic vehicles that changed the London Bus scene so dramatically.

Love them or hate them, criticise them or applaud them, they have a real place in the history of the capital's transport network. We should also acknowledge that there are a number of preserved Darts none more so than with our friends at the Bromley Bus Preservation Society. I pose a question in conclusion, given the iconic status of the 'Dart' why isn't one in the collection of our Museum? I leave that thought with you.



Previous page, left - DT 32, Carlyle Dartline of 1990

Previous page, right - DWL 10, Wright Handybus of 1990

Top right - DRL 154, Plaxton Pointer of 1993

Below - 815, Northern Counties of 1994

Lower right - SLD 34 - SLF version, Alexander ALX200 of 1998



Above left - DEL 8, East Lancs of 1994

Above - CD 8, SLF version, Wright Crusader of 1996

Left SLF version, a longer Plaxton Pointer of 1997

Bottom left - DM 162, SLF version, Marshall of 1998

Bottom right - DN 2, SLF version, Caetano Nimbus of 2002



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:

Terence Bray

Peter Brown

Estate of Graham Burgess

Leon Daniels

Mary Double

Giffard Hazle

Laurie James

Chris Knight

Friends of London Transport Museum

Estate of Allan Machon

Phil Palmer

Nick Parish

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Paul Sainthouse

Roger Stagg

Barbara Stevens

Estate of Chris Tanner

Stephanie Tassell

Estate of Mike Thornhill

Bryan Tuck-Martin

Estate of Colin Ward

Jenny Webb

Estate of Lawrence Weeks

Our thanks to all.

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

MYSTERY PHOTO

Dave Jones

A couple of answers were offered, one being that RT 830 was one of 50 with red-painted wings, a very short-lived experiment. This bus, however, was not involved.

The most likely answer is that the photo was taken using orthochromatic film which is sensitive only to blue and green light, remaining completely blind to red, so black wings would not be distinguishable. Thanks to Alan Bond.

Brian Greenfield followed up with two intriguing photos from the same location. But that's for another time!



Route 106 heritage day Saturday 3 October 2026

IT'S FREE

- 106**
- Finsbury Park
 - Stoke Newington
 - Clapton
 - Hackney Central
 - Ash Grove Bus Garage

Stagecoach will have an Open Day at Ash Grove bus garage. There will be a small entrance charge to go to charity.

Additional heritage buses will run a limited service as route 106 or D6, between Ash Grove and Limehouse or Crossharbour via route D6

We will be running buses from the 1930s to the 1970s from 10.00 to 17.00, which will be joined by other buses from private owners. It's all 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 routes 106 & D6 on which normal fares apply

Come for a ride on heritage buses through Finsbury Park, Stoke Newington, Clapton and Hackney, 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 TransportFest will be held at Brooklands on Sunday 18 October 2026

The London Bus Museum is open Daily, located at the Brooklands Museum, Weybridge, Surrey KT13 0SL

londonbusmuseum.com
brooklandsmuseum.com



Sunday 18 Oct
10am-5pm

LONDON
BUS
MUSEUM

Transport Fest



prices & advanced booking
brooklandsmuseum.com/tickets
01932 857 381

LBM & BMT members free
join on the day & we'll refund
your entry fee

free parking in
The Heights car park KT13 0XP

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CHILDREN'S ENTERTAINMENT

**FREE SHUTTLE BUS TO & FROM
WEYBRIDGE STN & WEYBRIDGE**

**ENTRY TO MOST BROOKLANDS
ATTRACTIONS**

londonbusmuseum.com
01932 837 994

Who's Who in The London Bus Preservation Trust

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

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

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

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

Museum on the Web

Website: www.londonbusmuseum.com

Facebook: [click here](#)

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Honorary Positions

Hon President: Paul Sainthouse

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Company Secretary: Peter Brown

Registered Office

Cobham Hall, Brooklands Road, Weybridge, Surrey KT13 0QS

Charity number: 1053383

Company Registration number: 1061762

