

THE

London Bus Magazine

NUMBER 46

AUTUMN 1983



THE STORY OF 1958
MORE GOLDEN JUBILEE BUSES



'OVERHAUL'

This 45-minute video cassette takes a nostalgic look behind the scenes at London bus maintenance at Chiswick and Aldenham Works. The programme includes scenes filmed at Chiswick works in the mid-1920s with the London bus of the day – the NS – undergoing overhaul. It makes an interesting comparison to the following film, the much loved 'Overhaul' made thirty years later in 1956 which shows buses of the RT family being overhauled at the newly opened Aldenham Works.



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THE

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Cover: The first of the Titans to receive 'all-over' advertising for the ASDA Stores was T399 at Ash Grove. Basically white with coloured designs, the vehicles only differ slightly with the store names. T399 heads for the new store on the Isle of Dogs here at Finsbury Park. *Colin Stannard*

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Around and About



New 'A' registered Titans went into Catford in August for the conversion of their DMS routes. An early entrant, T827, is seen here on the 75 at the new Monk Street terminus in Woolwich, necessitated by Greenwich Council's decision to remove buses from Hare Street and part of Powis Street.
Ramon Hefford



In order to serve the new Newham General Hospital in Prince Regent Lane, the 147 was extended beyond East Ham to Victoria & Albert Docks from 25th June. T266 heads for its new destination here in East Ham.
Colin Stannard

London Transport's Three-year Plan . . .

LT issued its three-year plan for 1984-7 in June setting out proposals for making the bus and Underground networks more efficient, cheaper to run, easier to use, and more competitive with other forms of transport.

On the buses, where, it is said, the proportion of timetabled service is the best since the 1960s, the *volume* of service is likely to be reduced, while the *pattern* will be re-examined. The aim will be to match services to demand, particularly now that Travelcards enable passengers to switch more easily between bus and Underground without financial penalty. There would be a renewed drive on service reliability, and an extension of one-man operation from the present 53 per cent to 65 per cent of services by 1986/7.

The plan is based in real terms on total financial support of about the 1983 level, stable fares, reduction in fraud, and a reduction in costs of nine per cent by 1986/7. A reduction in workforce of an estimated ten per cent—from 58,000 at the start of 1983 to about 52,000—is to be achieved by the end of 1987.

. . . and the Government's Plan

The White Paper published in July outlined the problems which have faced London Transport since the 1960s and gave a clear indication of the future of public transport in London as these extracts reveal:

"The Government has decided that control of the London Transport Executive should be transferred as soon as possible from the GLC to the Secretary of State for Transport. It will then be reconstituted on the pattern of a small holding company, with its bus and Underground operations established as separate subsidiaries. The holding body, which will be re-named London Regional Transport (LRT), will be responsible for the strategic control of its operating subsidiaries, and for securing the cost-effective provision of bus and Underground services from these and other operators.

"LRT will have four initial tasks:

- to improve bus and Underground services for London within the resources available and make the services more attractive to the public;
- to reduce costs and the call on taxpayers' money and generally secure better value;
- to involve the private sector in the provision of services and to make better use of publicly-owned assets;
- to promote better management through smaller and more efficient units, with clear goals and measurable objectives.

"New arrangements will be introduced to provide the necessary financial support for LRT. As with British Rail, grant will come direct from the Secretary of State. This will replace the present system under which the GLC precepts on the London Boroughs for the ratepayers' contribution towards the cost of London Transport.

"Local authorities in whose areas LRT's own services operate will be able to enter into agreements with the operators to buy specific additional services and to finance travel concessions. The Government will consult representatives of the London Boroughs on the development of a joint scheme to be operated when the Boroughs take back responsibility for concessionary fares for the elderly from the GLC.

"The establishment of LRT's bus and Underground subsidiaries will be facilitated by the London Transport Executive's existing structure, in which the Underground and bus businesses are separately identified and managed. But the new body will need to examine the scope for further division of the operations in the interests of improved efficiency. The bus and Underground subsidiaries will have power to divide their operations into further subsidiaries; this will be particularly relevant to the bus business. LRT will be able to dispose of any of those further subsidiaries, subject to the consent of the Secretary of State.

"At present local bus services may be operated in Greater London only by London Transport or with their agreement. Road service licences are not required for such services. LRT will be responsible for approving services and changes in services by its own subsidiaries and by other operators who have entered into an agreement with it to provide services. Road service licences will still not be required for these services. But operators who wish to run bus services in Greater London without entering into an agreement with LRT will in future be enabled to apply for road service licences from the Traffic Commissioners. These arrangements will avoid the bureaucratic procedures which would be entailed if all services in Greater London were brought under the control of the Traffic Commissioners, while providing for the licensing of competing bus services under the same conditions as apply in the rest of Great Britain."

The White Paper has been published as a basis for consultation and the Government is inviting the views of interested parties as soon as possible, so that it may take them into account both in framing the details of the legislation and in agreeing with those concerned the arrangements associated with setting up London Regional Transport.

It is interesting to note that LT's own three-year plan was published just a month before the White Paper, and there has been no official Press Statement by LT since the appearance of the Government's plans.



The parallel running experiment from Westbourne Park on the 18 started in July, presumably as a follow-up to the Sidcup experiment last year. Here we see double-blinded M873 in Baker Street and T792 at Warren Street. *Ramon Hefford/Colin Fradd*

£25 million LT surplus expected

London Transport could finish this year with a £25 million budget surplus, thanks to the success of its new Travelcards, a reduction in costs and the early benefits of its fight against fares fraud. In a report to the GLC Transport Committee LT says the expected £25 million surplus is £23 million better than budget. Dr Keith Bright, who has just completed his first year as Chairman of LT said that a major contribution to the brighter financial outlook is the success of the Travelcard, which has helped to keep the 1983 cost of the May fares reduction £15 million lower than expected—£25 million less in a full year.

1984/5 Vehicle Orders for LT

The GLC Transport Committee has approved an order for 725 double-deck buses during 1984 and 1985 at a total cost of £50.5 million. The order is to be divided between Leyland (240 Titans by the end of 1984) and MCW (150 Metrobuses in 1984 and 335 in 1985). The new buses will replace the last Fleetlines, and allow some extension of one-man operation.

Left A new Shepherd's Bush allocation on the 73 was introduced upon the closure of Riverside, resulting in a new destination display for garage-bound buses as shown on RM534 rounding Hyde Park Corner. **Right** Summer-only services on LT are few these days but one new innovation this year was the Sunday extension of the 2 to The Zoo. RM308, one of the few vehicles fitted with the new intermediate display giving extra fame to Railton Road, was caught here in Prince Albert Road on 17th July. *Colin Stannard*



Vehicle Trials in Cardinal District

London Transport has announced that it will be evaluating a number of double-deck buses for its longer term replacement programme, but the Titan, for which LT is the only major customer, will not be a candidate because of its higher purchase cost. On order are three Dennis Dominators, possibly with single-door bodywork, three dual-door Ailsas with Alexander bodies, three Leyland Olympians, and three Metrobus Mk2s, one with a Maxwell gearbox, one with a Cummins engine and one with an air-cooled engine. The vehicles will be operated in normal service by Cardinal District.

More Coaches for London Country

London Country have announced that an order for 60 new Leyland Tigers with Plaxton Paramount bodywork has been placed. Delivery is expected to commence before Christmas. It is hoped that some of these coaches will actually replace the Leyland Nationals which are becoming an increasingly familiar sight on many of the traditional Green Line routes. The order will be split as follows: TP1-25—11 metre 53-seat coaches for Green Line stage work; TP26-35—11 metre 49-seat coaches for Green Line stage work; TP36-40—11 metre 53-seat coaches for private hire work; TP41-50—12 metre 51-seat (reclining) coaches for Private Hire work; and TP51-60—12 metre 57-seat coaches for Green Line stage work.



New LRs began to replace the ANs on the 341 in July, the remainder enabling the double-decking of the 300 and 303. The ANs displaced moved to Northfleet for the 495 and 496, also upgraded from single-deck. LR32 is seen here in St. Albans while AN230, beneath a September storm cloud, shows the new order of the 496. *L.W. Rowe/Richard Godfrey*

Two number variations to go this summer were the 312 and 327. With the diversion of all journeys via Battlers Green the 312 number disappeared, while the loss of the 321 Vicarage Road section caused all buses to be numbered 3211 Radlett on 2nd June is the setting for SNB455, but more favourable weather surrounds AN59 at Kinsbourne Green. *Richard Godfrey*



LT attacks the Commuter Market . . .

An experimental commuter service started on 31st October providing an express operation on the 177 stopping at selected points in Thamesmead, Abbey Wood, Plumstead and Woolwich, then running non-stop to Elephant & Castle and setting down at Ludgate Circus, Fleet Street, Strand, Charing Cross, Whitehall, Westminster and County Hall. Evening peak journeys will operate in the reverse direction. Two Titans have been painted in a special white livery with two broad red stripes, but as yet no brand name has been found—perhaps 'Thameslink' is a possibility?

. . . and the Shoppers' Market

LT has embarked upon a number of rather unusual services for shoppers. New links to the ASDA Superstore on the Isle of Dogs are provided from Old Ford and Whitechapel, while the ASDA store at Beckton now has a direct service from Barking. These services are financed by ASDA and are free. A new Saturday 'excursion' now runs from Wood Green to Romford picking up at Palmers Green, Southgate, Edmonton and Crooked Billet and gives around 4½ hours shopping time in Romford with a second service on Wednesdays and Saturdays from Peckham. But surely the most interesting services are the two flat-fare routes which started on 12th November in the Kingston area. Numbered K1 and K2, they run from Hook, *Hunters Road* to Kingston via Chessington Industrial Estate and Tolworth Broadway, and from Tolworth Broadway to Kingston via Berrylands respectively. The K1 runs on Mondays, Thursdays and Saturdays while the K2 provides a Tuesday, Friday and Saturday service. Both run hourly during shopping hours only and are operated by RMs from Kingston with yellow blinds. It is understood that the conductors are to assist passengers with shopping etc., a service which most other suburban routes now seem to manage without.



Whilst most of Green Line's summer services are very successful, a summer's day at Eastbourne was not such an attractive proposition during May. Dorking's PL25 is seen in drizzle on the Old Reigate Road.
Richard Godfrey



DL9 has now been demoted from 'Jetlink' to standard Green Line livery, as shown here on the 718 leaving Victoria in July. *Ramon Hefford*



RS108, one of the vehicles in National Express livery, made a rare journey to London on the 715 on 23rd June. It is seen here at Oxford Circus before returning to Guildford.
Ramon Hefford



Special railway services operated over the weekend of 18th/19th June required special blinds to be fitted as two different services worked through Whitechapel. Here in Brady Street Whitechapel T525 shows how Shadwell Station made its debut on bus blinds.
Colin Stannard

St. Albans Faresaver pass

From Saturday 3rd September a new Faresaver Pass allows the holder to travel on any bus and coach in the St. Albans area for just 10p after 9 am. on Mondays to Fridays, and all day on Saturdays, Sundays and Public Holidays. The Pass costs £1.30 for seven consecutive days or £5 for one calendar month.

London Country Bus Maps appear

Two new bus maps have appeared covering the LCBS area. Split into North and South they are principally designed to enable people to get around the system, thus many local town services are excluded. They are drawn to the traditional style by the usual team at FWT Studios and are to be welcomed after the absence of bus maps for so long. Another map, also drawn by the FWT team, is the Hertfordshire transport system which gives, in addition to the map, information on places to see and index to places served and large town plans.



The week leading up to the Plumstead garage open-day on 25th June saw the operation of a special service between Abbey Wood and Woolwich. It was numbered 698 (remember the trolleys?) and used ST922 as shown here in Plumstead Road the previous Saturday.
Ramon Hefford

The special liveried vehicles for LT's Jubilee are adequately summed up in this shot of RM1933 overtaking the gold RM1983 in Whitehall on 21st August. Of course, a little more than just luck was necessary here!
Tony Wild

Nighters to run on Saturday nights

After 50 years of denying the need for night buses on Saturday nights, LT has at last accepted that there is a demand following a review undertaken by the Oxford University. From 29th October Saturday night services were introduced on all night routes which did not run that night, with the exception of the 220 and 221 which do not serve the West End (*there is always an exception!*). Most services run to the same timings as on other nights, but the N84 and N95 have different timetables supplying more trips to the West End. The busy N98 is now increased on Sunday to Thursday nights to give the full five bus service again every night. Full details are contained in a new issue of the Night Owl's Guide.

This package of improvements forms the first stage of a comprehensive review of the night service network which will see more regular frequencies, a modest expansion serving some new areas where a need has been identified, and additional one-man operation.



With the improvements to night services, and in particular the N87, the need to run the special N81 journey ceased. The more usual operation is represented by D2577 at Streatham Common, the N81 being the only bus to turn at that point, but on the night of 23rd/24th July Stockwell's gold RM1983 made a special run on the route as seen here at Tooting Broadway.
Mike Harris/Colin Stannard

Aldenham to close

Following the very successful open-day at Aldenham Works on 25th September LT announced that a review of the role of the bus works at Chiswick and Aldenham has shown that, overall, they are not viable. The evidence indicates that Aldenham cannot be made viable and LT are expected to announce its formal closure shortly. LT would try to save as many jobs as possible by re-establishing elsewhere those activities that can be made viable on a "small industrial unit" basis. The review has shown that if the activities of both Chiswick and Aldenham were contracted out, there would be an annual saving to LT of over £18 million, and a loss of some 3,000 jobs. The sites could be worth around £25 million. Activities at Chiswick are potentially more viable than at Aldenham. It is intended to carry out small industrial unit viability studies for Chiswick's products before making a decision next year on the future of Chiswick Works itself.

The fine weather at Aldenham attracted large crowds and a varied selection of vehicles. This scene, sadly not to be repeated, shows the extensive activity at the bus display. Near the centre can be seen the two Titans painted in 177 Express livery. *Michael Dryhurst*



LT Shop also to close

The LT shop at St. James's Park Station will close at the end of the year. Despite strenuous efforts by staff to make this Jubilee year a success, LT have said that unless the shop can pay the market value of the site, which it cannot, it must close.

The Round London Sightseeing Fight

New legislation has enabled operators to set up Sightseeing Tours in London with the minimum of formality. One of the first rivals to LT's tour was Culture Bus, who enlisted the support of Cityrama Tours, and started its circular service on 17th May. Passengers are allowed to board and alight at any of the stops on the route for a whole day for only £2.50 adult (£1.50 child), thus giving visitors an excellent opportunity to spend a little time at some of the sights. The Ebdons tour, also at £2.50, takes sightseers on a circular trip, very similar to LT's own tour, but uses luxury double-deck Neoplan Skyliner coaches complete with guide. No doubt it was a combination of these developments that persuaded LT to reduce its unguided tour fare from £2.95 to £2.00.



London Crusader have joined forces with LT in the provision of the Round London Sightseeing Tour. London Crusader use ANs painted in a striking white livery with a green stripe and work hourly from a new pick-up point outside the National Gallery at Trafalgar Square, adjacent to the Cityrama stop. AN11 is seen passing through Chelsea in June. *Colin Stannard*



One of the vehicles regularly used on LTs tour is Ensign's DF1682, painted in the same livery as Thornton Heath's DS1933. A healthy number of summer sightseers are carried here round Hyde Park Corner, the vehicle displaying here the incorrect 'London Guided Tour' blind. *Ramon Hefford*



The Culture Bus tour uses four ex-LT DMSs painted in a yellow livery with black and white signwriting. Bus stops along the route comprise a yellow, white and black flag on a maroon pole and give times of buses on the flag. With so much invested into the service, the idea of boarding and alighting along the route deserves to succeed. It is surprising that LT haven't tried this before. Ex-LT DMS576 now numbered CB5 is seen turning into Regent Street. *Ramon Hefford*



A new innovation in Leaside District was the living-up of a staff night bus from 24th/25th June. Using the number N80, it runs in a circular route and here at South Mimms the sun catches M691 on its last trip to Potters Bar. Interestingly, the service carries passengers to the Finchley garage terminus. In addition to enabling fare-paying passengers and pass holders to use the service, mileage operated becomes eligible for fuel tax rebate. Perhaps we shall see similar operations elsewhere in London. *Mike Harris*

During the early hours of the morning on Tuesday 13th September RM1715 collided with four cars in Dulwich Road while working on the 172. The bus swerved after hitting an Audi, smashed into three parked cars and pushed a fourth into the basement of a house. A passenger in the Audi was killed and the driver and another passenger were seriously hurt. The bus was empty of passengers and the driver and conductor were taken to hospital suffering from shock. *Reproduced by kind permission of Charles R. Cramp*



Twenty-Five Years Ago: The Story of 1958

by Ken Glazier



During the 1958 Bus Strike, various organisations started up free bus services. A west end firm, MPH Sales, used this converted motor scooter and bubble car transporter which was operated by volunteers. Their stated aim was "to show the busmen that there are other ways of getting about".

No one with the slenderest interest in public transport in London could fail to know that 1958 was a catastrophic year dominated by Industrial Relations (or, as they were then known, 'Labour Relations') problems and cruelly scarred by one of the most serious bus strikes in history. As the road services were the profitable side of the business the effects on the Executive's annual finances was bleak; although a small surplus of £1.8 million was earned this was nearly £4 million less than in 1957 and was over £4 million short of the minimum contribution which London Transport was expected to pay to the central charges of the British Transport Commission. This was in sad contrast to 1957 when a small surplus had been earned *after* making a full contribution to the BTC.

Passengers carried on all road services taken together were twenty per cent down on 1957 (the strike occupied thirteen per cent of the year). Some of the lost passengers transferred to the Underground which had a four per cent increase in passenger journeys although passenger *mileage* even there dropped by one per cent indicating the shorter journeys made by those who transferred from the buses. London Transport claimed that much of the loss was permanent but like most statistics of demand for transport there are many other factors which affect the figures and confuse any attempt at rational analysis. For example, the road services were already carrying seven per cent fewer passengers in the first quarter of the year than in the same quarter of 1957; but in that year there had been inflated demand caused by fuel rationing following the Suez adventure. Similarly, if the line of decline in passenger journeys shown in the graphs published in the Annual Reports are extended from 1957 to 1959, the numbers carried on Central Road Services and Country Buses appear to have been at about the level to which the already established trend would have led them; but that assumes that the decline would have continued at the same rate. The exception to this trend was the traffic on Green Line, which had been increasing steadily since the early 1950s and could therefore have been expected to go up but which remained slightly below the 1957 level in the aftermath of the strike.

Even the effect on private motoring is clouded by other factors. Compared with 1956, before petrol rationing, the period at the end of 1958 did not show an exceptional increase in the number of cars entering Central London although car ownership had gone up by eight per cent. However, in October 1958, hire purchase controls were removed and sales of cars shot up by seventy per cent compared with 1957. No doubt bad experiences during 1958 may have led people to buy a car (and use it) more quickly than they might otherwise but if that were the case who is to say that it was any more than a matter of bringing forward what would have happened one day anyway?

The year started normally enough with a small programme of service changes on January 8th. There were one or two minor augmentations; some service reductions, mainly at weekends and mainly on the Kingston trolleybus services; and a few route changes:

| Route | Alteration |
|-------|---|
| 39 | Extended during Sunday afternoons and early evenings from Victoria to Waterloo via Lambeth Bridge to serve St. Thomas's Hospital. Renumbered 39A because the Monday-Saturday service ran to Parliament Hill Fields. |
| 73 | A localised service was introduced between Kensington (Queen's Gate) and Richmond on Mondays to Fridays. Half the through Richmond service was cut back to Hammersmith. (Three extra RTL at Mortlake). |
| 174 | Some Monday to Friday journeys extended from Kent Avenue to the new Fords Foundry (one extra RT at North Street). |
| 225 | (Northwood - Eastcote Lane): extended during Sunday afternoons and early evenings from Northwood to Mount Vernon Hospital. |
| 252 | (Romford Station to Birch Road): converted to double-deck operation and extended from Birch Road to Collier Row (Lowshoe Lane) via Birch Road and White Hart Lane. Service reduced. (Four TD replaced by four RT at Hornchurch). Route 252 had been one of the few Central Bus one-man operated Cub routes until July 1949. |
| 254 | Extended from Buckhurst Hill Station to South Woodford Station via Buckhurst Way, Hillside Avenue, St. Barnabas Road and Latchett Road. Service reduced on rest of route. (One extra RF at Loughton). |
| 722 | (Aldgate - Corbets Tey): intermediately diverted between Rush Green and Roneo Corner to run via Oldchurch Road and South Street, to serve Oldchurch Hospital. |

The TDs released from Hornchurch went to Kingston where they eventually replaced earlier ones for sale.

Later in January there were some Country Bus changes, one of which resulted from a new agreement between London Transport and Southdown Motor Services about the division of responsibility for serving Crawley New Town. Hitherto, the old boundary agreement had assigned the south side of the town to Southdown and the north to London Transport. To allow cross-town operation, which was essential in view of the layout of the New Town, the revised agreement provided for a mileage based plan with each operator free, within its mileage limits, to operate to any part. As Southdown was still a 'private' operator this arrangement differed from the one already operating in Grays and from similar exchange deals in more recent years. The immediate effect was that route 483



The contemporary approach to economy of operation leaned heavily on increasing the capacity of buses to allow fewer to be scheduled. Route 252 exchanged its 32-seat TDs for RTs of nearly twice the capacity on January 8th. This view of RT450 in South Street, Romford was taken some time later. *Alan B. Cross*

The need for economy did not discourage expansion, even into unpromising areas like Roding Valley. Route 254 was extended that way to South Woodford on January 8th. By the time this photograph was taken RF400 had acquired the later features of trafficators, roof-side advertisements and painted garage code. *Alan B. Cross*

(Crawley Bus Station to Northgate) ran for the last time on Saturday January 18th (the usual Wednesday change being forsaken for the convenience of Southdown's scheduling). The following day, Southdown's hourly Brighton to Crawley route 23 was extended to cover the same roads. New route 23A was introduced at the same time running hourly between Northgate and Pease Pottage via Southgate Drive.

The other changes took place on the following Wednesday (22nd):

- | Route | Alteration |
|-------|--|
| 303 | Some journeys extended from St. Mary's Square to Hitchin Station via Queen Street and Walsworth Road. |
| 336 | Some journeys extended in Chesham from 'Nashleigh Arms' to Ashlyns School via Nashleigh Hill and Chesham Road. |
| 381 | The two Saturday journeys which had been extended from Toothill to Ongar in October 1957 had proven a failure and were now withdrawn. (Last day January 18th). |

An interesting and somewhat curious event took place on January 21st when no fewer than seventy-three coach stops on routes 709, 710 and 711 were abolished in order to speed up the service. They were claimed to be little used . . .

At the beginning of the year the Leyland/Weymann Routemaster RML3 went to Willesden for training and eventually went into service on route 8 from January 22nd. It was still there at the end of the year. The Leyland/ECW CRL4 went to High Wycombe for training on January 2nd and started work six days later on route 711 where it remained until the end of April. The Routemaster story was not to develop greater momentum until the end of the year.



Far left The nearside wing structure of the two Leyland prototype Routemasters differed from the AECs in being lower than the bonnet line to improve the driver's sight line. RML3 lines up ahead of an RTW on the old Pound Lane stand opposite Willesden garage. *W. J. Haynes*

Left In this offside view of RML3 at Pound Lane, the lines of the production bus can be seen in all but the bonnet and grille. *C Carter*



The other Leyland and the only ECW bodied Routemaster, the prototype Green Line CRL4, re-entered service at the end of January on route 711. Trolleybus overhead, MacFisheries and the bulbous car designs help to set this photograph at Uxbridge station in its period. *Alan B. Cross*

Meanwhile important decisions affecting the bus fleet had been made by the Executive. There were still 121 brand new RTs and RTLs in store at Loughton, Garston and Reigate and because of the service cuts there was now a further surplus of vehicles in the fleet for which no use could be foreseen. It was therefore decided to put the new buses into service and offer virtually identical if older vehicles for sale. The newly-formed Ceylon Transport Board, which had been set up with the advice and guidance from London Transport officers, was offered a total of eighty double-deckers and fourteen single-deckers under an agreement which provided that vehicles should have been overhauled within the previous three months. A further one hundred double-deckers was made available for disposal to dealers for sale on the home market. At first it was proposed that the double-deck disposals should comprise exclusively the less-popular RTL but this was not agreed because, the oldest RTLs were younger than the oldest RTs. Nevertheless by making the decision to dispose of the oldest registered vehicles in each class, the Executive ensured instead that the bodies of the disposed vehicles were to be of varying ages and some quite young.

The preparations for sales caused widespread activity in the fleet as the designated buses were delicensed and variously replaced by relicensing stored vehicles, returning red RTs from the Country area to Central repainting some green RTs red and, to start some of these processes going, licensing most of the stored new buses. The first of

Left Prototype RTL501 was one of the first to be withdrawn and sold at the beginning of the year. Route 7 itself did not survive the year and Middle Row buses were never again to serve Liverpool Street station after August 19th. *B. A. Jenkins* **Centre** Like many others RTL501 eventually settled in Scotland where it was to give many years service to the A1 group of Ardrossan. *Peter Noyes* **collection** **Right** RTL1 followed the same course in its enforced retirement and is seen here in the smart livery of A1 service, short-working on the busy main road route between Ayr and Ardrossan. *Peter Noyes collection*



these were five RTLs (1615 to 1619 inclusive) which were licensed for service at Athol Street (2), Walworth (2) and Willesden on February 6th. Another nineteen were introduced at intervals during February. The remaining thirty-nine RTLs entered service between March 1st and 25th, on which date twenty-three were licensed, including ten which went to Upton Park to release RTs for use elsewhere. When RTL1589 went to Clapham on March 1st no one can have known that it was to be the last new bus ever to be delivered to that garage.

The stored green RTs began to stir on February 21st when nine were sent, unlicensed, from Loughton to Garston to be made ready for service. These were licensed at various garages on March 1st, together with eleven others. By the end of March, thirty-eight were in service; another followed in April but the remaining nineteen were still in store at the end of the year.

The sales themselves had started on January 28th when eight RT and six RTL were despatched to Birds Commercial Motors at Stratford-upon-Avon. Among the RTs was the one carrying the historic number RT402 (which had been delicensed on January 20th) thus adding a certain extra piquancy to the first disposals of standard post-war RT family vehicles, only four years after the last had been delivered and before all of them had yet seen service. The first shipment to the Ceylon Transport Board comprising thirty-two RT and eight RTL was made on February 27th. By the end of the year Birds had received forty RT, forty-nine RTL and thirteen trolleybuses and Ceylon had forty RT, eighty-four RTL, twenty-four TD, six 14T12 and nine 15T13. Among the February batch to Birds was RTL1, which had been delicensed only on February 1st and among those sent in July the prototype RTL501. Other RT family sales during the year comprised fifteen RTs which went to the United Kingdom Atomic Energy Authority.

Also in January and early February the six RFs which had been the centre of the row between the staff and management in 1956 and which had been transferred formally from Country to Central (RF533-538) were finally painted red. Other RFs in the news were the first of a total of sixty-five which were made ready for one-man operation between the end of January and early December.

There were few service alterations in the remainder of the first quarter because most administrative effort was now being devoted to the preparation of revised schedules incorporating the mileage reductions which had been proposed for the Autumn of 1957 but then deferred owing to staff objections. They were being made in response to the Government's requirement that fares should be held down as part of its anti-inflation policy and for this reason were viewed with deep suspicion by the operating staff.

Such changes as there were, reflected the continuing development of New Towns and estates and the ever increasing demands for school transport as the products of the post-war birth rate bulge began to reach secondary school age. Two new schools services started on February 2nd, numbered 346D and 346E, they ran from Oxhey Estate (respectively Hallows Crescent and Heysham Drive) to Aldenham Road (Bushey Mill Lane) via Bushey. In Hemel Hempstead, further development of the New Town led to the extension of routes 341A, 341B and 334A from Warners End to Gadebridge (Howards Drive) from March 5th. Simultaneously route 377 had some journeys extended from Adeyfield Road to Cleveland Road. In Slough, the Britwell 'out-county' LCC estate received a short extension of routes 484, 484A and 484B from Monksfield Way to Kidderminster Road via Doddsfield Road on April 2nd.

With the Easter operation of routes 313 and 726 a long standing flaw in their routing through St. Albans was rectified. They were diverted via Catherine Street and Folly Lane so that they could serve the important stops in St. Peter's Street. Southbound 726s, which did not pick up in St. Albans, continued to run direct via the High Street.

On Tuesday April 8th, a small extension of London Transport's operating territory was made with the take-over of part of Birch Brothers' route 205 (Welwyn Garden City to Luton). New route 315 ran between Welwyn Garden City and Kimpton via Welwyn and Codicote in peak hours on Mondays to Fridays, using an RT from Hatfield. The Birch Service, which continued to operate between Luton and Kimpton, had run daily and had been operated by single-deckers, usually a Beadle, a Leyland Comet or a Tiger PS1.

The last wholly pre-war STL remaining in London Transport stock, STL1447 was sold to W. North of Leeds on March 11th. It was joined by STL2674, one of the 1942 batch of 'unfrozen' Regents, which bore the very last remaining of the original General 'STL1' bodies. An attempt to acquire this historically important body for preservation was ultimately frustrated. A more modern 'last' came on April 22nd when, among the vehicles sent to Ceylon, were the last of the original batch of Weymann TDs dating from 1946-47. The class had run for the last time on February 28th.

The main Summer Programme for Central Buses was introduced on April 30th and coincided with the deferred programme of mileage cuts. Monday-Friday schedules were cut by a net total of 113 buses (including four single-deckers). The unscheduled extras which had been operating since the Suez debacle but which had been reduced gradually to a residual total of eight by April 29th, were, surprisingly, reduced to four rather than being eliminated altogether. There was a slightly heavier cut on Saturdays (equal to 197 buses) and the Sunday *increase* (319 buses) brought the total for that day to 159 below that for the Summer of 1957. Fifty-five RT, forty-three RTL and one RLH were delicensed. Two RFs were sent to Uxbridge for training foreshadowing a new allocation to come at that garage. Surplus RTWs were transferred to Chalk Farm where they were allocated to route 24 for the first time.



The Weymann TDs left the fleet on April 22nd when those still owned were shipped to Ceylon. They had run for the last time on February 28th. An earlier summer was witness to TD14 taking layover at Ripley, then the southern limit of Central Bus operations. *J.H. Aston*

The route changes associated with the programme were:

| Route | Alteration |
|-------|---|
| 67 | (Waterloo – Stoke Newington): withdrawn Saturdays. |
| 70 | Extended Saturday early evenings Waterloo to Victoria (via Lambeth Bridge) for St. Thomas's Hospital visitors. |
| 96 | (Putney Common – Redbridge): withdrawn after evening peak, Mondays to Fridays; withdrawn on Saturdays between Aldwych and Redbridge. |
| 98A | Withdrawn between Hillingdon Station and Ruislip Station during off-peak on Mondays to Fridays and in the early morning and evening on Saturdays. |
| 104 | (Tooting – Horse Guards Avenue, Monday to Friday peaks only): withdrawn. |
| 106 | (Finsbury Park – Becontree) diverted via Becontree Avenue between Longbridge Road and Bennetts Castle Lane. |
| 127 | (Morden – Worcester Park – South Wimbledon – St. Helier): withdrawn Monday-Friday evenings and all day on Saturday. |
| 179A | Renumbered 179. |
| 182 | (Cannon Street – Woolwich via New Cross and Eltham): withdrawn Monday-Friday evenings between Cannon Street and New Cross. |
| 193 | Experimental unscheduled route formally scheduled. |
| 198 | Introduced on Sundays between Hayes and Uxbridge. |
| 226 | Withdrawn on Saturdays between Harlesden and Park Royal. |

Seasonal changes which did not re-appear were the Sunday extension of routes 19 (Tooting Bec to Streatham Common) and 111 (Cranford to London Airport).

The schedules were initiated in the nick of time. Within six days all services were at a standstill.

The negotiating process for a wage increase had been triggered in August 1957. Proposals were then submitted to the T&GWU by representatives of London Transport bus operating and engineering workers calling for a claim to be raised for a substantial increase in wages. The Union submitted its claim for a 25s. (£1·25) increase in weekly



The extra width of the RTW was a boon to users of the busy route 24, for which they could thank cuts in service elsewhere. RTW441 at The Old Shades stop in Whitehall. *Pamlin Prints*

The withdrawal of route 104 in April foreshadowed much more severe retrenchment later in the year. Clapham's RTL1084 at The Mitre, Tooting. *C. Stannard collection*

pay on October 17th. On November 21st the Executive rejected the claim because they believed the time inappropriate as there had been no recent movement in rates of pay in any nationalised or other major industry or in any section of the transport industry. The Bus Delegate Conference held on December 9th voted by a margin of four to one to reject the Union Executive's recommendation to submit the claim to arbitration; instead they instructed their Executive Council to seek further discussions with London Transport. If these were unsuccessful, the Union's Executive Council would be asked to grant plenary powers. When the two sides met on December 23rd, London Transport said they would be willing to co-operate in asking the minister to set up a Committee of Investigation. The Union's submissions to the meeting were answered on January 8th when London Transport said there had been no change. It was agreed that the Chief Industrial Commissioner should be approached for assistance. They met on January 10th. The Bus Delegate Conference on January 17th agreed to a special committee of inquiry but decisively rejected a move to ban overtime and rest day working and a request for strike powers.

The Minister of Labour fearing the prospect of leap-frogging settlements was not prepared to confine the inquiry to London but wanted it to cover the whole of the Road Passenger Transport Industry. The Bus Delegate Conference on February 3rd decided by a substantial majority to refer the dispute to arbitration by the Industrial Court. A proposal that the Union's Executive Council should be asked to grant strike powers, narrowly failed to obtain the two-thirds majority it needed. The London Transport Executive signified its agreement to the case going to arbitration and the Industrial Court sat on February 24th and 25th. Their decision was announced on March 11th. An increase of 8s 6d. (42½p) a week was awarded to drivers and conductors employed in the Central Road Services department. No award was made to any of the other staff covered by the claim. This was unacceptable to the Union who asked London Transport to extend the award to all grades covered by the claim. London Transport offered only to consider the position of Green Line staff.

This proved to be the catalyst. At the Delegate Conference on March 25th the award was rejected unanimously and, by the overwhelming majority of 128 to 4, it was agreed that plenary powers should be sought for industrial action to achieve a 10s 6d. (52½p) increase for all grades. On April 2nd the Union formally tendered one month's notice of its intention to withdraw labour on May 4th. On the same day a claim for increased wages was submitted to the municipal and company sector.

By now the Union was convinced that London Transport was not a free agent but was being put under pressure from the Government to keep fares down. The General Secretary, Frank Cousins, met Sir John Elliot, the London Transport Chairman, on April 3rd when he said that his Union was not prepared to sacrifice the living standards of its members to this kind of expediency. Sir John repeated London Transport's position, which had not changed, and made an appeal on the basis of the damage that the strike would cause to the well-being of the undertaking and to future demand for its services.

There the matter rested until the end of the month when the Executive offered to pay the award and extend it to Green Line double-deck drivers and conductors. Other Green Line staff would be subject to special consideration in advance of the review for other grades already offered. The review would also include a joint examination of



The interesting character of the buses operated by the People's League for the Defence of Freedom was severely vitiated by the political overtones of their purpose. A former Leicester Corporation Renown here turns its back on former Crosville Titan while their crews take a rest from working the Victoria - Marble Arch route. The Crosville bus was one of a number ordered by Southdown in 1939 but diverted in 1940 to Crosville whose wartime needs were greater. *Fred Ivey*

ways to make road services operations and vehicle maintenance more economical. The Union made a counter claim for 6s 6d (32½p) to be paid to all staff covered by the claim, a reduction of 2s 6d (12½p) for those to whom the Industrial Court's award applied. They also appealed to the Minister to intervene to persuade London Transport to meet their counter-claim, which they estimated would cost the same as the Industrial Court's award. The Minister, Ian McLeod, refused because this would have departed from the principle that arbitration awards were accepted in full. There were a few last attempts to unlock the impasse but it was now too late. The strike started after the last buses and trolleybuses ran into their garages on Sunday May 4th.

Three weeks later: the Chief Industrial Commissioner met both sides to assess the chances of a settlement; Sir John Elliott met Frank Cousins; and the TUC General Council met the Minister of Labour. In each case the Union side was told that there was nothing that could be done. A delegation from the TUC met the Prime Minister on May 30th and although he was unwilling to put pressure on London Transport he did suggest a basis for settlement. On the following day London Transport made an offer based on the Prime Minister's formula: an increase of 8s 6d. (42½p) for Central busmen and an increase (to be agreed) for Green Line single-deck coach drivers both to apply from the date of resumption, together with a review of the position of the so-called 'excluded' staff which was to be completed within one month. A commitment to seek economies in operation and maintenance was also proposed. The discussion then hinged on the Union's view that the excluded staff should receive some increase on resumption to justify their returning to work; they suggested 4s (20p). London Transport did not agree but referred the suggestion to the Chairman of the Industrial Court. Delegate Conferences on May 31st and June 1st rejected London Transport's proposals and the TUC delegation again sought the Prime Minister's help. He could add nothing to what he had already said.

A crucial meeting of the TUC General Council took place on June 4th at which it was decided that the T&GWU should be advised not to extend the dispute but should accept London Transport's invitation to resume negotiations. At a negotiating meeting the following day the Executive proposed that the review of 'excluded staff' should be completed by July 1st and that economies should be dealt with through the established machinery. The Union counter proposed that the Industrial Court's award should be payable from March 12th and that any payment agreed under the review should be paid from the date on which the review started. This was unacceptable to the Executive.

Although an attempt was made at about this time by rank and file NUR members to call sympathy strikes every Monday this was rejected by the General Secretary and it was now clear that this sad matter was moving to its close. Frank Cousins saw the Minister of Labour on June 11th but no progress was made. A Bus Delegate Conference on June 13th resolved to recommend to the Branches that discussions should be opened with London Transport with a view to arranging a resumption of work. On June 17th the Branches voted 64-54 against the recommendation and decided to continue the strike. The Branches were swayed by the absence of a specific cash offer to the 'excluded staff' and by the posting of notices in garages announcing that there would be a 10% cut in services.

On June 18th an agreement was negotiated. It differed from what had already been offered by the Executive in specifying that the special review was intended to achieve 'an upward trend in wage levels'. The agreement included clauses guaranteeing the position of workshop and maintenance staff relative to their railway colleagues and stating the intention that Country Bus staff would not be left in an unfavourable position compared with other staff in London Transport or comparable grades elsewhere. The final clause of the agreement provided for a joint examination of the whole operation of bus services with the intention of adjusting them to the expected reduction in public demand. The agreement was accepted by the Delegate Conference on June 19th by a vote of 94 to 24. It

was signed on June 20th and a meeting of the 'Joint Review of Excluded Staff' followed immediately. Work resumed on Saturday June 21st except at Bow Depot which resumed on June 22nd. The 'excluded staff' were eventually offered 5s (25p) a week, except that Green Line single-deck drivers were offered 7s 6d (37½p). This was accepted with great reluctance on July 17th after another round of discussions involving the Chief Industrial Commissioner had become deadlocked.

This account of the formal processes of negotiation needs to be read in the wider context of what was actually happening in London and what was being said publicly if a full understanding of the underlying mistrust and bitterness is to be obtained. In the lead up to the dispute and throughout the strike London Transport spokesmen attached great weight to the effect on future demand for bus services which any prolonged stoppage was expected to cause. The Union in its turn considered that this was a good reason for an offer being made to avoid the dispute, or later to bring it to an end quickly. They also became convinced that they were the victims of Government policy to keep down the cost of living by avoiding increases in fares. These attitudes were repeated time and again with increasing ferocity as the weeks bore on and they were made in the full exposure of television coverage—one of the first major disputes to be treated to this form of torture.

The stoppage was absolute; not a single bus, coach nor trolleybus left the garage or depot on the morning of Monday, May 5th, and so it was for the full seven weeks of the strike despite many attempts to seduce dissidents back to work. One of the most wounding features of the public debate so far as the busmen were concerned was the claim that London was getting by quite well, that the Underground and suburban railways were coping well with the additional demand, and that traffic conditions were if anything better for the absence of buses. Although the Executive's Annual Report eventually put the record straight to some extent, the repeated claims during the strike did not help to cool tempers. London Transport was bound to make such claims because they did not wish to discourage people from using the railways. In fact London suffered the worst traffic congestion it had ever known. There was nearly a fifty per cent increase in the number of cars entering the Central Area, the number of motorcycles and scooters doubled and the number of pedal cycles was three times greater than usual. There were also about 400 specially hired coaches, compared with none in normal conditions. About three-fifths of peak passengers transferred to suburban railways on the Underground, most of the remainder coming in by personal transport of various kinds.

This was not the full story. Many people had to walk to work, or walked on the 'feeder' parts of their journeys. For these journeys they managed somehow. For leisure, however, most people did not try. People's pleasure or non-essential activities suffered heavily, as did the finances of those who provided the leisure facilities. Neither did the Underground cope as well as was claimed at the time. The crippling heavy increase in demand led to serious disruption of services during the peak which was often so serious that the service did not recover fully before the last trains ran. Waits of twenty to thirty minutes at Central area stations during the evening were not unusual. The effect of this was reflected in the fact that passenger *mileage* on the Underground dropped in 1958 despite a four per cent increase in journeys.

In some attempt to ease these conditions the Executive took a decision, which was then unprecedented, to allow other operators to run services in the capital. The most heavily publicised were those operated by People's League for the Defence of Freedom. This introduced an overtly political element into what could otherwise be seen as a normal management desire to protect its customers and proved to be very provocative. The League began operating buses on May 31st, carrying passengers free of charge in the absence at that time of formal consent from London Transport. By June 13th they had obtained licences for the following routes on which they have charged a flat fare of 6d (2½p).

- | | |
|----------------------------|---------------------------|
| 1. Victoria – Marble Arch | 6. Oval – Thornton Heath |
| 2. Addington – Croydon | 7. Surbiton – Richmond |
| 3. Barnes – Roehampton | 8. Woolwich – Chislehurst |
| 5. Archway – Friern Barnet | |

Route 4 was listed as Borehamwood to Colindale but was not granted a licence. A leaflet issued by the League showed another fourteen routes but no other licences were obtained. Twenty vehicles of seven chassis makes were used; details are given in Appendix E.

Licences were also granted to the following operators:

| | |
|--|---|
| Wright, Harlow: Potter Street to Harlow Station. | Camden Coaches, Sevenoaks: Sevenoaks to Fort Halstead |
| Hare Street to Harlow Station. | Whitefriars, Wembley: Harrow-on-the-Hill to |
| Canons Gate to Harlow Station. | London Airport |
| Chiltern Queens: Chiswick to Hyde Park Corner | Edward Thomas: Chessington to Richmond |

An unlikely operator who was on the scene early was MPH Sales Ltd, a motor dealer, who converted a motor scooter transporter to carry passengers. The vehicle was a former Aldershot & District Dennis Lancet chassis (new in 1946 as No. 900) and it operated a circular route around the West End, carrying passengers free of charge.

None of these operations did more than act as a gesture and possibly an irritant in the dispute rather than offer any real help in solving people's transport problems. Another development was the announcement by the Executive that it expected to lose about twenty per cent of its former bus and coach passengers and that immediate service cuts of about ten per cent would have to be imposed as an economy measure as soon as possible after the end of the strike. It was a letter from the Executive to this effect which helped sway the Branches against a settlement as late as June 17th.

Once the decision had been taken, the resumption of services took place with remarkable smoothness less than twenty-four hours after the agreement had been signed. The press, responding to the Executive's prediction of a heavy loss of traffic, took a close interest. For some unexplained reason they and the BBC took a particular interest in the first 152 out of Merton Garage to Hook, which they reported, with some relish, ran almost empty. The fact that it had probably always done so at that early hour of the day did not enter their consideration. Nevertheless, on that first day the sight of a bus was indeed a strange experience and it is likely that the sudden resumption took many by surprise. Revenue losses in those early days were well over the twenty per cent which had been predicted and it was to be a long slow haul back from those doldrums.

While the buses had been off the road the new summer schedules for Country Buses had been introduced on May 14th and the Summer Excursion programme had been scheduled for introduction on Sunday, May 18th. Events which had passed by without benefit of buses were Pinner Fair, the Epsom Races Summer Meeting (including Derby Day), the official opening of the new bus station at Crawley and the new Gatwick Airport, Ascot Races and the Wightman Cup tennis tournament at Wimbledon. The buses were back just in time to operate the Wimbledon Tennis Service from June 25th. When services resumed, the following changes had occurred to Country Bus routes, which had therefore operated in their previous form for the last time on May 4th:

May 14th Programme

| Route | Alteration |
|-----------|--|
| 301/301B | Extended from Berkhamsted to Durrants Farm Estate via Northchurch and Durrants Lane. |
| 320 | Withdrawn between Vauxhall Road and Leverstock Green. |
| 328C | (Grays - Aveley - Upminster) Withdrawn. |
| 337 | Some journeys diverted to Whipnade Zoo. |
| 353 | Diverted via Anne's Corner, Chesham Bois instead of direct via Chesham Road (replacing 362). |
| 362 | Diverted direct via Chesham Road instead of Anne's Corner. |
| 362A | Renumbered 362. |
| 362B | (High Wycombe - Penn) Withdrawn—covered by 363. |
| 363 | (Totteridge - High Wycombe) extended from Easton Street, High Wycombe to Penn (Post Office) via route 362B. |
| 369 | NEW: Aveley (Usk Road) to Ockendon Station via Stifford Road, Foyle Drive, Darenth Lane, Daiglen Drive, Arisdale Avenue and West Road. |
| 374 | (Uplands Estate - Grays) extended to Linford via route 380. |
| 380 | Withdrawn. |
| 394/A | Some journeys diverted between 'Red Lion' corner and Lee to run via Swan Bottom Cross Roads. |
| 394B/C | Renumbered 394. |
| 394D | (Chesham - King's Ash) Withdrawn. |
| 396/A | } Diverted to serve Harlow Bus Station. |
| 805 | |
| 806 | |
| 400 | New Sunday limited stop hospital service. New Addington (Park Way) - Warlingham Park Hospital via Central Parade, Arnhem Drive, King Henry's Drive, Fairchildes, Park Road (Fickleshole) Fairchildes Road, Church Lane, Common Road and Chelsham Road. (Chelsham used a GS). |
| 423/A/B/D | Short working journeys to Watchgate (Hill Rise) extended to Ladywood Road via Hill Rise and Langlands Drive. |
| 464, 465 | Some journeys diverted at Hurst Green to Pollards Oak via Greenhurst Lane, Hurstlands and Pollards Oak Road. |
| 707 | Some journeys diverted via Tatsfield (double run). |

May 28th: Crawley Area

| | |
|-------|--|
| 476/B | Some journeys extended from Crawley to Pound Hill (Hillcrest Close) via Three Bridges Road and Worth Road. |
| 476B | Extended from Rutherford Way to Gatwick Airport Station via Tinsley Lane, School Lane and A23. |
| 853A | New: Pound Hill (Hillcrest Close) to Gatwick Airport via Crawley, Manor Royal and Tinsley Lane. |
| 853B | New: Pound Hill (Hillcrest Close) to Gatwick Airport via North Road, Northgate Avenue and Tinsley Lane. |



Route 400 had the misfortune to be scheduled to start operation in the midst of the bus strike. It ran on only seventeen occasions before being withdrawn after Sunday October 12th. GS1 at New Addington. *Lens of Sutton*

The following routes were also diverted into or extended to Crawley Bus Station: 405, 405A, 424 (when working) 426 (from the Ifield direction only), 426A, 438/A/B/C, 476/B, 851, 852, 853.

The only immediate official reaction to the loss of passenger traffic was the cancellation of the last four remaining unscheduled extras left over from the Suez traffic boost. These had been running on routes 25, 38, 85 and 237. In practice however in many areas a much depleted service was operated because the staff shortage had got much worse since the strike started. Many staff, unable to exist without their full pay had left for other work; others probably saw a gloomy future and went to a more hopeful industry for employment. Others who would have left anyway could not be replaced because recruitment and training was at a standstill.

By a cruel irony, however, new schedules were introduced for many trolleybus services from June 25th which incorporated a cut of thirty-six trolleybuses on Mondays to Fridays, twenty-eight on Saturdays and (compared with the summer of 1957), fifty on Sundays; but these did not result from the strike. They were the comparable cuts to those introduced on bus services on April 30th and were a legacy of the earlier argument which had been one of the roots of the main dispute.

One of the few positive moves at this time was the introduction of a new ride-at-will ticket, the Twin Rover, from Sunday July 5th. It was valid on the Underground (but not on the Metropolitan Line north of Rickmansworth) and on Central Road Services routes for unlimited travel at a price of 8s 6d (42½p). The ticket was originally to have been launched on May 24th as a 'Road/Rail Rover' but it had been held over until after the strike and the new name coined for it. Early stocks of tickets were printed with the original name.

Left Butterwick, Hammersmith opened for traffic on July 13th. At first there were no shelters and portable bus stops were used. In these early days the conductor of P1 trolleybus 1721 pulls the frog for the depot wire. *K. W. Glazier* **Right** Later, standard AQ shelters were provided. Trolleybus 656 is on the through wires as it overtakes RTL266. *London Trolleybus Preservation Society*



Other people's developments continued to happen too. Sunday, July 13th, saw the completion of the new 'gyratory' system at Hammersmith with the opening of what eventually became known as Butterwick. The realignment of Hammersmith Bridge Road had been completed on March 31st when routes 9, 33, 72, 73, 714, 715, 716 and 716A had been diverted via the new section of road. (The original road is still there, known now as Blacks Road). Between then and July 12th westbound buses and coaches approached Bridge Road from the northern end of Queen Caroline Street, turning right. From July 13th the system was completed as a full roundabout with all west- and south-bound vehicles running via Butterwick and Talgarth Road and Queen Caroline Street becoming one-way, northbound. A loading island was provided on the western side with what was effectively a reserved lane for buses, coaches and trolleybuses. The new wiring across the Broadway and through Butterwick was the last piece of new trolleybus route authorised by Act of Parliament in London.

On Wednesday, July 23rd, there was a programme of changes, including a further stage of Country Bus Summer Programme, which included some economies in the Country Area planned before the dispute:

| Route | Alteration |
|---------------|---|
| 77A, 196 | Revised at King's Cross to leave York Way via Goods Way and Pancras Road, instead of Wharfedale Road and Caledonian Road. |
| 90B | Extended in Yeading from Kingshill Avenue to 'White Hart'. |
| 111 | Withdrawn on Saturdays between Twickenham and Richmond. Cranford short workings extended from the 'Queen's Head' to the 'Berkeley Arms'. |
| 324 | Sunday service to Lemsford Lane withdrawn (covered by route 372). |
| 340B | (New Barnet – South Hatfield – Welwyn Garden City) extended on Saturdays to Hitchin replacing (less frequently) shorts on route 303. |
| 342 | (New Barnet – Essenden – Hertford – Hertford Heath – Broxbourne). |
| 372/A | (Welwyn Garden City – Hertingfordbury – Hertford). |
| 393 | (Harlow 'Green Man' – Broxbourne). |
| 399 | (Hertford – Ware – Stanstead Abbots – Epping – Coopersale Street). |
| | These five routes were completely re-designed and the remaining two-man-operated workings converted to one-man. Route 342 was withdrawn between Hertford and Broxbourne and replaced over that section by an extension of route 393, which continued beyond Hertford over route 372 to Welwyn Garden City (Lemsford Lane). Route 372 was extended from Hertford to Coopersale Street over the 399 which was withdrawn. The workings via Ludwick Way, Welwyn Garden City were renumbered from 372A to 372. |
| 344A, 385A | The peak journeys to Tolpits Lane Industrial Estate were cut back to Holywell Estate. |
| 407A | (Slough – Trading Estate) Withdrawn. |
| 427, 437, 456 | } All journeys to Walton-on-Thames cut back to Weybridge. |
| 441 | |
| | Some journeys diverted to Britwell LCC Estate from Farnham Road via Northborough Road, Long Readings Lane, Monksfield Way and Doddsfield Road. |
| 474 | Seasonal route officially withdrawn (it would normally have started on this date). |
| 854A | New route: Chelsfield Station – Green Street Green via Warren Road and Sevenoaks Road. |

Nine routes were also converted to one-man-operation using newly converted RFs: 404, 413, 413A, 427, 437, 456, 456B, 462, 462A. Eighteen scheduled vehicles were required for these and an additional seven at Hertford and Epping, where four of them replaced GSs.



Route 372 became one-man operated in July. Before that occasional appearances had been made by Green Line coaches, like RF227. Alan B. Cross



In the same group of changes, route 393 lost its GS buses in favour of RFs. Epping's GS41. *J.H. Aston*



Another route to lose its official allocation of GSs was the 333. GS73 at Hertford 'Car Park'. *Peter Noyes collection*



Below left Two-man operation of single-deck buses in the Country Area became the minority form during 1958. Dunton Green's RF651 at Sevenoaks Bus Station when route 413A was still conductor operated. *Peter Noyes collection*

Below Another of the thirteen routes which switched to omo in July was the 462. Leatherhead's RF621 waits at Leatherhead station before setting out on a local town service working to Fetcham. *Peter Noyes*



An emergency fares increase to raise extra funds as quickly as possible was imposed on August 10th by increasing some fares which had remained below the maximum level authorised at the last general increase in September 1957. An application for a general increase in fares, designed to yield London Transport £5·8 million in a full year, was lodged by the BTC with the Transport Tribunal on September 1st. The Tribunal was still sitting at the end of the year.

The main source of improvement in financial performance was, however, to be the mileage cuts which had been the subject of discussion at 55 Broadway from the early days of the strike. As soon as it became clear that the stoppage would indeed be a long one, work started in earnest on firm proposals so that the long job or recompiling schedules and duty rosters could be put in hand. It was decided to concentrate the main weight of the Central Road Services cuts on services which were paralleled by railways, partly on the assumption that this was where the heaviest long-term losses were likely to be sustained and partly because this was thought to be a way of achieving maximum economy with the minimum of loss of facility to the public. A programme in two stages was drawn up: the first was to contain simple changes which required little preparation and could therefore be done quickly mainly by the withdrawal of whole routes; the second was the major rescheduling of the remaining services. In the Country Area cuts were applied to the most lightly used routes. The plans were submitted to the Union at the first meeting held, under the terms of the final clause of the settlement agreement, on July 15th. At a subsequent meeting on July 23rd the Union claimed that the cuts were too drastic and that they were not prepared to be a party to them. The heavy losses of traffic which had been sustained immediately after the strike were gradually being won back and there was some indication that they could prove less than the predicted ten per cent. The Executive said it was obliged to carry on with its proposals in view of the financial position of the Undertaking.

The first stage of the Central Bus cuts was announced for operation on Wednesday, August 20th. Nineteen routes were to be withdrawn completely: 4A, 7, 17, 26, 48, 50A, 58, 60,67, 86, 96, 127, 149, 169, 189, 238, 239, 249 and 251A; in addition route 57 was to be withdrawn on Sundays; the 260 on Saturdays; and the 260 between Cricklewood and Colindale on Mondays-Fridays. There were also some complementary or compensating changes to other routes. Route 7A was extended from East Acton to Acton (Gunnersbury Lane) to replace that part of route 7; and the service to London Bridge was augmented to almost double its previous level, to replace route 17 on that section. (What happened in effect was that route 7 was diverted to London Bridge rather than Liverpool Street and renumbered 7A). Route 42 was extended in peak hours on Mondays to Fridays to Herne Hill via route 48 but was withdrawn from that section on Sundays. The Monday to Saturday service on route 57 was halved. Route 72 was extended in peak hours on Mondays to Fridays from East Acton to Park Royal and to Brunel Road to replace the comparable operations from route 17. Route 86A was extended from Upminster to Upminster Park Estate on Mondays to Saturdays to replace that part of 249; the Saturday service to Corbets Tey was withdrawn but the Sunday service continued until November 23rd. Route 87 was extended from Gidea Park (Plough) to

Left: The August cuts saw the end of route 4A, itself a product of the retrenchment of the Second World War. Camberwell's RTL1219 in Blackstock Road in the early fifties. *J. H. Aston* Right It was swallowed by an extended 179. New Cross RT4373 at Grove Park terminus displays a modified '179A' route number blind. *K. W. Glazier*





Another route involved in the early war-time cuts was the 17, which then lost its Southall end. Now it received the 'coup-de-grâce'. RT4641 at London Bridge was supplied by Old Kent Road garage, the end of whose own life was to come in November. *A.M. Wright*

Brentwood via route 86. Route 142 was augmented between Edgware and Kilburn Park, to compensate for the loss of routes 60 and 260 from Colindale. The 150 was extended from Chigwell Row to Lambourne End, covering that part of 26. The loss of the 67 through Chancery Lane was compensated by the intermediate diversion of route 171 between County Hall and Holborn Hall via Waterloo, Fleet Street, Chancery Lane (which got back its Saturday service and acquired a Sunday service for the first time) and Grays Inn Road, thus cleverly maintaining many of the direct links previously provided. The short section of 238 in Noak Hill was covered by an hourly extension of the 174 from Tees Drive. Route 179 was extended from Farringdon Street to Finsbury Park over route 4A, making this operation a daily feature. Route 189A was introduced on Mondays to Fridays to cover the Clapham Common to South Wimbledon section of the 189 and the 127 between there and Raynes Park. The 127 was further covered in Monday to Friday peak hours by an extension of 189A to Worcester Park.

Some stretches of road were deprived of a bus service altogether: Parkestone Avenue, Emerson Park (238), Eastern Avenue, between Gidea Park and Pettits Lane (what was left of the short-lived 239), Aylmer Road East



Route 48 had never been a healthy route even in tram days. It had already withered somewhat by the time it was removed in August. RTL1001 shows the lack of patronage. *W.J. Haynes*



The Regent Street Christmas light fittings of a former year provide a bitter-sweet backdrop to Clay Hall's RTL576 on doomed route 60, heading for Old Ford. *Alan B. Cross*



The crew pose for a last opportunity to be photographed with their 67 at Waterloo. Tottenham's RTL1612 had entered service for the first time in February after four years in store. *Les Stitson*

Finchley (58), Booth Road, Colindale (60/260) and Manor Road, Grange Hill (26). Others lost them outside peak hours: Noak Hill Road and part of Straight Road, Harold Hill (238) and Milkwood Road Loughborough Junction (48), except that a Saturday shopping service was retained in this case.

Principal direct operations which were lost included: Colindale and West Hendon to Maida Vale and Central London; West Norwood and Herne Hill to the City; Nightingale Lane and Haydons Road to Kennington and the City; Clapham to the City; Holland Park and Bayswater Road to Holborn and the City; Fulham Road to Strand and the City; Strand and Fleet Street to Whitechapel, Mile End and Stratford; and Wandsworth Road to Victoria. Hidden among these and others not mentioned were many simple, short, local journeys which were no longer possible without changing and for which the cited railway alternative was not suitable.

The total reduction in scheduled buses amounted to 175 double-deckers on Mondays to Fridays. The Saturday cut was comparable, at 125 buses but because of the nature of the routes withdrawn, only eighteen buses were cut from Sunday schedules.

Left Putney Common lost nearly half its bus service in August with the withdrawal of route 96. Forest Gate's RT155. *J. Wooden* Right Route 127 had only a few more hours to live when this photograph was taken on August 19th. In the background is the bridge that caused the use of lowbridge buses—at Worcester Park Station. *Tony Wild*



The Central Bus seasonal services reverted to their winter form from Sunday October 5th, except for the 62A, which became a year round operation in anticipation of the withdrawal of the 139A in November, and 112 which continued to run to Kew Green on Sundays until November 23rd because it was involved with other duty rota changes on November 30th. There were some other changes associated with the seasonal routes which foreshadowed the next stage of cuts:

| Route | Alteration |
|-------|---|
| 27A | (Archway – Hounslow via Whitton—Sundays) withdrawn. |
| 73 | Extended on Sundays to Hounslow (from Richmond) to replace that part of 27A. |
| 191 | Withdrawn on Sundays. |
| 102A | New Sunday route Golders Green – Chingford Hatch replacing the Chingford Mount – Hatch section of the 191 (and also incidentally reducing the service to Chingford by 50%). |

Now it was the turn of Country Buses who introduced a Winter Programme, incorporating their mileage cuts, in two stages on October 15th and 29th. Routes withdrawn entirely were: (15th) 351 (Saturday route), 386A 804 (Sunday hospital service), 442, 444 (Saturday route); (29th) 400 and 467A (Sunday routes), 415, 479, 492. Sunday services were withdrawn from: (15th) 308, 308A, 317, 329, 352, 386, 387, 392, 445, 466; (29th) 416, 422, 433, 448 and 448A. Route 323A lost its Saturday service. There were also many alterations to routes which included the withdrawal of some sections of route:

October 15th

| Route | Alteration |
|---------|--|
| 304 | Withdrawn St. Albans to Tyttenhanger; some journeys extended St. Albans to Park Street or Colney Street (mainly Saturdays). |
| 309 | Some Monday-Friday off-peak journeys extended from Harefield to Hill End (Vernon Arms). |
| 320/378 | The journeys to Wharf Road, Boxmoor on 320 were withdrawn and route 378 extended instead. |
| 325A | New route: St. Albans (Firbank Road) to Cottonmill Estate via Sandridge Road, St. Peter's Street and Holywell Hill. |
| 335/336 | Some journeys extended at school times from Watford to Aldenham Road (Bushey Mill Lane). The 336 was also diverted via Chorleywood Station. |
| 344/A/B | These peak services operating between Watford (Met) or Holywell Estate and North Watford or Aldenham Works were withdrawn and replaced by variations to routes 385 and 385A (see below). |
| 346C | Renumbered 318B for no better reason than that the buses used came from the 318 rather than the 346. |
| 347A | New limited stop school children's route: Watford (Market Place) to Bushey Station via St. Albans Road, By-Pass, Hartspring Lane, Aldenham Road and Pinner Road. |
| 353 | Some school journeys extended from Berkhamstead to Dudswell (Cow Roast). |
| 355 | Withdrawn from Firbank Road, St. Albans (replaced by 391) and extended to Harpenden via existing 391. Journeys Harpenden to Batford Estate previously on 391 now on 355. |
| 365 | Withdrawn St. Albans City Station – Tyttenhanger. |
| 377B | Extended from Cupid Green to Friars Wash. |
| 385 | Peak journeys extended from Mill Way Estate to Aldenham Works or Watford By-Pass (Savage and Parsons) via Park Avenue, Hartspring Lane and By-Pass. Some journeys also diverted to Watford (Met) Station via Whippendell Road, Hagden Lane and Railway Approach. |
| 385A | Some peak journeys diverted: to Watford (Met) Station as on 385; or to Croxley Green (Manor Way) via Euston Avenue, Whippendell Road, Rickmansworth Road and Baldwins Lane. |
| 385B | New peak hour route: Aldenham Works to Watford (Met) Station via By-Pass, St. Albans Road, Watford Junction, Market Street, Vicarage Road, Queen's Avenue, etc. |
| 391 | Withdrawn: Sandridge to Harpenden (replaced by 355); diverted to Firbank Road, St. Albans, replacing 355. |
| 396A | Some works journeys diverted between Edinburgh Way and First Avenue to run via Edinburgh Way to Burnt Mill roundabout and a new road later named Fifth Avenue to the junction of First and Fourth Avenues. |
| 705 | Intermediately diverted between Keston Mark and Bromley South to run via Croydon Road, Baston Road, Hayes Road and Westmorland Road, instead of Oakley Road and Bromley Common. |

Part of the new bus station at Stevenage whose opening had been planned for June 5th and then deferred, had come into use on Friday, August 1st. Only routes 801 and 811 used it at first; they were diverted from Six Hills Way to run via Danestrete instead of going directly to Great North Road. The bulk of the remaining routes were brought into the bus station with the new October schedules. Routes 392A and 802 were then withdrawn from Sish Lane and Popple Way and diverted instead via Danestrete, Six Hills Way Cuttys Lane. Route 392 was withdrawn



Saturday-only 351 had replaced the 803 in an earlier economy round. In October it disappeared itself. Garston RT4177 passes through Rickmansworth bound for Uxbridge. *Les Stitson*



Garston garage was still very new when RT3658 set out on this school journey on the even newer (or rather second-hand) route 318B. *Alan B. Cross*



Shelters have been erected but bus stops are still defined by special tall portable posts in the starkly new Stevenage Bus Station. Hitchin's RT3681 is shown. *K. W. Glazier*



The GS was under siege to the larger and more versatile RF as the omo conversion programme gained momentum. Another casualty in October was Leatherhead's route 481 on which GS5 is seen here plying for trade in Wells Estate. *Peter Noyes collection*

from Monks Wood and diverted to the bus station via Six Hills Way. Sish Lane and Rockingham Way both lost their all day service; Popple Way and the northern end of Bedwell Crescent both suffered a reduction of about fifty per cent in their basic service. Route 807 was extended from Trinity Church to the Bus Station via Danestrete. Routes 384, 384B and 386 which did not serve the Danestrete area of the town continued to operate direct from Letchmore Road to High Street.

October 29th

Route Alteration

- 403A/403B Withdrawn Monday-Friday off-peak and Sunday: replaced by 470.
- 405 Peak journeys diverted at Gatwick to run to Rutherford Way via Tinsley Lane.
- 423 (Longfield – Swanley – Crockenhill) withdrawn between Swanley and Crockenhill.
- 424 The two separate operations from Horley to Outwood and Horne via Smallfield withdrawn.
- 448 Withdrawn Sundays: Peaslake – Ewhurst.
- 449 Withdrawn: Four Wents Pond – Ewhurst.
- 470 Extended Warringham to Farleigh or Warringham Park Hospital during Monday-Friday off-peak and Sundays.
- 854 Extended from Orpington to the new Ramsden Estate and from Chelsfield Station to Eton Road for schools traffic.



Putney Bridge RTL823 symbolically obscures the front entrance to its garage as it nears the end of its journey to Oxford Road, Putney. *Alan B. Cross*

The restructuring of routes in St. Albans was done so that some additional one-man-operation could be applied without extending it to town services or to parts of country routes which provided a town service. The revised route 355 therefore became one-man-operated while the 391 remained two-man. Other conversions at this time were on routes 319/A/B/C/D, 331 (part), 412, 425 and 428, all using RFs. The GSs previously used on routes 386 and 481 were also replaced by RF.

These changes reduced bus mileage by about ten per cent and reduced the maximum number of buses scheduled by forty-two (thirty-eight double-deck, four single-deck). Although the Green Line had suffered the severest setback in its demand following the strike, no cuts were made on these services.

The penultimate act of this drama was played during the week starting Wednesday, November 26th, when the major part of the cuts by Central Road Services was made. (The finale was to come in January 1959 when the trolleybuses got a further dose). No fewer than 371 Monday to Friday buses (including fifty-four single-deckers)



The traditional off-side stand outside the sub-station at Putney Bridge Station has played host to route 85 for generations. Putney Bridge garage provided the bulk of the allocation for most of the time. RTW266 represents the final years of operation by that garage. *J.H. Aston*



During Clapham's short life as a bus garage it had operated only one type of bus. RTL1108 at Burlington Road stand, Streatham typifies those years.
J.H. Aston

were now cut from the schedules, bringing the total including August's contribution to 546. A proportionate cut of 316 buses was made on Saturdays but the Sunday cuts were much heavier at 504 buses because they included seasonal cuts. Compared with the previous winter 348 fewer buses were scheduled, still proportionately a greater cut than on other days because few Sunday reductions had been made in August.

Hardly a route escaped the 'knife'. Most had straightforward frequency reductions but there was also a programme of route changes, of such a size that it has had to be relegated to Appendix C. The principle of biasing the cuts towards roads where railway alternatives existed was followed as it had been in August. The removal of the weaker links in the network was also continued, particularly at weekends. The substitution of double-deck for single-deck was also given a further boost by the conversion of Sidcup's single-deck routes and a revision of the network in that area. This had been made possible by the completion of the road works which lowered the road under Sidcup Station bridge.



The number 33 disappeared from west London for a time with the extension of route 73. Saunders RT1162 at Marble Hill, Twickenham. *Gerald Mead*



The disproportionate effect of the combined August and November cuts on different parts of the system can be observed from a few examples. Holland park Avenue and Bayswater Road lost one-third of their services at most times, rather more on Sundays; Fulham Road lost a quarter of its Monday to Saturday service; Wandsworth Road lost forty-two per cent of its peak and twenty-one per cent of its off-peak buses; and Cannon Street terminus lost nearly forty-two per cent of its Monday to Friday service, along with half its routes. On the other hand, Harleyford Road took no peak cut at all and had 'only' a fourteen per cent cut at other times; Camberwell New Road lost six per cent in the peak and fifteen per cent off-peak; Finchley Road lost between twelve and twenty-four per cent; and Great Cambridge Road kept its peak service intact and lost between seven and twenty per cent at other times. Some of the most important effects of the *route* alterations may be mentioned, briefly. The long-established 'round the corner' service from Harrow Road along North Circular Road (18B) disappeared, as did the shorter-lived but ultimately controversial Parliament Hill Fields to West End link. The curtailment of route 83 removed



Above Sidcup lost all its single-deckers in November with the conversion of route 228 and 241 to double-deck operation. RF324 loads up at Chislehurst Common, while RT190 represents the new order at Well Hall Station. Alan B. Cross

Route 241 became a mere Monday to Friday remnant as a double-deck route. RT387 shares the Sidcup garage stand with RT2048 on route 21. Les Stitson



Hasty modification of the off-side route plate is apparent on RT1262 on newly created Sunday route 134A in Victoria Street. *Les Stitson*

the direct service from the trunk Uxbridge Road into southern Southall and Hayes and the north-east to west direct facilities which the route had given across Ealing. The other Uxbridge Road to Hayes service, the 120, also disappeared outside peak hours. It was as though Uxbridge Road had been given the Beeching treatment and was losing its branch services. It was on Sundays, however, that the biggest inroads occurred and many areas were left without a service of any kind. Others were treated to a modified network which was to form the pattern for subsequent service cuts until in some areas weekend services bore little or no resemblance to those provided during the remainder of the week.

One psychological error was to renumber the 69 to 36B. Although this was part of a means of making a Sunday economy, the service on the remaining days was unchanged; indeed the 'new' 36B ran to exactly the same schedule as the 69. Yet the public at large was convinced that the entire 69 had disappeared and the 36 'stretched' to cover it and protested vigorously.



The doors are closed and the 'Acquired' board is up at Putney Bridge garage as F1 class trolleybus 747, with only two years more service to look forward to, passes the increasingly congested traffic. *J.E. Greedy*

Bright spots existed even in this gloomy prospectus. The 85 bucked the general trend altogether and was augmented by two buses co-incidentally with its diversion via Alton Road. They provided an increased peak service between Roehampton, where the Alton Estates were now developing, and Putney Bridge. Ivy Chimneys was the other lucky place; route 250 was diverted to serve it for the first time.

The Executive had warned during the strike that a large reduction in the operational fleet would also lead to garage closures. These came with unaccustomed speed to coincide with the November schedule changes. Three garages were closed. It was little surprise that Old Kent Road was on the list; the writing had been on its elderly walls ever since the three new garages at New Cross, Peckham and Rye Lane had opened in the early fifties. Putney Bridge was also an old garage awkwardly sited for modern traffic conditions whose closure was perhaps inevitable. The big surprise was the choice of Clapham which had been built as a bus garage within the previous ten years and appeared to be well placed to operate a wide range of services. Its choice was governed by the existence of large modern garages nearby at Brixton and Stockwell and by the exceptionally heavy cuts which had been made in recent years particularly to its main road services. The reallocations of routes caused by these closures and by other changes also appear in Appendix C.

That completes the story of the route and service changes which caused so much upheaval in 1958 but the last chapter was not closed until January 7th, 1959. On that date the mileage reductions on trolleybus services were made, resulting in a further 58 trolleybuses on Mondays to Fridays, 94 on Saturdays and 61 on Sundays. By then the maximum number of buses, coaches and trolleybuses needed to cover the scheduled service had been reduced by 700 vehicles.

The volume and nature of the cuts was not received kindly by the population at large and were regarded with undisguised outrage and dismay by the staff who saw them as an act of vengeance. It was claimed that the cuts had come at a time when traffic was already back to a level less than ten per cent below what it had been before the strike and still recovering; and that the cuts themselves were responsible for driving away some of the recovered traffic. Nobody is ever likely to know whether these claims were true. True or not, in the political climate of 1958 the Executive was probably given little option but to act in the way it did. In doing so it had to make a commercial judgement about the balance between cost savings and revenue losses for which it had virtually no experience from which to draw. There was then very little knowledge of how people reacted to major cuts in service; after all, trade had been expanding until less than a decade before.

It is now necessary to return to the beginning of the strike to see what happened to the vehicle fleet during these eventful months. During the strike itself the bus fleet remained static and only paper changes were made (like the formal withdrawal of eighty-four buses on June 1st). In anticipation of this, forty-seven buses were whisked into Aldenham for overhaul on May 5th so that they would not be trapped in their garages. A tranche of RTs and RTLs went to Birds on June 12th and RTL1581 was burnt out in a fire at Clay Hall on June 15th but nothing else happened for the whole seven weeks. The Clay Hall incident inevitably led to speculation that it was a case of arson by disaffected strikers. In fact strike pickets helped put the fire out and there was no evidence of its being anything other than an accident.

Once the strike was over the engineering departments resumed their efforts to keep pace with a fast changing situation and to keep abreast of the flood of decisions which were being made about services, garages and the composition of the fleet, while keeping the normal run of business going from day to day. At first many of the buses which came out of works after June 23rd went straight into store as 'non-effective' vehicles. Another sign of changed times was the delicensing of twelve RT2 training buses on July 1st, followed by another fourteen a month later. This was in response to the lower level or recruitment of bus drivers at a time when plans were being made to cut the number required by about 1,500. In the Country area unscheduled summer duplication was cut down so that thirty-four buses could be delicensed on July 1st.

The last eleven buses of the once ubiquitous STL class still owned by the Executive were sold to S. B. Langer of Kentish Town and despatched between August 13th and 16th. All had been languishing in store since the end of 1954 or early 1955 when they had been released from training and staff bus duties by the RT2s. All were the 'unfrozen' Regents delivered in 1942 and bore a variety of different STL bodies.

The spread of one-man-operation of the 'large capacity' RF was having the effect of making the GS class obsolescent within four years of its birth. An agreement had therefore been negotiated with Great Yarmouth Corporation for the long term hire to them of five of the type. The first to go was GS72 on August 17th, followed by GS61, 63, 68 and 70 between then and September 12th.

The buses withdrawn on August 20th were, for the most part, simply delicensed at their home garages and only in two minor cases was any attempt made to do any sorting of the 176 vehicles involved. Fourteen RTs were transferred from Forest Gate to Upton Park to replace its remaining RTLs; and nine of Merton's RLHs were sent to Harrow Weald to replace a similar number there. One of the curious effects of this simplistic approach was that six of the new RTLs licensed earlier in the year were among those now delicensed. Once the engineers had had time to digest this large meal some sorting out began on August 27th when Metro Cammell bodied RTLs were relicensed



The end of the RT2 was still a few years away but many were withdrawn in 1958 to reduce the size of the training fleet. RT75, here seen at Stockwell garage, kept going for a few more years.
K. W. Glazier



Barking's long association with the RTL came to an end on November 25th. RTL1414 is at the Little Heath terminus of route 62A which retained its normally summer only Chigwell Row extension for the winter season.
Les Stitson



Seven Kings also lost its RTLs. Earlier in the fifties RTL115 displays the short-lived 'ONLY' display on its approach to Gants Hill.
Alan B. Cross



Potential buyers were being sought for the obsolescent GS class which were gradually being displaced by the RF. Great Yarmouth Corporation borrowed five to develop new one-man operated services but this did not lead to a sale; all were replaced by Albion Nimbuses and returned to London Transport in July 1959. GS61 looks uncomfortable in the company of the established residents, including a 1937 Weymann bodied Leyland Titan TD5 and a 1945 Park Royal austerity bodied Guy Arab 5LW. *Michael Dryhurst*

and Park Royal examples (mainly in the 10xx, 11xx and 12xx series) were delicensed. This presaged a change of policy which was to become manifest in November. There was also some reshuffling of both RT and RTL to delicense older vehicles and relicense newer ones in their place.

The Country Bus cuts in October were accomplished mainly by straightforward delicensing of RT, RF and GS to the tune of twenty-two vehicles.

Somehow in the midst of this turmoil, time was found to plan for no fewer than 750 vehicle movements between the end of the evening peak on November 25th and first bus on November 26th. Not only that: three garages had to be closed and their staff and resources redeployed; and thousands of new route and destination blinds had to be prepared and fitted. At the same time the Building and Publicity departments were working flat out to alter route and timetable information on bus stops and elsewhere. Some areas of London were very busy that night! The RTL class bore the brunt of the losses because it had now been decided that the Leylands, which were generally less popular than the thoroughbred RT, should be phased out of the fleet. In consequence, two more garages exchanged their RTLs for RTs brought from far and wide where they had been displaced by the cuts. For Seven Kings this was the renewal of an old acquaintance, it having been one of the earlier garages to receive RTs. Barking, on the other hand, had been one of the first to receive RTLs when the class was new. No RTs were withdrawn but 320 RTLs went into store.

Three garages got an allocation of RTWs for the first time. The surplus RTWs were sent to Walworth, where they replaced RTLs on routes 45, 176 and 176A. These were the first non-suburban truly south London routes to operate the type. Middle Row was the other new operation; it acquired route 18B's share of Willesden's allocation.

Inner South London proper got its first regular RTW operation from Walworth garage in November. RTW407 in more familiar surroundings for the class in Willesden Lane. *Gerald Mead* RTW22 is at its new home garage some months later laying over between peaks on route 45. *W.R. Legg*



The buses displaced from the closed garages were sent mostly to the principal recipients of their services. Nearly all Clapham's RTLs went to Stockwell, with a few going to Wandsworth; Putney Bridge's RTWs went to Chelverton Road, apart from a handful which were sent to Riverside for the 74A, whilst nearly all its RTLs were delicensed; Old Kent Road's RTs went in almost equal numbers to New Cross and Sidcup (where they were used for the double-decking) but they also made a sizeable contribution to Barking's newly acquired fleet. The RFs from Old Kent Road went to New Cross, the new home of the 202. One of the 'ancillary' vehicles which came out of the woodwork during this upheaval was B43, 'Ole Bill', which was transferred to Streatham.

The 14T12 class, which had been new in 1946, ran for the last time on November 25th. Displaced RFs from Sidcup replaced them on route 211 at Southall and on route 222 at Uxbridge. The rest of Uxbridge's allocation on the 224/A/B were replaced by TDs from Tottenham which in turn had been ousted by former Sidcup RFs. The rest of the 236 at Leyton received the balance of the released RFs. Apart from the three green 15T13s still working on the 201 from Norbiton, the single-deck Central bus fleet was now either RF or TD.



The 14T12 class bit the dust in November until when they had still maintained in full among others route 211; T767 at Ealing Broadway; route 222: T759 in Bakers Road, Uxbridge; route 224A: T752 at Uxbridge Station. Alan B. Cross



Some of Uxbridge's Ts were replaced by TDs released from Tottenham. TD112 in Blackstock Road, Finsbury Park. *J.H. Aston*

London Transport now found itself with nearly 550 additional buses in store and available for disposal. They were distributed around many garages and depots but the main recipients were trolleybus depots, where there was a large amount of spare parking space, and some of the larger or still underused bus garages. The Executive had already announced that it would be using surplus RTs for the first stage of the trolleybus replacement programme in March 1959 because of the delay in delivery of production Routemasters. It was now decided that 107 of the surplus RT and RTL should be used for the second and third stages in April and August. Of the remainder 63 were earmarked for new services to developing areas and replacement of single-deckers, 14 to replace RLHs at Godstone. The remaining 366 were set aside for disposal. One of the most imaginative consequences of this decision was the modification of RTL3 to have its platform on the 'off-side' of the bus. It was used as a demonstration for potential overseas customers but no demand was forthcoming.

There were some happier, more positive, things going on. RM2 and CRL4 had both returned to service, on July 7th and August 2nd respectively, both having been equipped with experimental air suspension. RM2 had Dunlop equipment and went back to Turnham Green for route 91. CRL4 had Firestone equipment and went to Windsor where it started running on the 704 for the first time. All four prototype Routemasters were now in service and remained so for the rest of the year.



The only Ts left in Central Bus operation at the end of the year were three green 15T13s, including T773. *Alan B. Cross*



RM2 re-entered service in August with Dunlop air suspension. This busy scene took place in Chiswick High Road. *J. C. Gillham*



The development towards the familiar production type profile of the RM can be seen in this view of RM1 leading RML3 along Edgware Road. *Peter Noyes collection*

Left Stockwell garage plays host to specially modified RTL3, destined to remain unique. The blinds are, of course, spurious. *Peter Noyes Centre and Right* One of the chief beneficiaries of the clear-out or redundant buses was Bradford Corporation, who were able to do some cheap trolleybus conversions. RT1161 and RT172, still using the roof number box, were typical. *Tony Wild*



Meanwhile the delivery of production Routemasters, which should have been well under way by the autumn, had not yet begun. No complete vehicles were delivered to London Transport during 1958 but the type made its first public appearance at the Commercial Motor Show which was held at Earls Court between September 26th and October 4th. The vehicles chosen for this honour was RM8 which shared the Park Royal stand with a 30 foot long forward-entrance Regent V destined for East Kent. The main visual difference between the production and prototype versions was the new treatment of the radiator, wings and bonnet which incorporated the now familiar snout and a rather unimaginative grille. The AEC triangle remained forsaken in favour of a London Transport bullseye above the central bar of the grille and two additional small grilles were provided on each side to help provide a flow of air around the brakes. The Executive went to some trouble to let everyone know that the design had been approved by the Council of Industrial Design but no words could alter the fact that it was uninspired and that it had been influenced by a desire to make as little as possible alteration to the design of the rest of the vehicle. More important than such details, however, was the frequently aired opinion that Routemaster was already beginning to look dated. Because the development of the model had been leisurely, what had been a technically advanced version of the basic designs favoured in 1954 had become a rather old-fashioned and small bus. It was still in many respects more advanced technically than its contemporaries, but not so far ahead of many of the improved models available from other manufacturers in 1958, as it had been four years earlier. An immediate comparison with the layout and capacity of its East Kent stand-mate encapsulates the way in which London Transport's thinking had apparently ossified. The 72 seats of the Regent V were more typical of the sorts of capacities by now being favoured outside London, even where open rear platforms were retained. Even more striking, however, was comparison with the many Atlanteans at Earls Court. The production version of the new Leyland appeared here for the first time and the revolutionary approach to double-deck design which it represented was in sharp contrast to the extremely conventional RM. In later years London Transport's conservatism was to pay handsome dividends but this was not to be known in the critical atmosphere of 1958. The greater pity was that the Executive made so much of their opinion that 64 seats was the optimum for busy town service operation; within four years they were to regret ever having made that statement.

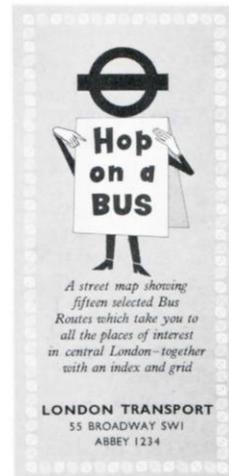
One of the standard fittings on RM8 was the new type of flashing trafficator signal which projected on flexible brackets from the side of the body immediately above the driver's cab on the off-side and the canopy on the near-side. The experiments with similar equipment on the prototypes and on some of the operational fleet had been a success and a start was made during the autumn on fitting them to the whole fleet.

The engineers were anxious to gain operational experience of the new bus before large-scale use of the type in service. In the absence of any complete vehicles for use in service trials it was decided to create two test rigs to operate in simulated service. The running units of two RMs were attached to 'slave' bodies formed by a welded steel structure of rolled sections containing the necessary attachment points for the sub-frames. A timber driving cab and observation saloon were mounted on top of the basic structure. Behind them was a platform for carrying sand ballast to build up the weight of the rig to that of a complete bus carrying half its payload of passengers. Some ballast was carried on the cab roof to give the correct distribution of weight. The ballast was covered with tarpaulins to keep it dry, otherwise the weight of the rigs would have increased in wet weather. A standard RT windscreen, cab-side and cab door were used to keep costs down. The observers' cabin was equipped with a writing desk and four seats and provision was made for the attachment of test instruments to its walls.

These curious looking monsters were allocated one each to Riverside and Willesden garages and ran each day behind a specified vehicle running on routes 11 and 46 respectively. Later they were transferred to Battersea and Tottenham, where they pretended to be 22s and 76s. At the end of the year these were still the nearest thing to a production RM which had been received by the Executive.

While these preparations for the new generation of buses were in progress, the fruits of the RT era continued to be harvested. Towards the end of the year the system of 'Major' and 'Secondary' docking of vehicles at 27- and 9-weekly intervals was abolished and replaced by an extended three-weekly inspection. Instead of the regular replacement of parts according to time or mileage, most were now replaced only when they were worn out. Such tasks as still needed to be done on a time basis were carried out during the three-weekly inspection. All work was now done at the home garage and most of it between the peaks. The holding of spare buses was therefore reduced to the record low level of five per cent for the RT family.

Another break with the earliest days of bus operation was made on October 1st when the last remaining Bell Punch tickets in normal use were replaced by Gibson machines. Ticket issue was now fully mechanised using either Gibson (on most buses), Setright (Green Line) or Ultimate (one-man buses). The only variation was at Camberwell, Fulwell and Cricklewood where TIM machines, experimentally introduced in the thirties, were still in use; they were due for replacement in 1959. Bell Punch machines and a supply of tickets were kept in use for many subsequent years, however, for emergency use when Gibsons broke down. They were kept at various roadside points throughout the system and their occasional use by inexperienced conductors led to many chaotic, sometimes hilarious journeys.



Above left Routemaster test rig 015GH crosses Ludgate Circus in pursuit of its route 11 'leader' during August. The Willesden RTW waiting to turn right carries a window poster heralding the imminent curtailment of route 18B at Harlesden. *Michael Dryhurst*



Above The 'Hop on a Bus' slogan was prominently displayed on all publicity material as well as being posted on buses and bus stops. This is the cover of the 'Visitors' Bus Routes' map.

Left The shape of things to come. 1075Q was one of the AEC Mercury tower wagons delivered in 1958 in preparation for the removal of the trolleybus overhead. *Tony Wild*

Since the end of the strike, the Executive had been looking for every opportunity to restore its reputation and to encourage back to its buses the passengers who had gone elsewhere. Perhaps the best remembered was the publicity campaign launched on November 5th built around the slogan 'Hop on a Bus', which was intended to stimulate travel by bus, particularly at off-peak times. It was also intended to demonstrate to staff and public alike that London Transport intended to rebuild its bus traffic. The campaign was certainly effective in that it produced much comment some of which was unfavourable since the posters began to appear in the midst of the period when services were being cut. Nevertheless it proved a worthwhile stimulus and, equally important, boost to morale.

A further boost came at the beginning of December when seventy-one buses were relicensed nominally for use as Christmas shopping extras (50 RT; 21 RTL). Twenty-five of them were in fact used to augment the service on eighteen routes where the autumn cuts had proved to be too deep; these were still running at the end of the year.

Further proof that the future still had much to offer and that the Executive was still looking ahead was the preparations being made for the trolleybus to bus conversion programme. Most of the planning energy at the end of the year was devoted to this project, which had been in progress throughout 1958. Adaptation of Bexleyheath and Carshalton depots, involving mainly the installation of fuel tanks and fuelling equipment, had started in March. Similar work at Poplar, Clapton and Bow had followed respectively in May, June and September. Five new AEC Mercury Tower Wagons had been delivered for use in dismantling the overhead (1073-1078Q) and the first of four pole-carriers (1080Q) for carrying away the dismantled traction poles, had also arrived. The preparation of the service plans and schedules for the first stage were also well advanced. So, all was set for another eventful and, everyone devoutly prayed, constructive year.

APPENDIX A: THE SCHEDULED FLEET

| | 31-12-57 | | | 31-12-58 | | |
|----------------------------|----------|-------|-------|----------|-------|-------|
| | M-F | SAT | SUN | M-F | SAT | SUN |
| CENTRAL BUSES | | | | | | |
| RLH | 25 | 21 | 9 | 16 | 14 | 8 |
| RT | 3,405 | 3,105 | 1,857 | 3,266 | 2,946 | 1,758 |
| RTL | 1,459 | 1,345 | 804 | 998 | 906 | 502 |
| RTW | 478 | 445 | 308 | 499 | 462 | 313 |
| RM | 2 | 2 | 2 | 2 | 2 | 2 |
| RML | — | — | — | 1 | 1 | 1 |
| RF | 208 | 202 | 148 | 190 | 189 | 140 |
| T | 28 | 31 | 21 | 3 | 3 | 3 |
| TD | 97 | 95 | 58 | 76 | 76 | 39 |
| Central Bus Totals | 5,702 | 5,246 | 3,207 | 5,051 | 4,599 | 2,766 |
| Trolleybuses | 1,434 | 1,317 | 844 | 1,340 | 1,190 | 757 |
| C.R.S. Totals | 7,136 | 6,563 | 4,051 | 6,391 | 5,789 | 3,523 |
| COUNTRY BUSES | | | | | | |
| RLH | 43 | 47 | 27 | 37 | 37 | 25 |
| RT | 747† | 690 | 390 | 707 | 632 | 347 |
| 15T13 | 7 | 2 | 2 | 5 | 2 | 1 |
| RF (omo) | 49 | 49 | 35 | 106 | 107 | 51 |
| RF (tmo) | 111* | 102 | 60 | 52 | 42 | 31 |
| GS | 63 | 58 | 35 | 57 | 51 | 20 |
| Country Bus Totals | 1,020‡ | 948 | 549 | 964 | 871 | 475 |
| GREEN LINE | | | | | | |
| CRL | 1 | 1 | 1 | 1 | 1 | 1 |
| RT | 73§ | 63 | 57 | 70 | 50 | 61 |
| ΔRF | 253* | 266 | 268 | 241θ | 227 | 252 |
| Green Line Totals | 327 | 330 | 336 | 312 | 278 | 314 |
| Country Bus & Coach Totals | 1,347φ | 1,278 | 875 | 1,276 | 1,149 | 789 |
| Motor Bus & Coach Totals | 7,049 | 6,524 | 4,082 | 6,327 | 5,748 | 3,555 |
| GRAND TOTALS | 8,483 | 7,846 | 4,926 | 7,667 | 6,938 | 4,312 |

† Includes 8 fuel rationing 'extras'

* Includes 3 fuel rationing 'extras'

‡ Includes 12 fuel rationing 'extras'

§ Includes 4 fuel rationing 'extras'

φ Includes 7 fuel rationing 'extras'

Δ Includes 12 traffic spares

θ Includes 11 traffic spares

APPENDIX B: SUMMARY OF PASSENGER VEHICLES OWNED

| | 31-12-57 | 31-12-58 | Difference |
|--------------|----------|----------|------------|
| BUSES | | | |
| GS | 84 | 84* | |
| RF | 700 | 700 | |
| RFW | 15 | 15 | |
| RLH | 76 | 76 | |
| RM | 2 | 2 | |
| RML | 1 | 1 | |
| CRL | 1 | 1 | |
| RT | 4,682 | 4,564 | - 118 |
| RTL | 1,630 | 1,449 | - 181 |
| RTW | 500 | 500 | |
| STL | 12 | — | - 12 |
| T | 52 | 12 | - 40 |
| TD | 116 | 85 | - 31 |
| Bus Total | 7,871 | 7,489 | - 382 |
| Trolleybuses | 1,607 | 1,594 | - 13 |
| GRAND TOTAL | 9,478 | 9,083 | - 395 |

*Five temporarily on loan to Great Yarmouth Corporation

APPENDIX C
CENTRAL BUS ROUTE ALTERATIONS: STAGE 3
WEEK COMMENCING NOVEMBER 26th 1958
 (for Stages 1 and 2 see text)

| Route | Variation |
|-------|--|
| 1 | Extended on Saturdays after about 1.30 pm from Marylebone to Willesden to compensate for a 50% reduction on route 176. |
| 8 | Withdrawn between Neasden (Blackbird Cross) and Wembley Trading Estate between peaks on Mondays to Fridays. |
| 12 | Withdrawn Sundays between Oxford Circus and Willesden Junction and partly replaced by route 49. |
| 14 | Monday to Friday peak hour journeys beyond Putney to Kingston Vale and Kingston withdrawn. Part replaced by 74A. Extended on Sundays from Putney Bridge to Kingston replacing 85, also diverted via Alton Road. |
| 18B | Withdrawn between Harlesden and Brent partly compensated between Brent and Stonebridge by localised 112. |
| 23A | (Ladbroke Grove – Becontree Heath via Westbourne Park Road, route 15 and route 23. Sundays only) WITHDRAWN. (Partly covered by 95A.) |
| 23B | Introduced on Sundays: Barking Garage to Thames View Estate to cover part of 106. (Thames View served for the first time on Sundays.) |
| 25 | Withdrawn between Becontree Heath and Hornchurch (Monday to Saturday peak operation). This had been put on originally to replace the withdrawn Green Line during the war. NEW section introduced: Dagenham East Station to Fords, Monday to Friday peak hours only, replacing route 193. |
| 25A | (Stratford – Little Heath, Sundays) WITHDRAWN—part covered by 129. |
| 28 | Monday to Friday journeys beyond Wandsworth to Kingston Vale, withdrawn. |
| 33 | (Hounslow – Hammersmith) WITHDRAWN—replaced by 73. |
| 34 | WITHDRAWN on Sundays, replaced in part by 134A. |
| 39 | WITHDRAWN Parliament Hill Fields to Camden Town (Monday to Saturday operation). WITHDRAWN altogether on Sundays. |
| 39A | Sunday route WITHDRAWN. |
| 40 | WITHDRAWN Saturdays between Camberwell Green and Herne Hill. EXTENDED, Sundays, Camberwell Green to Norwood Junction in part replacement of route 196. |
| 41 | WITHDRAWN Saturdays between Tottenham Hale and Ilford. |
| 43 | WITHDRAWN Sundays and partly replaced by 133. |
| 44 | EXTENDED Sundays Mitcham to Wallington in place of 77B. |
| 44A | Sunday route (Charing Cross – Mitcham) WITHDRAWN. |
| 45A | WITHDRAWN for winter months. |
| 49 | EXTENDED, Sundays from Shepherds Bush to Willesden Junction, in part replacement of 12. |
| 50 | Introduced on Saturdays between Stockwell and Addiscombe, partly replacing 59A. |
| 51 | (Farnborough – Sidcup Station) extended to Blackfen, Monday to Friday peaks, Saturdays and Sundays and further extended Saturdays and Sundays to Welling via route 241 which it replaced at weekends (see also 51A and 51C). |
| 51A | (Green Street Green – Sidcup Station) extended, Mondays to Fridays, to Well Hall Station via Blackfen and Bexley Road, replacing part of 241 and a reduced 124 between Blackfen and Eltham. Saturday: renumbered 51C. |
| 51B | (Orpington Station – Sidcup Station, Monday to Saturday peak hours) extended Monday to Friday peaks to Eltham—as for route 51A. |
| 51C | Saturday only route: 51A renumbered and extended from Sidcup to Welling via route 241. |
| 52 | Saturdays; morning and evening journeys beyond Mill Hill to Borehamwood, WITHDRAWN. |
| 59A | WITHDRAWN: Saturdays. Replaced by route 50 between Brixton and Addiscombe and by additional 159s between West Hampstead and Streatham. |
| 66A | (Harold Hill – NS Garage/Monday to Friday peaks to Gants Hill) WITHDRAWN between Romford and Gants Hill; extended to Collier Row (Clockhouse Lane) Monday to Friday peaks and Saturdays, partly replacing 123. |
| 69 | (Grove Park – Victoria) renumbered 36B and extended on Sundays from Victoria to West Kilburn, partly compensating for reductions on 36. |
| 71 | (Hammersmith – Kingston) WITHDRAWN Sundays. Partly covered by 90C. |
| 72 | WITHDRAWN Sundays between Tolworth and Esher. |
| 73 | Extended from Richmond to Hounslow, Mondays to Saturdays, replacing 33. (Hounslow service started from Kensington, Queens Gate Mondays to Saturdays, except evenings when it came from Brook Green.) |
| 74A | NEW MONDAY TO FRIDAY ROUTE: Marylebone Station to Putney Heath (Green Man) with peak hour journeys extended to Kingston Vale via Roehampton. (Part of route 74 renumbered and extended, Part replacement of 14). |
| 76 | WITHDRAWN: Saturdays between Tottenham (Swan) and Lower Edmondton Station. |
| 77B | WITHDRAWN: Sundays between Tooting and Wallington—replaced by route 44. |
| 79A | WITHDRAWN: Sundays, replaced in part by 92B. |
| 83 | WITHDRAWN between Ealing Broadway and Hayes North (Monday to Saturday operation). Replaced in part by 105. |
| 85 | WITHDRAWN on Sundays, replaced by 14. Re-routed between Roehampton Village and Portsmouth Road, via Alton Road (both ways). |
| 86A | WITHDRAWN Sundays between Upminster and Corbets Tey and diverted to Upminster Station. |

- 87 Sunday journeys beyond Kent Avenue to Fords Main Works withdrawn.
- 90 Sundays: withdrawn between Lower Mortlake Road and Kew Gardens Station and diverted via Lower Mortlake Road, Chiswick Bridge and Chiswick Lane, partly replacing 71. RENUMBERED 90C.
- 91 WITHDRAWN: Sundays.
- 92 Sundays: Withdrawn between Wembley High Road and Wembley Stadium, diverted to North Wembley 'Preston Hotel' and renumbered 92B. Partly replaced 79A.
- 95 Sundays: withdrawn between Borough and Cannon Street and diverted to London Bridge Station; extended between about 9.30 am and 2.30 pm to Poplar (Blackwall Tunnel) via Fenchurch Street, Aldgate and Limehouse in part replacement of 23A. RENUMBERED 95A.
- 98A WITHDRAWN: Saturdays.
- 105 EXTENDED Mondays to Saturdays from Southall (Brent Road) to Hayes Station via its Sunday route in part replacement of 83.
- 106 Sundays: withdrawn between Movers Lane and Becontree, diverted via Alfred Way and Ripple Road to Dagenham (Kent Avenue) and renumbered 106A. Partly replaced 175; partly replaced by 23B.
- 109 Sundays: withdrawn between Kennington and Horse Guards Avenue via Blackfriars; diverted instead via Westminster to Horse Guards, partly replacing 163 and the heavily reduced 59.
- 112 Sunday seasonal extension Ealing to Kew Gardens withdrawn. 'Localised' on Mondays to Fridays to run: Palmers Green – Stonebridge (Park Royal Station peaks); Brent Station (Finchley Manor Cottage Tavern, peaks) – Ealing Broadway. Increased middle section partly compensated for loss of 18B.
- 120 WITHDRAWN between Southall and Hayes (via The Grapes) except during Monday to Friday peak hours.
- 123 (Ongar – South Hornchurch) WITHDRAWN. Replaced in part by 66A, 175 and 252.
- 125 Sundays: WITHDRAWN between Woodside Park and Golders Green; EXTENDED from Southgate to Winchmore Hill in place of 244.
- 129 Sundays: extended from Ilford to Little Heath via Seven Kings and Barley Lane in part replacement of 25A.
- 133 Sundays: part of the service diverted at Moorgate to run to Hendon Central via route 43 to Archway and then route 143, in part replacement of them.
- 134 WITHDRAWN: Sundays in Potters Bar between Garage and Station.
- 134A NEW ROUTE: the Victoria to Hadley Highstone shorts of route 134 diverted in Whetstone to run via Lyonsdown Road, New Barnet, Manor Road, Barnet and Mays Lane to Chesterfield Road in part replacement of 34.
- 137A WITHDRAWN for winter months.
- 138 WITHDRAWN: Saturday afternoon between Grove Park and Bromley North and entirely on Sundays.
- 139A Sunday only route (Chigwell Row – Dagenham, Church Elm) WITHDRAWN.
- 143 WITHDRAWN: Sundays—replaced by 133.
- 145 WITHDRAWN: Sundays between New Road and both Dagenham Docks and Fords Main Works.
- 148 WITHDRAWN: Sundays between New Road and Dagenham Docks.
- 151 WITHDRAWN: Saturdays (peaks only operation) between North Cheam and Morden.
- 153 Route re-introduced between West Hampstead and Plumstead Common to compensate in part for a greater than 50% cut on route 59 and replacing Oxford Circus shorts on 53.
- 161 WITHDRAWN: Saturdays between Chislehurst and Sidcup.
- 163 WITHDRAWN: Monday to Friday evenings and all day on Sundays between Camberwell Green and Horse Guards Avenue (except for a few early morning journeys to Kennington). Partly covered by route 109 on Sundays.
- 168 WITHDRAWN: Sundays except for early morning journeys.
- 174 Some Saturday and Sunday journeys extended at shift change times to Fords Foundry.
- 175 WITHDRAWN: Sundays between Dagenham and Poplar; partly replaced by route 106. EXTENDED: daily from Stapleford Abbots to Ongar in part replacement of 123.
- 176A WITHDRAWN: Saturdays.
- 180 WITHDRAWN: Saturdays between Woolwich and Plumstead Common.
- 182 WITHDRAWN: Sundays except for some early morning journeys.
- 189A RENUMBERED 189; diverted in Clapham to terminate at Old Town instead of Clapham Common Station (because it had terminated in the garage). WITHDRAWN: Sundays between South Wimbledon and Raynes Park.
- 193 RENUMBERED: 25.
- 196 WITHDRAWN: Sundays, partly replaced by 40.
- 198 WITHDRAWN: Sundays (having been introduced only in April).
- 217 WITHDRAWN: Sundays, replaced in part by 242A.
- 224A WITHDRAWN: Sundays.
- 226 WITHDRAWN: Sundays between Cricklewood and Harlesden.
- 228 Converted from RF to RT double-deck operation.
- 241 WITHDRAWN: Saturdays and Sundays, being partly replaced by 51 and 51C. Converted to double-deck (RT) operation from RF on Mondays to Fridays.
- 242 SUNDAYS: half the service re-routed at Waltham Abbey to run to Upshire in part replacement of 217 and renumbered 242A. The service to Wake Arms (242) now started from Cuffley Station on Sundays.
- 244 WITHDRAWN: Sundays. Replaced in part by 125.
- 250 RE-ROUTED: daily between Theydon Bois and Epping to run via Ivy Chimneys Road, Centre Drive and Station Road, instead of Theydon Road and Epping Road direct, to serve both Ivy Chimneys and Epping Station.
- 252 EXTENDED daily from Romford Station to South Hornchurch (Wood Lane) in part replacement of 123.
- 264 WITHDRAWN: Sundays.
- 265 WITHDRAWN: Saturdays between Kew Gardens and Kingston to operate as during off-peaks on Mondays to Fridays in two isolated sections: Chessington, Copt Gilders to Kingston; Kew Green to East Acton.

PRINCIPAL REALLOCATIONS
(Mondays to Fridays)

| | | | |
|-----|---|---------------|---|
| 1 | All Old Kent Road to all New Cross. | 93 | Putney Bridge's share to Chelverton Road. |
| 13 | Old Kent Road's share to Cricklewood (new allocation). | 112 | Part from Palmers Green to Alperton. |
| 14 | Putney Bridge's share to Chelverton Road. | 151 | All Sutton to all Merton. |
| 18B | All Willesden to all Middle Row. | 155 | All Clapham to all Merton. |
| 28 | Chelverton Road's share to Wandsworth. | 168 | Clapham's share to Stockwell. |
| 37 | Clapham's share to Stockwell. | 172 | Walworth's share to Camberwell. |
| 53 | Old Kent Road's share to New Cross. | 181 | All Clapham to all Stockwell. |
| 56 | All Athol Street to part Athol Street, part Clay Hall. | 189A/189 | All Clapham to all Merton. |
| 74 | Putney Bridge's share to Riverside for route 74A. | 202 | All Old Kent Road to all New Cross. |
| 83 | Part Southall part Alperton to all Alperton. | 287 (Night) | Clapham's share to Stockwell. |
| 85 | Putney Bridge's share to Chelverton Road. | Inter Station | Old Kent Road to New Cross. |
| 88 | Merton's share mainly to Stockwell but Riverside increased. | Circular Tour | Old Kent Road: withdrawn for the winter. |

APPENDIX D

EXCURSIONS AND TOURS
VARIATIONS TO PROGRAMME FOR 1958 SEASON

1. **SUMMER BUS EXCURSIONS** (Scheduled dates of operation: May 18th to September 7th inclusive. Actual first date: June 22nd.)
 WITHDRAWN: 8, 30, 32, 59, 102*, 108, 110, 115*, 116*
 NOW BANK HOLIDAYS ONLY: 4*, 7*, 52
 NOW BANK HOLIDAYS, WHIT SUNDAYS AND SUNDAYS IN AUGUST ONLY: 20, 21, 46, 54, 56, 60, 94
 NOW ADDITIONALLY WHIT SUNDAY AND SUNDAYS IN AUGUST: 53
 VARIED:
 10: Starts from Archway, omitting Muswell Hill*
 40: Starts from Debden (additionally) and runs also on Whit Sunday and Sundays in August
 NEW:
 117: Charing Cross, Oval, Camberwell and Peckham to Brands Hatch. (Started in 1957 running from Elephant, Oval, Camberwell Peckham, New Cross and Lewisham.)
 *Alteration first made in 1957 programme.
2. **CONDUCTED COACH TOURS** (Scheduled operation: May 19th to September 6th. Actual first date: June 23rd.)
 Additional tour No. 3: London's Riverside (evenings): Mondays to Saturdays.
 Tours 3 to 7 renumbered 4 to 8.
3. **FOOTBALL EXCURSIONS** (operated when First Team playing at home.)
 VARIED: 4 calls additionally at Grove Park and Lee
 8 calls additionally at Peckham
 21 calls additionally at Streatham
 26 calls additionally at Elephant and Castle
 NEW: 21A† Brixton Garage to Arsenal
 26A† Brixton Garage to Tottenham
 27 Harold Hill, Gallows Corner, Romford, Goodmayes, to West Ham
 †operated as required to relieve the main service.
4. **RACE SPECIALS** (operated to Hurst Park, Kempton Park or Sandown Park when race meetings were held)
 Complete List:
 P Tottenham, Finsbury Park, Camden Town
 R Barking, Manor Park, Mile End, Aldgate
 S Lewisham, New Cross, Camberwell Green
 T Peckham, Clapham Common, Tooting, Morden
 U Shepherds Bush, Hammersmith, Putney Bridge
 V Kingston, Wood Street and Hampton Court Station to Hurst Park *only*
 W Kingston Bus Station to Sandown Park *only* (Saturdays May 24th' and July 12th *only*)
 Hurst Park: May 26th', 27th', July 25th, 26th, December 19th, 20th
 Kempton Park: May 9th', 10th', June 7th', July 23rd, 24th, November 26th, 27th, December 26th, 27th
 Sandown Park: May 23rd', 24th', July 11th, 12th, August 13th, 14th, November 21st, 22nd, December 10th, 11th
 Did not operate.

APPENDIX E

**BUSES OPERATED BY PEOPLE'S LEAGUE FOR
THE DEFENCE OF FREEDOM DURING BUS STRIKE**

| Registration | Chasis | Body | Remarks |
|--------------|------------------|------------------|------------------------|
| FT 5702 | AEC Regent 0661 | Weymann H56R | ex-Tynemouth 132 |
| JG 9934 | Leyland TS8 | Park Royal C32R | ex-East Kent |
| JG 9956 | Leyland TS8 | Park Royal C32R | ex-East Kent |
| ABE 335 | Leyland TS8 | Harrington C34F | ex-Lincolnshire 1470 |
| BFN 935 | Leyland TD7 | Park Royal H53R | ex-Crosville M108 |
| BFN 939 | Leyland TD7 | Park Royal H53R | ex-Crosville M107 |
| BTF 21 | Leyland LT7C | Leyland B34F | ex-Lytham St. Annes 41 |
| BTC 624 | Leyland LT7C | Leyland B34F | ex-Lytham St. Annes 40 |
| BTF 28 | Leyland TD4C | Leyland FH54R | ex-Lytham St. Annes 48 |
| CFM 361 | Leyland TD5 | ECW L52R | ex-Crosville M59 |
| CFM 365 | Leyland TD5 | ECW L52R | ex-Crosville M63 |
| CRX 540 | Bristol K6A | Strachan UL55R | ex-Thames Valley 429 |
| DBC 221/224 | AEC Renown 0664 | Met-Cammell H64R | ex-Leicester 330/333 |
| DLY 984 | Dennis Lancet 11 | Duple C35F | ex-Empress Coaches |
| DUC 904 | Leyland TS7D | Beadle B43F | ex-City LT28 |
| EWO 475 | Bedford OWB | Mulliner B29F | ex-Red and White S642 |
| FTD 618 | Daimler CWA6 | Duple H56R | ex-Lytham St. Annes 23 |
| GCD 688 | Leyland TD7 | Park Royal H52R | ex-Crosville M126 |
| HHA 24 | Guy Arab | Park Royal UH56R | ex-BMMO 2572 |
| HTC 614/615 | Crossley SD42 | Crossley B36R | ex-Lancaster 614/615 |

The vehicles were kept in a car park on Wandsworth Common North Side.

Letter to the Editor

The Chiswick Open Day

Sir,

I notice that several references in LOTS newsletters to the appearance of RMs 1-8 at the Chiswick Open Day have failed to mention the doubt concerning the true identity of RM5.

It was widely rumoured that on the weekend in question the real RM5 was stripped down in Palmers Green garage with several panels missing, and another Routemaster was renumbered RM5 and masqueraded as such at Chiswick.

Although I was dubious that LT would involve themselves in such a clandestine escapade just to have RMs 1-8 together at Chiswick, I recently had the opportunity to examine RM555 at the Ash Grove Open Day. This would appear to be the bus involved in the 'swap'.

Not only is the number RM5 distinctly visible under RM555 on both sides, but also the garage code AD can clearly be seen under AG whilst the number inside the door has been particularly badly 'bodged' up. Significantly, the body number has been carefully obliterated on this vehicle, presumably in an attempt to prevent the 'swap' being detected at Chiswick.

It would appear that although RM555 was carefully altered to RM5 before being exhibited at Chiswick, afterwards it was just a quick repaint job to regain its true identity.

It is not for me to comment on why a large organisation such as LT wishes to operate in such mysterious ways, but I do believe it to be the duty of our Society to report the truth, especially as it has already been stated that the line-up at Chiswick was RMs 1-8. This was clearly not so.

Yours faithfully,
S.P. Newman

Enfield, Middlesex.

Golden Jubilee Celebrations

In the last issue we looked at some of the vehicles which had received special liveries to commemorate the 50th Anniversary of LT. At that time some of the vehicles had not been finished, while others did not appear in passenger service until after the Chiswick & Acton Gala Weekend on 2nd/3rd July. Those which have not previously appeared in London Bus Magazine are shown here. As so much time and effort has gone into painting these buses, it is hoped that they will be allowed to retain their special liveries beyond the end of the year, perhaps until next repaint, thereby bringing a little extra colour to the LT fleet.



The four RMs which have received 1933 livery are RM8 (shown last issue), RM17, RM1933 and RM2116. All have minor variations from each other and this shot of RM1933 at the Lock Tavern, Chalk Farm shows the rear nearside treatment. Note the appropriate advertisement. *Colin Fradd*

RM17 here in Knightsbridge on the 52 and RM2116 on the 86 at Romford offer a comparison of livery treatments. *Colin Stannard/Colin Fradd*





The two vehicles which received 'GENERAL' livery at Aldenham Works were T66, working from RD, and M57, from NB. They both carry sign-written advertisements for Aldenham's coachwork refinishing. T66, named 'The Aldenham Diplomat', usually works during peak hours on either the 165 or 248A, as shown here in Corbets Tey Road, while M57 is usually found in daily service on the 131, although the 85 is also an occasional haunt.

Ramon Hefford/Steve Fennell

The other Metrobus which has received a special livery is M359 where the 1933 treatment was applied locally at Southall garage. The most notable feature is the silver grille at the front end which, since this photo was taken, has been extended to the full width of the vehicle. It usually works during peak hours on either the 92 or 105 and is seen here at Wembley Arena.

Ramon Hefford



LS194 acquired its 1933 style livery at Croydon garage is now regularly working on the daily 234A, here approaching the Old Lodge Lane terminus. Initially the roof was silver but due to difficulties with paint application a grey one is now carried. *Steve Fennell*



A different treatment befell Harrow Weald's LS402 which works peak hour journeys on the 136. Basically red, it carried a gold wrap around the windows and a gold block fleetname on the roof. *Ramon Hefford*



The RMs which gained a gold waistband and Jubilee transfer were RM319 (Victoria), RM951 (Clapham) and RM1091 (Riverside). RM1091 was moved to Shepherd's Bush upon R's closure and is seen at work on the 73 at Marble Arch. *Colin Stannard*

Bluebell Railway Preservation Society

**SHEFFIELD PARK STATION, Nr. UCKFIELD, EAST SUSSEX TN22 3QL
TELEPHONE NEWICK 2370**

Steam hauled trains will be operating on the Bluebell Railway during the months of December, January and February

DATES OF OPERATION

Saturday 17th December and Sundays 4th and 11th December, and every Sunday during January and February

| | | | | |
|----------------|---------------|----------|---------|---------|
| Sheffield Park | <i>depart</i> | 12.40 pm | 2.30 pm | 3.30 pm |
| Horsted Keynes | <i>depart</i> | 1.15 pm | 3.00 pm | 4.00 pm |

Sunday 18th December, Monday 26th December and Tuesday 27th December

| | | | | | |
|----------------|---------------|----------|----------|---------|---------|
| Sheffield Park | <i>depart</i> | 11.40 am | 12.40 pm | 2.30 pm | 3.30 pm |
| Horsted Keynes | <i>depart</i> | 12.40 pm | 1.10 pm | 3.00 pm | 4.00 pm |

BUS SERVICES

On Tuesday 27th December a FREE VINTAGE BUS SERVICE will operate from Haywards Heath Station to Sheffield Park at 1.45 pm, and return at 5 pm giving connections with British Rail.

On Sundays throughout the winter, Southdown will operate Stagecoach 770 from Brighton to Sheffield Park via Burgess Hill and Haywards Heath, departing from Brighton *Old Steine* at 1 pm and 2 pm and Haywards Heath *Perrymount Road* at 1.55 pm and 2.55 pm. Return services leave Sheffield Park at 3.50 pm and 4.50 pm. Services are subject to alteration over the Christmas and New Year periods. Please check with Southdown Motor Services on Brighton 606600 before setting out on your journey. Easy interchange with British Rail is available at Haywards Heath and Burgess Hill.

Leamland Travel plan to operate a coach service on 26th December.

Details from: Leamland Travel Group,

Old Forge Garage, London Road, Sayers Common, Hassocks, West Sussex.

National Travel (London) plan to run a coach service from parts of south London on 27th December.

Details from: National Travel (London), 175 Rushey Green, Catford, London SE6 0BD.

Telephone: 01-461 2222.

REVs, LBMs, SUPs, TLBs? LOTS!



LOTS Postal Sales,
117 Putney Bridge Road,
London SW15 2PA



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