

London Bus Magazine

Number 49

Summer 1984



London Omnibus Traction Society

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**Postal Sales
117 Putney Bridge Road
London SW15 2PA**

London Bus Magazine

Editorial 43 Meads Court, Carnarvon Road, London E15 4LB

Subscriptions 100 Boscombe Road, Worcester Park, Surrey KT4 8PL

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Cover: The most recent 'all-over' advertisement is carried on RML2492 for Underwood's film developing and printing. It was repainted at Stockwell garage into a bright green and yellow striped livery on which blue slogans are signwritten. Allocated to Ash Grove garage, it normally works on route 11 but its first weekend was spent on route 6 as seen here passing the Bank of England.
Ramon Hefford

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ISSN 0140 8380



LBM is published quarterly by the London Omnibus Traction Society and appears during Spring, Summer, Autumn and Winter. No part of LBM may be reproduced without prior permission in writing. A limited amount of advertising space on transport related subjects is available. Advertising rates may be had on application to the Editor.

Articles and Photographs are always welcome, but photographs submitted cannot be returned unless a stamped addressed envelope is supplied. Negatives and transparencies are of no use. The Editor and Publisher do not necessarily agree with the opinions expressed in contributions.

Subscriptions Annual subscriptions to the London Bus Magazine are available at the rate of £7.00 post paid. Members of LOTS qualify for the post-free rate of £5.50. Details of Membership of LOTS can be obtained from the Subscriptions Manager.

Production LBM is filmset and printed by The Southern Publishing Company (Westminster Press Ltd.), 89 North Road, Brighton BN1 4AU.

Around and About

AMOS refused

Nicholas Ridley, Secretary of State for Transport, has rejected an appeal by Associated Minibus Operators Ltd against a refusal by London Transport to agree to the operation of a public minibus service on four routes crossing central London. Mr Ridley said that although the AMOS proposal contains many innovative and ingenious ideas for the provision of new kinds of public transport services in London, the proposal is based on the use of leasing associates who would operate the minibuses. In order to operate the services within the law, these associates would each require London Bus Agreements, and any agreement granted to AMOS would not itself empower the provision of the proposed services.

One-Day Travelcard for London

A new one-day Travelcard was introduced by LT from 22nd April. It gives unlimited travel on virtually all London's bus and Underground services after 10a.m. on Mondays to Fridays, and all day at weekends and Bank Holidays. At £2 for adults it costs only 20p more than a Red Bus Rover, and is available from any Underground station. No photocards are required. The child ticket costs £1.

Old style Bus Map to return

LT have said that the traditional style bus map covering the whole of the London area will return towards the end of the year following public pressure. It will be available free of charge to the public but unfortunately will contain a Holmes style (bubble design) central area map on the reverse. About a dozen different Holmes style maps covering suburban centres will be available for the few people who prefer them!

Facelift for Hanwell Garage

A £2.53 million modernisation scheme is planned for Hanwell garage, including improvements to the traffic office and additional car parking space. Financial approval has been given by the GLC transport committee, and the maintenance capacity of the garage will be increased to 115 buses.

New Metrobuses into service have been allocated to Holloway garage to start the replacement of their DMSs, and to work the new service to Barnsbury. Here at Archway station we see M1033 on the 271, while about turn at Mackenzie Road in Barnsbury, M991 represents the new 153 restoring the Barnsbury service lost when the 172 was cut back. *Ramon Hefford*





The coach-seated Metrobuses for Airbus have replaced all the earlier examples, and M1007 awaits custom at Grosvenor Gardens on the A1. *Ramon Hefford*



London Country's latest additions are the Leyland Olympian coaches classified LRC, and here at Westminster Abbey LRC4 makes a homeward trip to Gravesend on prestige route 720. *Ramon Hefford*



A number of new services have started during 1984, many serving new areas for the first time. The hourly 115, not an attractive frequency for a local service, links Balham and Tulse Hill via Bedford Hill where Stockwell's LS489 is seen, while beyond LT's normal boundary the new 192 provides a shoppers' service from Lower Edmondton to the Tesco Superstore at Brookfield Farm, inappropriately called Turnford on the blinds as shown by M729 in Brookfield Lane. *Ramon Hefford*

Small Surplus for London Country

London Country have returned a small financial surplus in 1983 for the third year running. With a total income of £53.4 million, an increase of six per cent over 1982, London Country and its Green Line services made a surplus of just over £400,000. This is a reduction of about two-thirds on the surplus made in 1982 when the rail strikes increased traffic. Revenue from Private Hire, Contract and National Express services increased in 1983 by 40 per cent, compared with only a four per cent increase in stage bus revenue.

Three-year Plan for LT

A fares freeze until March 1988, and increased bus and Underground mileage are proposed in London Transport's latest three-year plan, submitted to the Greater London Council. Covering the years 1985/6 to 1987/8, the fares freeze would mean an 11 per cent reduction in real terms after allowing for general price inflation. Bus mileage operated would increase from 167 million to 170 million. The revenue subsidy required to fulfil the plan would increase also, from £198 million to £217 million. The GLC has confirmed its willingness to maintain its present level of support, but under the London Regional Transport Bill the Government will now decide the level of subsidy.



A new Green Line service started in May providing a non-stop link from Victoria to Hampton Court. Despite possible abstraction from LT's own services, it runs with their agreement and PL26 (from Stevenage!) is seen here in Roehampton. *Ramon Hefford*



The direct link to Queen Mary's Hospital at Roehampton is numbered 265 and carries an interesting blind arrangement as seen on M1040 passing the hospital on 9th June. *Colin Stannard*

A local service in Orpington to Petts Wood Station seems likely to replace the 161 journeys in due course. Bromley's LS363 works the 284 here in Poverest Road on 31st May. *Ramon Hefford*



An extension of the 41 to Highgate 'Wellington' saw the return of two-man operation to Highgate Village after some 13 years, and RM131 climbing Highgate Hill shows the blind treatment. *Ramon Hefford*



The long-awaited service to the Aylesbury and North Peckham estates is provided by the P3 extension to London Bridge, and seems to be well patronised. LS109 is seen here at Elephant & Castle on the first day, 28th April. *Ramon Hefford*



The conversions of some crew-operated routes to doored vehicles in anticipation of future one-man operation is currently being carried out, and routes 40 and 260 to Titan and Metrobus respectively have been completed. Here on London Bridge T459 from Poplar works the 40, while at Acton Vale M232 is seen on the 260. *Colin Fradd*

Left A strange conversion to Titan was that of central London route 176 where the benefits are to be questioned. Even if omo is the eventual aim, it would be interesting to establish why the conversion has been carried out now, in advance of so many suburban routes, and at a cost of additional staff and vehicle resources. T981 was caught here in a leafy Charing Cross Road. *Ramon Hefford* **Right** During June the conversion of route 208 to crew Titan operation commenced, displacing yet more Routemasters, and no doubt slowing down the service on this busy route. Presumably the 47 will follow. Here in picturesque Southborough, T1007 works through to the Orpington terminus. *Ramon Hefford*



Crawley Works Open Day . . .

On Sunday 1st July London Country opened its Repair Works to the public once again, following the road run from Golders Green to Crawley where the vintage buses joined a display of vehicles both past and present.

. . . and a Festival at Chiswick too

The London Bus Rally will take place at Chiswick Works on Sunday 5th August. The usual attractions will be on display from 11a.m. until 5p.m. and admission will be £1 (accompanied children under 16 free).

New Bus Station for Walthamstow

London Transport is to build a replacement £800,000 bus station at Walthamstow Central, similar in style to that at Harrow. The new under-cover building will replace the existing open-air structure, only 16-years old, as part of an overall development scheme by the London Borough of Waltham Forest. Catering for an estimated 2.3 million passenger journeys a year, the new interchange will be constructed on the north side of Selbourne Road, which will reopen to through traffic. The GLC transport committee recently approved LT's plans for the new interchange and sanctioned a council capital grant of £660,000.



With so many conversions to doored operation, it was inevitable that more weekend conversions should occur. At Sidcup, Titans on route 161 now work the 21 on Sundays as shown by T474 on Sidcup Hill; at Poplar, where no Routemasters are available for the Saturday 23s, Titans have to be used bringing them to Oxford Street for the first time during the day and T566 is seen on Ludgate Hill; and at Walworth, where additional buses are needed for the 45 on Saturdays, Titans now seem to work the whole weekend allocation, and T975 passes the pleasant Prudential building in Holborn.

Ramon Hefford



Above The Station Bus Link between Waterloo, Euston, St. Pancras and King's Cross is paid for by British Rail and carries little more than fresh air at the moment. Numbered 555 for internal use by LT, some vehicles do actually carry the number as shown by LS465 at Ludgate Circus. Ash Grove's 'City Belle' LS438 has also been noted on the service and it is seen here in its usual superb condition at Euston.
Ramon Hefford

Left The night service on the Station Bus Link is worked by Ash Grove Titans, and here at Victoria bus station T417 waits for its Gatwick connection.
Colin Fradd



The Thames Barrier Shuttle Bus is proving popular with sightseers and, weather permitting, is usually worked by open-top DM948 from Catford garage as seen here at Woolwich Road. *David Stuttard*

Below Left One of the innovative services recently started is the Wennington – Romford shoppers' bus. An interesting black on yellow blind is carried as on T36 here laying over at Romford Market. *Alistair Duffus* **Below right** Another service to receive black on yellow blinds is the 117 which was diverted via Ashford Hospital. Here in Hounslow, LS33 displays the new destination. *Malcolm E. Papes*

Thames Barrier Success

Following the successful operation of a special bus service between Greenwich and the Thames Barrier, Wandale District have started an excursion from Morden, Mitcham, Tooting Broadway, Streatham, Norwood and Crystal Palace to the barrier from 10th June. The return fare for the trip is £1.50 (£1 from Crystal Palace) or 50p for children and pensioners. No advance booking is necessary.

Another Seaside Special for Selkent

From 1st July a new service 606 runs every Sunday and Bank Holiday throughout the summer to Eastbourne. Following the fortunes of the 604 and 605, the 606 runs from Camberwell, Peckham, New Cross, Lewisham, Catford and Downham providing a day out for £4 (£3 for under 16s). Advance booking is necessary and tickets are available at Camberwell, Peckham and Catford garages.

Big Red Bus Tours

LT's Abbey District have also started to run excursions to popular locations on Sundays throughout the summer using the name 'Big Red Bus Tours'. First was Clapton garage with trips to Thorpe Park, Windsor, Brighton, Hastings and Southsea, soon followed by similar excursions from the Holloway and Archway area.





The reintroduction of the 1A between Trafalgar Square and Greenwich has seen a Catford allocation in addition to New Cross. At present, only Catford buses carry the large suffix letter as seen on RM601 outside Canada House. *Alistair Duffus*



The experimental application of 'No Smoking' stickers to the front upper-deck side windows of Putney vehicles is shown on M851 at Putney Bridge Station, also carrying one of the latest T-shaped adverts for Thomson's Local Directory. *Alistair Duffus*

No Smoking on the Underground

London Transport introduced a ban on smoking on the Underground from 9th July as part of its policy of gradual reductions in smoking accommodation. The change, which will be reviewed after twelve months, is being accompanied by 'no smoking please' signs at the front of the upper deck of double-deck buses.



The diversion of some 430s via Woodhatch Road and Maple Road (previously unserved) to the new East Surrey Hospital caused their renumbering to 435 as shown by SNB363 at Reigate, while the withdrawn section of route 447 via Batts Hill saw the use of route number 487, and SNB198 is seen at Wray Common. *Colin Fradd*



Derby Day 1984 saw the usual varied assortment on the special 406Fs between Epsom and The Downs, and RN4 from Dorking is seen bringing back homegoers after the races. *Colin Fradd*

New Ramblers' Bus for the Chilterns

From 26th May, a joint exercise between Dacorum District Council and Hertfordshire County Council has produced the new 327 which will run on Sundays and Bank Holidays until 27th August. The bus operates a circular route four times each day linking Hemel Hempstead, Berkhamsted and Tring with such attractions as Whipsnade Zoo, Tring Nature Reserve and Zoological Museum, Ivinghoe Beacon and Ashridge House. The special Rambler Ticket costing £1.50 (children 75p) gives unlimited travel for the whole day.

LT beats its targets

LT's annual report for 1983 shows that after a year of significant achievements services were better than for many years past, and all major targets were met. The fares reduction and the winning back of passengers, especially through the introduction of Travelcards, helped London Transport to show a surplus, after grants, of nearly £36 million. Bus mileage reached 164 million, 2 million more than budgeted, while passenger miles sold were over 400 million over budget at 5,140 million. Commercial revenue totalled £578 million, and capital investment was 20 per cent higher in real terms than in 1982 at £167 million. 380 new double-deck buses were brought into service in 1983, and design studies were initiated for the buses needed for the Routemaster replacement programme starting in 1986/7.

A particularly unusual operation at Sidcup garage is the use of a conductor on certain peak hour 21As between Sidcup Station and Swanley, the crew working off route 21. Waiting here at Swanley we see the 'Pay Conductor' flap correctly positioned on T487. Perhaps we shall see a Routemaster on this working one day! *Ramon Hefford*

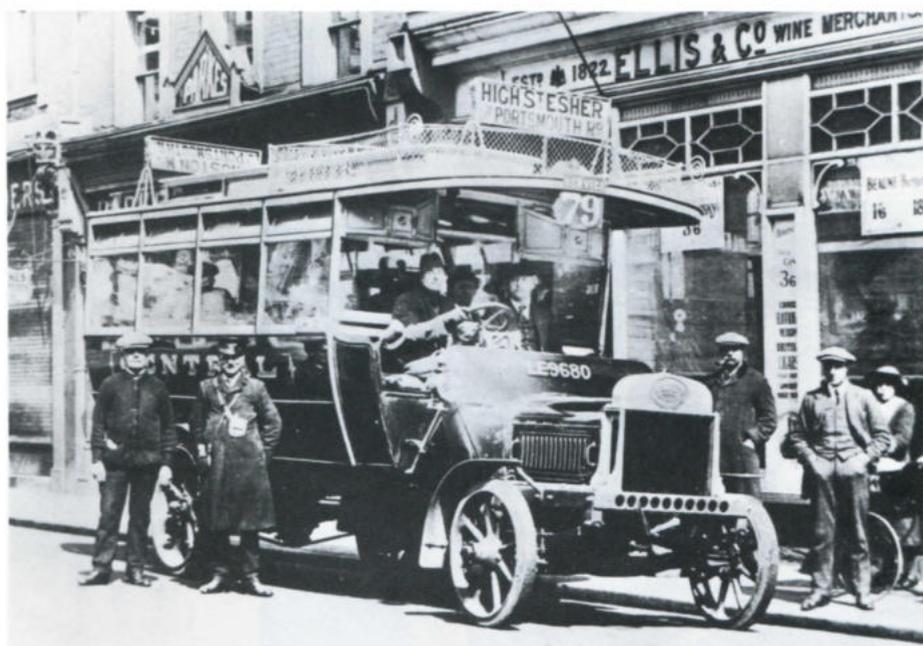


Albert McCall

It is with great sadness that we learned of the death of Albert McCall on 8th May just a few days after his wife had died. Before the War, 'Mac' was involved in a cosmetics' company and was a fund of stories about entertainers of the period. After war service, he conducted buses operating from P (Old Kent Road), and worked his way up to Green Line inspector before joining 55 Broadway. He contributed a great deal to the transport world publishing articles and books mainly on Green Line, and most recently sections in *London Country*. His series 'Rovers Return' for the London Historical Research Group Bulletin were knowledgeable and entertaining. His eye for accuracy and good English knocked many a piece of research into good shape, the latest example being the Kingston article contained in these pages. As well as Green Line coaches and the period of the 'twenties and 'thirties, Mac was also very keen on trams. He was a good friend and gave his expertise unstintingly to those who shared his enthusiasm. After his retirement he devoted much time to projects, some official ones for London Transport, and sadly some of these now remain unfinished. In offering our sympathy to his family, we remember Mac's valuable contribution to our field of study; we shall miss him very much.

Kingston

Part One—until 1952 by Brian Bunker



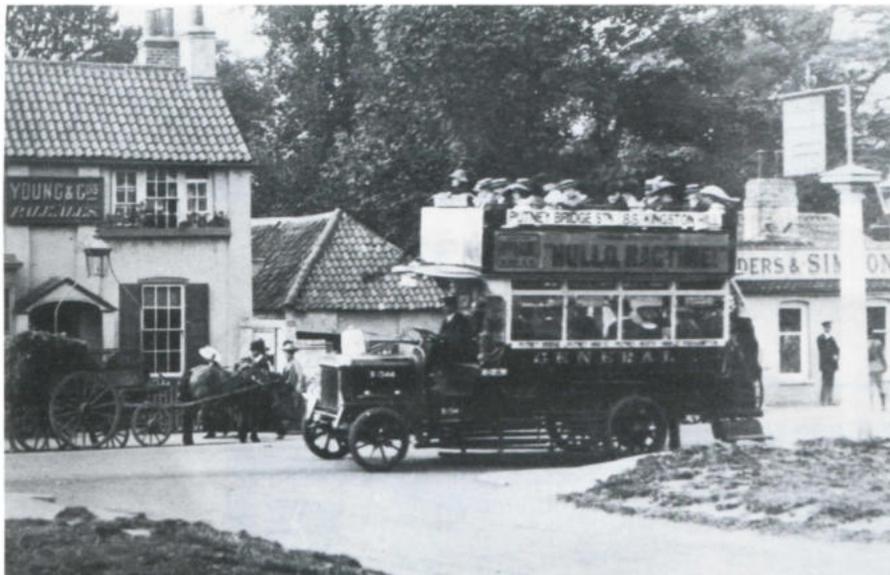
Central area single-decker (LE9680) on route 79 operating from Ceres Street (AH) by LGOC just prior to World War 1. Courtesy Bryan Woodriff

On Wednesday 4th January 1922 the new garage at Kingston opened, situated in Richmond Road, to service the buses required for the growing number of routes in that part of Surrey. Previously, the routes running into rural Surrey had largely been provided by single-deckers from Putney Bridge (F), Putney Chelverton Road (AF), Merton (AL), and earlier from Twickenham (AB), all requiring lengthy garage-runs. The code K for Kingston was an obvious choice, and had been vacant since the closure of the old Kilburn garage. In the early days K was used purely as a garage, buses generally terminating at the Horse Fair nearer to the river. The LGOC did have premises in Kingston at Cere Street which had been taken over and closed prior to the War. Upon the opening of Kingston, five single-deck routes were operated:

61	Kingston – Esher – Walton – Weybridge – Chertsey	3 buses
62	Kingston – Esher – Walton – Shepperton	2 buses
79	Kingston – Esher – Church Cobham – Byfleet – Woking	4 buses
113	Kingston – New Malden – Cheam – Sutton	2 buses
115	Kingston – Esher – Church Cobham – Ripley – Guildford	4 buses

Double-deckers were also to be seen daily in Kingston:

85	Putney Bridge Station – Kingston (every 15 minutes);
105/A	Ealing – Kingston (every 10 minutes), extended as 105A to Hook (every 20 minutes) with an hourly service further extended to Leatherhead.



LGOC B-type 1544 at Putney Heath (Green Man) on route 85 to Kingston Hill in 1912 working from Felsham Road, Putney (Q).
Albert McCall collection



B737 bearing 'METROPOLITAN' livery on the 105A at Argyle Road, Ealing from Hounslow garage.
Albert McCall collection

K started with five single-deck routes, but it soon acquired double-deckers for the 105/A. The 105 was the parent of today's 65, although running to Surbiton via St. James's Road and Penrhyn Road.

It may seem that this important market town with a large sphere of influence was poorly served by public transport until it is realised that London United Tramways (LUT) ran four frequent services through Kingston:

- 69 Kingston – Richmond Bridge;
- 71 Hampton Court – Kingston – Wimbledon – Tooting;
- 73 Dittons – Kingston Hill;
- 77 Tolworth – Kingston – Richmond Park Gates.

In addition, from 14th April, East Surrey extended their route S6 to Kingston linking the town with Redhill.

In order to understand these early beginnings, it is necessary to go back to the days before K opened, and here a word of warning. Even the experts often disagree on the exact details and dates, and in the interests of historicity it is necessary to proceed with caution!



B5008 leaves a still recognizable part of Kingston bound for Shepperton on the 62 during the B-types' shortlived stay at Kingston garage. *Courtesy Bryan Woodruff*



S439 is seen working through Cheam Village on the 113 to Banstead during the 'twenties. *Photomatic*

On 26th and 27th March 1905 motor buses appeared in Kingston on trial runs, and on 1st April the first motor bus service started between Kew Bridge and Surbiton via Richmond and Kingston. The buses were owned by the New London & Suburban Omnibus Company Ltd., who had operated horse buses previously along the same routes, and indeed were still doing so between Kingston and the Dittons until replaced by LUT trams a little later. At the turn of the century, the company had operated horse buses between Surbiton and Kingston, and from Kingston to Ealing via Richmond and Kew, but this latter route was by way of Hampton Wick and St. Margarets. During 1903, with the trams biting the financial heels of the bus companies, the route from Ealing to Kingston was transferred to the other side of the river to operate via Richmond and Ham. It is doubtful that the motor bus route was extended to Ealing in June 1905, and on 15th October the motor buses ran for the last time before being transferred out of the area. Horse buses continued into 1907.

The successor to the London & Suburban was formed in 1906 as the London Central Motor Omnibus Company Ltd. As far as motor buses were concerned, on 4th November 1911 a new route was started from Kingston Market to Esher using single-deckers due to the low bridge in Portsmouth Road. A little later, an earlier route reappeared when Central started to operate between Surbiton and Richmond Station via Kingston and Teddington using double-deckers. In the summer of 1908, a summer Sunday route ran from Charing Cross to Hampton Court via Kew and Richmond, and this probably reappeared each year until 1912. On 1st January 1913 the LGOC leased Central's routes and vehicles, and the Richmond route became 71, and the Esher route 79. The premises in Cere Street (now named Wood Street) were given the code AH.

Returning to 1st March 1906, the electric trams came across Kingston Bridge from Hampton Wick to run to Kingston Hill (George & Dragon). Two temporary short routes were from Eden Street (Kingston) to the Dittons, and from Surbiton Station to Tolworth (Red Lion). On 26th May the Eden Street route was extended to Ham Boundary via Richmond Road, and at the Kings Road junction, a spur ran to Kingston Gate via Kings Road. Another spur started at Norbiton Church running to Malden (Fountain) via Cambridge Road. On 27th April 1907 Raynes Park was reached from New Malden. The route to Tooting finally opened on 27th June running via Wimbledon. During 1908 various adjustments took place to improve an ailing financial position; the Richmond Bridge – Dittons route was withdrawn, and the Kingston Hill – Surbiton route with workings to the Dittons became daily at all times. The Richmond to Tooting route was cut back to Kingston, and the Hampton Court to Tooting route was strengthened. The Ham Boundary to Tolworth route became very short, running only to Kings Road, and the Park Gate to Tolworth route was increased in replacement. In November 1912 the routes were numbered; the Hampton Court route became 71, Kingston Hill 73, Ham Boundary 75, Richmond Park Gates 77, and Richmond Bridge 69.

The first true LGOC route came to Kingston on summer Sundays when route 23 ran from Somerset House to Hampton Court via Richmond, Petersham and Kingston Bridge. It ran for the 1909 and 1910 seasons, but when it reappeared in 1911 and 1912 it was numbered 51. In 1913 it was the 101, and in its last year it became 169. It illustrates nicely the LGOC policy of the time in putting summer Sunday routes at the end of the number sequence of its growing network. The War halted further development of summer excursions.

The 85 was the first daily route to Kingston from the north, introduced on 3rd August 1912 between Putney Bridge and Roehampton via Putney Heath. B-types from the old Putney garage in Felsham Road were used. On Sundays from 8th September it was extended to Kingston Hill using the LUT terminus at the George & Dragon. On 13th May 1913 this extension became daily, now using B-types from AF. From 18th January 1914 the Sunday

extension was to Horse Fair, and in November this also became daily. The War, and especially petrol shortages, meant that recovery was slow, and thus it was not until Good Friday 2nd April 1920 that a Sunday extension could take place from Kingston to Leatherhead (Bull) via Chessington and Hook, supplementing the 105A. Fourteen B-types from AF were required, and a month later when the frequency was increased to half-hourly, Putney Bridge supplied 20 B-types, this latter garage having been taken over from National Steam. The extension ceased in October. On 8th May 1921 a new 85A was introduced between Putney Bridge and Hampton Court using eight buses from F, and from the following Wednesday, the 85 was extended daily to Guildford via Leatherhead on an hourly frequency on weekdays (doubled on Sundays). F provided 11 buses along with 12 from Hammersmith (R). On 12th November, the 85A and the 85 extension were withdrawn for the winter. In 1922, the Sunday Guildford extension began on 14th April, and from 6th May a Saturday service was also introduced to Guildford. The previous Wednesday (3rd) saw a Monday to Friday service introduced to Leatherhead, these journeys not being a success lasting just two months. The weekend extensions continued until 8th October. Leyland National sufferers may reflect that the journey from Putney to Guildford took 169 minutes on the B-type. In 1923 the Sunday extension started on 30th March, but only to Dorking (The Ram) changing to the Falkland Arms a month later. Saturday workings started on 7th July, now with K-types, ceasing on 20th October. After this time the 85 ceased its wanderings, and although under the Bassom numbering scheme the number 85 was allocated to such extensions, they did not reappear, and the basic route between Putney Bridge and Kingston was numbered 85B.

Returning to before the War, most of the traffic to Ham had been acquired by trams. In June 1913 the LGOC introduced a motor bus route between Ealing Broadway and Surbiton via Richmond, Petersham and Kingston. Its terminals were the same as the 71. In January 1914 the 71 was withdrawn leaving the LUT trams supreme through Twickenham, the 71A being renumbered 71. It then received a Sunday extension to Leatherhead, and was again renumbered on 23rd March as 105. The route survived the War, but on 21st January 1920 was cut back to Kingston and the 105A withdrawn. The 105A ran daily to Hook, extended on Sundays to Leatherhead, from 16th July 1919 until its withdrawal, and was reinstated from 21st April 1920. The Leatherhead extension became daily from 16th November 1921. AH were known to have worked the 71 until the garage closed on 25th October 1914, and it is probable that Acton (E) took over the workings. Hounslow (AV) also provided buses later, and by the time E closed, Turnham Green (V) also worked buses on the route. K worked buses on the 105/A soon after it opened. In 1924, both K and V were using S-types.

As for the single-deck routes, the 79 survived the War. Upon the closure of AH in 1914, Twickenham (AB) provided the buses, but on 7th May 1921 AB closed and so AF took over. The growth of the 79 became a little complicated. On 28th August 1920 it was extended on Saturdays and Sundays to Church Cobham. A Wednesday service was also provided for one week on 13th October, and from 25th November Thursday was chosen instead. The Church Cobham service became daily from 17th May 1921 when AF provided four buses. On 29th June a weekday extension to Byfleet was introduced, becoming daily from 31st July. Meanwhile on 20th July, a new 115 was introduced daily from Kingston through Church Cobham and Ripley to Guildford. AF provided the four buses. This was followed on 27th July by route 112 between Kingston and Weybridge via Esher. Five buses from AF were required for the daily service which only lasted until 3rd January 1922. On 7th September yet another route was introduced, the 113, between Kingston and Lower Kingswood via Sutton. AF provided the three buses, six on Sundays. The allocation was not satisfactory and was moved to AL in October. Whether patronage warranted double-deckers is doubtful, but in any case the low bridges in Portsmouth Road precluded their use.

With the opening of Kingston on 4th January 1922 certain adjustments were made to the routes at the same time that reallocation took place. The 79 was extended daily to Woking whilst the 112 was withdrawn. The 113 was curtailed at Sutton. Two new routes were introduced at this time; the 61 and 62 both ran from Kingston to Esher via the old 112, the former continuing to Chertsey and the latter to Shepperton. Both were operated by B-type single deckers from K and ran at hourly intervals. On 12th April the 61 was extended from Chertsey to Windsor, and on 16th May 1923 the 62 was projected beyond Shepperton to Staines. Over the same period, the B-types were being ousted by new S-type single-deckers. Also on 16th May a new subsidiary garage was opened at Weybridge coded WB. It was the smallest of the General garages, stabling a maximum of eight vehicles outstationed from K. It took over part of the service on routes 61, 62 and 79, and only the country garage at Harefield was smaller in LPTB days. Buses received any major attention at K. After 12th November 1924 the 61 was cut back from Windsor to Staines, and after being renumbered 217 in 1934, it was transferred to the Country area on 6th October 1937, nicely recapturing its route number when it was taken over by the 461. From 17th January 1923 the 113 was extended beyond Sutton to Banstead, and the frequency doubled to half-hourly. The following year saw the opening of Sutton (A) garage and part of the allocation was transferred there.

The Kingston and Hampton Court areas, like the Surrey Downs, were popular with day trippers, and summer services to the frequented spots were profitable for the General. The National Steam Bus had operated a route K from Peckham Rye to Hampton Court on summer Sundays from April 1912. In 1913 it was reintroduced and extended to Hampton Village (White Hart), and during the summers of 1914 and 1915 it ran to Hampton Court as 161, the last day of operation being 10th October 1915. This Company's buses included those operated from its



S265 behind Kingston garage prepares for its trip to Guildford on the 115. *Brian Bunker collection*



LUT tram 297 works through Kingston en route for Hampton Court. *Brian Bunker collection*

garage at Putney Bridge which was taken over by the LGOC in 1920. From the London direction, on summer Sundays from 1920 to 1922, the 30 was extended to Hampton Court, at first from King's Cross and later Highbury, as 30A or 30B. The 14 also came through from Roehampton in the summer, both routes limiting their visits to Sundays initially. The summer programme of 1922 saw route 39 extended from Victoria Station, on Saturdays to Kingston and on Sundays to Hampton Court. Camberwell (Q) are known to have worked some buses on the route. It was withdrawn at the end of August not to reappear. From 1919 to 1922 route 32 was also extended to Hampton Court on Sundays, and was notable in using Cambridge Road and for working the full length of the LUT tram route from Tooting to Hampton Court. The Bus Map for June 1921 states that the 32 would terminate at Wimbledon, and only be extended on Sundays to Hampton Court on 'fine afternoons'. In 1923, on Good Friday 30th March, Sunday route 129 was introduced covering this section from Clapham Common to Hampton Court, operated by Battersea (B). It ran only for that season and then disappeared. During the high summer of 1922, the 73A came to Kingston from Islington on Sundays, running from Stoke Newington the following year. 1923 also saw the 14A working through from Hornsey Rise to Hampton Court, and in 1924 both the 14A and 73A reappeared, also being joined during the high summer by the 73 from Richmond via Petersham to Hampton Court. This created an odd situation in Kingston, whereby both routes left the town for Stoke Newington in almost opposite directions—the 73 via Richmond Road and the 73A via Kingston Hill, the latter by now also working on Saturday afternoons. While most of the extensions were withdrawn at the end of the season, the 73A continued to terminate at Kingston on Sundays.

S512 with WB plates awaits its return journey to Kingston on the 61. *J.F. Higham*

A wet day in Kingston in 1929 sets the scene for K32 on the 171. *W. Noel Jackson*



At the end of 1924, on 1st December, the Bassom renumbering took place. The 73A became 173, and routes generally received suffixes for short workings even if the full route working was exceptional. The 105 became 65 as the number 105 was required for the 5A (Mitcham – Upton Park). From Ealing Broadway, Kingston journeys became 65B, Hook journeys 65A, the plain 65 being reserved for the Leatherhead workings. At this time the frequency was eight buses per hour to Kingston, four running on to Hook, and still only hourly projections through to Leatherhead.

In 1925, the 62 was extended beyond Staines to Burnham Beeches over the Easter weekend 10th, 12th and 13th April, lasting on Sundays until 5th July. Consequently, Staines workings became 62A. Then on 12th August, a new 162 was introduced between Staines and Burnham Beeches on Wednesdays, Saturday afternoons and Sundays, at other times the route only running between Staines and Slough as 162A. From 1st November, the 162 was withdrawn leaving the 162A as a daily operation. However, this arrangement did not last for long, and from 31st March 1926 the 162A was extended from Staines to Leatherhead via Cobham and renumbered 162B. This had an effect on the 61, which had run to Windsor Castle from 12th April 1922 until 12th November 1924, and it was now further cut back to Chertsey. However, from 15th April 1927 the 61 was again extended to Staines, but on Sundays only, the daily route becoming 61D until the whole service was extended to Staines on 18th July 1928. On 8th September 1926 the 162B was reallocated to the new garage at Slough upon its opening, and on 1st March 1933 was transferred to the London General Country Services, being renumbered 462.

Of the summer extensions in 1925, both the 14 and 73 reached Hampton Court on Saturday afternoons and Sundays. During the winter, the 173 was withdrawn on Sundays, but extended on Saturday afternoons to Kingston, this pattern continuing for a number of years.

There seemed to be an irresistible drive of Kingston's single-deckers to get to Chertsey, and on 25th April 1928 a new daily 171 started with a 30-minute frequency via Surbiton, Molesey, Walton and Weybridge. On leaving Kingston it ran via Fairfield West rather than Penrhyn Road. At Easter 1929 a new route 620 started running from Kingston to Guildford on Saturdays and Sundays, the 115 becoming a Monday to Friday operation. It was double-decked and, owing to the low bridges in Portsmouth Road, was routed via the 65 to Hook and then along the Kingston By-Pass. K worked pneumatic-tyred NSs on the 620, borrowed at weekends, probably from R. The 65 continued to use S-types from both K and V, although for the summer of 1929, HW provided Ks and Ss for weekend duties, this only continuing until 9th April 1930.

On 7th November 1928 the terminus of Kingston's routes was moved from the Horse Fair to the bus station in the front portion of the garage. A photograph of the time published in the *Surrey Comet* shows that vehicles parked parallel to the road, entering from the front on one side and leaving by the other. There appears to be no opening between the front and rear portions of the garage. The date when buses started to enter the garage via Cromwell Road and leave by Clarence Street is not known, nor whether any rebuilding was necessary before this pattern became established.

This is an appropriate time to look at the schedules for 9th April 1930:

Route	Terminals	Garage	Type	Number of buses		
				Mon-Fri	Sat	Sun
61	Kingston – Staines via Chertsey	K	S(s/d)	2	8	2
62	Kingston – Staines via Shepperton	WB	S(s/d)	3	3	3
61A	Kingston – Esher	K	S(s/d)	—	—	4
65	Ealing – Leatherhead	V	S	4	14	8
65A	Ealing – Hook	V	S	9	φ	12
65B	Ealing – Kingston	K	S	10	6	—
79	Kingston – Woking	K	S(s/d)	2	2	2
		WB	S(s/d)	1	1	1
113	Kingston – Banstead	K	S(s/d)	3	3	3
		A	T(s/d)	3	3	3
115	Kingston – Guildford	K	K(s/d)	3	—	—
171	Kingston – Staines via Weybridge	K	K(s/d)	—	—	3
171A	Kingston – Walton-on-Thames	K	K(s/d)	—	5	—
171B	Kingston – West Molesey	K	K(s/d)	5	—	2
171C	Kingston – Chertsey	K	K(s/d)	†	‡	—
620	Kingston – Guildford via Hook	K	ST	—	6	6

φ—buses ex route 65
†—buses ex route 171B
‡—buses ex route 171C

The total number of buses from K on Mondays to Fridays was 25, rising to 30 on Saturdays. The ST allocation on the weekend 620 is notable as K did not have any of these, and so they must have been on loan from elsewhere. Ts 43 and 47-50 had been allocated to A for the 113.



Left NS 164, just arrived from Guildford, stands outside its home garage (K) when two-way traffic was possible in July 1929. *W. Noel Jackson*
 Right NS1681 is seen in East Surrey livery, also at Kingston. *W. Noel Jackson*

Left T29, with open rear platform and uninformative indicator, is seen at Staines with an independent's bus behind. *J.F. Higham* Right A new East Surrey bus on the 406 with 49-seat Ransomes body in 1930, later to become ST1097. *Albert McCall collection*



On 20th May 1931 a new route 170 was introduced, running daily from Kingston to Hook (White Hart) via Fairfield West and route 65, supporting the 171 to Surbiton. It was worked by the new STs, also being delivered to K for the 65. The vehicles delivered in April were STs 643/83/84, 752/4/5/8/9/67/8/82, with STs 771/815/6 following in May.

V had only been operating the NS type for a year when it also started to receive STs for the 65. K had acquired the double-deckers, now destined to be the basic vehicle type until 1949. In April 1931, new single-deckers started to arrive at K in the form of LT 'Scooters' 1037/8/49, followed in June by LTs 1107/8/13/9/20. The August schedules show these to be working the 113 and 171. At the same time, A was receiving LTs 1081, 1112/5, also for the 113, and no fewer than 19 T-types were delivered to K, clearing the garage of older vehicles at a blow. The vehicles were Ts 20/2/4/6/8-30/2-4/6/7/9-45, along with T1000-2, the experimental models built at Chiswick. Many of the original Ts left within a few months and a few S-types returned.

The only change during 1932 was the loss of the Sunday service on the 170, but from 1st January 1933 a new daily route numbered 198 was introduced between Kingston and Staines, this time via Sunbury. One-man operated Darts were used, DAs 14/6/9/20/31 arriving at K for the four bus requirement. On 21st June the 171 was withdrawn through Surbiton and rerouted direct to Hampton Court via Hampton Court Road, previously covered only by summer weekend extension. In replacement, the 105 was extended via Bushy Park to Hampton Court, and then on to Kingston via Surbiton. K shared this route with Hounslow (AV) using Ts and LTs respectively, the previous AB allocation being withdrawn. It is notable that for about six months AB had single-deck Ts for the 105, one of the few occasions when AB had single-deckers. On 4th October the 170 was withdrawn, and the 152 was extended daily from Hook to Kingston. K did not work this service, AL working the route with NSs instead, replaced within a few weeks by double-deck LTs.

Meanwhile, changes were taking place in the electric traction. On 22nd May 1926 London United's rails to Hampton Court were used by LCC cars on weekend summer extensions, this situation continuing until the arrival of new trolleybuses on 15th June 1931. The 'Diddlers' were to be a regular feature of Kingston transport for the



An unusual shot of a new LUT Diddler having just crossed Kingston Bridge, in its original livery. *Brian Bunker collection*

next 17 years. The trams ceased to run in Kingston and the completion of the trolleybus conversion programme on 2nd September resulted in four new daily routes:

- 1 Twickenham – Tolworth;
- 2 Dittons – Kingston Hill loop – Tolworth;
- 3 Tolworth – Kingston Hill loop – Dittons;
- 4 Hampton Court – Wimbledon.

Over the next two years, routes 2 and 3 were changed slightly such that the 2 ran from Dittons to Dittons, anticlockwise via the Kingston Hill loop, and the 3 from Tolworth to Tolworth, clockwise round the loop. Certain journeys on the 4 ran between New Malden and Teddington, these later becoming route 5. In 1935, the five routes became 601-605.

Another 'green' route appeared in Kingston on 26th February 1934 when the 418 (Effingham – Tolworth) was extended to Kingston. From 1922 until 1933, the buses on 'green' route 406 had actually been red; the green livery only being introduced by LGCS just before its takeover.

The first express coach service came to Kingston on 17th July 1930 when the Guildford to Charing Cross route was introduced. The Chertsey to Charing Cross route came on 11th October, and a third service started on 31st January 1931 between Sunbury Common and Poland Street. In February, these services were lettered G, C and S respectively. In the re-organisation on 4th October 1933 Kingston retained three coach services—route AC linked Woking with Tunbridge Wells, route C Chertsey and Tunbridge Wells, and route D Sunbury Common and Sevenoaks.

On 3rd October 1934, the newly formed London Transport renumbered many services, all Kingston's single-deck routes going into the 2xx series.

Route number		Terminals	Garage	Type	Number of buses			
New	Old				Mon-Fri	Sat	Sun	
20	620/A	Kingston – Guildford	K	ST	—	6	3	
65	65/A/B	Ealing – Leatherhead	K	ST	8	4	—	
			V	ST	12	26	20	
201	105	Kingston – Lampton	K	LT(s/d)	2	2	2	
				T	1	1	1	
			AV	LT(s/d)	6	7	7	
213	113	Kingston – Belmont	K	LT(s/d)	4	2	3	
			A	LT(s/d)	6	9	8	
214	171	Kingston – Chertsey	K	LT(s/d)	5	7	6	
215	115	Kingston – Guildford	K	T	3	—	—	
216	198	Kingston – Sunbury – Staines	K	DA	4	6	4	OMO
217	61	Kingston – Chertsey – Staines	K	T	2	8	2	
218	62	Kingston – Laleham – Staines	WB	T	3	3	3	} Joint
219	79	Kingston – Woking	K	T	2	2	2	
			WB	T	1	1	1	



Experimental T1001 operating from WB on the 79 to Woking. This vehicle can be compared in detail to contemporary T29. *Brian Bunker collection*



An offside view of experimental brother T1000 after the formation of London Transport and the renumbering of route 79 to 219. *J.F. Higham*



LT167 from Mortlake stands in front of a covered-top NS on route 14 at Vrow Walk, Hampton Court one Sunday in 1932. *Malcolm E. Papes collection*

Experimental Q5 with central engine and centre exit is seen on the 406 working from Leatherhead at Epsom Downs. *J.F. Higham*



AEC Regal T317 on route S was renumbered T401 in the Board's fleet. *J.F. Higham*



A Leyland TS1 coach in the TR class (TR33) after its arrival at Staines garage from a duty on route D. *J.F. Higham*

K's ST allocation was reduced in June 1935 when the Saturday duties on the 65 were lost to V. Another stock change at K took place between March and April 1936 when the entire fleet of ex-Tilling Ts (T307-318) were transferred in. On Good Friday 10th April, another summer Sunday extension appeared bringing Palmers Green (AD) LT double-deckers to the area on the 112. While on the subject of visiting types, it should be noted that NSs were still in charge of the 14 from F and Holloway (J). The 73 brought Tottenham (AR) STLs, and Mortlake (M) LTs on Sundays, while AL made daily visits on the 152, now with STLs. In the latter part of 1935, the 85 had a strange allocation, only 10 buses being shared between Mortlake (M), Hammersmith (R) and Shepherd's Bush (S) during the course of the week, all using LTs. From 2nd November, the Saturday S allocation was replaced by R, and then in March 1936 AF moved in using NSs which were rapidly replaced by STLs. At the same time, M disappeared on Saturdays and was also replaced by STLs from AF.

The full summer programme in 1936 started on 27th May and brought more change. The 152 disappeared from the Kingston area, and the 65 was diverted between Kingston and Surbiton over the 152 leaving Penrhyn Road to the trolleybuses. The 201 was cut back from Kingston to Hampton Court and the AV allocation was withdrawn. Two new routes were introduced at this time, neither entering Kingston except on garage journeys; route 206 ran between Esher and Claygate, worked by one omo DA, while the 255 started between Feltham and Teddington using three new 5Q5s. These were the first oil-engined vehicles allocated to K and comprised Q136/40/2/9/54/6/8. The surplus went onto the 213, and the 201 on Sundays. The 255 lost its Sunday service after only a couple of months, on 26th July.

On 11th April 1936 V took over route 20 on Saturdays, working to and from the Kingston terminus over the 65 routing. Also, route 14 was gaining new buses at last, STLs from F and LTs from J, although by the end of the year the LTs were replaced by STLs.

In December 1936 two 4Q4s (186-7) were repainted red, ex-green, and allocated to Kingston for just three months before returning to the Country area. The 213 only retained Qs for a short time. On 6th October 1937 the 255 was withdrawn and replaced by an extension of the 201, Qs now working the 201 all week. Gradually, the Qs were transferred out of Kingston until by the outbreak of the War only two remained.

Other Qs could be seen in Kingston during those pre-war years. On the 406 the STs from Reigate (RG) and Leatherhead (LH) were augmented by LH's central-entrance double-deck Qs (4 and 5), allocated there when new in August 1934. In the summer of 1937, the two central area double-deck Qs (2 and 3) were transferred to LH.

From spring 1936 onwards, all RG's and LH's non-Q allocations were replaced by new Weymann-bodied forward entrance STLs from the batch 1464-1513. When the Qs went north to Hertford in 1938, all the vehicles on the 406 were STLs. During 1936 the 418 was worked by 4Q4s from LH which, by 1938, had been replaced by elderly Rs (AEC Reliances), themselves having been replaced by the end of the year by Ts. By March 1939 these Ts were replaced by ex—Green Line 9T9s (T403-452).

Routes C and AC were renumbered C1 and C2 respectively on 8th January 1936, and at the same time new daily route K2 commenced between Horsham and Welwyn Garden City, extended on Saturdays and Sundays to Hitchin. The allocation was shared between DS (5 buses) and HF (3 buses on Mondays to Fridays and 5 at weekends). On 9th February 1938 route K2 was diverted via Epsom, and Kingston was served by the new K3 (Horsham to Baker Street). During 1938, the older Ts on the C1 and K3, and the TRs and TDs on route D, were replaced by new 10T10s.

There was a major reorganisation of the single-deck routes in the Kingston area on 6th October 1937. As we have already seen, the 255 was withdrawn, being replaced by a Monday to Saturday extension of the 201 to Feltham as on Sundays. Also, the 214 was withdrawn between Weybridge and Chertsey, and the 219 between Weybridge and Woking. The 217 disappeared completely. These sections of route to the south and west of Weybridge were taken over by the Country department. The 461, previously one-man operated single-deckers running between Walton and Ottershaw, became a longer route from Hersham Green to Staines (daily), extended on Saturday afternoons to Slough Station. The old weekday section to Ottershaw was renumbered 461A. This was accompanied by an increased frequency on the daily 437 from Woking to Addlestone, and replaced the 217 and the withdrawn section of the 219. Both the 437 and 461 continued to be worked by WY, the solitary Cub (C) on the 461 being replaced by 4Q4 and Rs, and the ex-independent one-man Thorneycrofts of the NY class on the 437 going in favour of crew-operated (also ex-independent) Leyland Titans (TD) and Tigers (TR). As we know, both the 437 and 461 were to feature again in the Kingston story some 45 years later.

Also on 6th October, a new local service in Weybridge between The Ship and the station was introduced numbered 219A replacing the country area route 475 (originally an independent operation) which ceased the previous day. The summer extensions of the 14, 73 and 112 also ceased after 5th October.

During the first week of 1938, certain journeys on the 214, 219 and 219A were extended to the Vickers Works at Weybridge. Route changes were now few, but in May 1939 the 112 summer extensions, previously to Kingston, were extended instead to Hampton Court via Teddington and Bushy Park. From 11th June the 219A lost its Sunday service.



Dennis Dart DA12 on route 216 to Kingston in the late 'thirties.
J.F. Higham



T156, the 'odd' 1T1, on route 217 prior to the route's transfer from the Country area and consequent renumbering as 461. *Malcolm E. Papes collection*



Q48 (WY) stands in rural surroundings on route 461A, the number given to the existing 461 after the renumbering of the 217, now operated with a conductor.
J. F. Higham



An ex-Tilling T type (T309) working on the 219 to Woking. *Albert McCall collection*

Route 20 surrendered its Saturday V duties to K from 15th May 1937, only to regain them again on 11th September. From January 1938 AB shared these Saturday duties with K and once more V disappeared. The 65 also saw some allocation change; the usual practice of K losing Saturday duties in the summer and regaining them in the winter ceased in winter 1936 when it saw K's STs only on Monday to Fridays. From 15th May 1937 R provided a small number of LTs on Saturdays, and later, from 5th September, on Sundays only. AF lost interest in route 85 from 15th September when R took over the whole route, and then from 5th January 1938 experimental F provided STLs for the entire allocation. On the Sunday 112s, LTs from AD were replaced by STLs, being joined by Cricklewood (W) STLs from late 1936. In February 1938, the experimental Ts (1000-2) were withdrawn, having spent their entire life at K or outstationed at WB. The last change immediately prior to the War saw the Leatherhead terminus of the 65 moved from The Bull to the garage.

As War clouds amassed, the last peacetime schedules for K on 7th June 1939 were as follows:

Route	Terminals	Garage	Type	Number of buses			
				Mon-Fri	Sat	Sun	
20	Kingston – Guildford (Horse & Groom)	K	ST	—	3	3	
		AB	STL	—	3	—	
65	Leatherhead – Ealing (Argyle Road)	K	ST	3	—	—	
		V	ST	27	34	38	
201	Kingston – Feltham Station	K	LT(s/d)	6	6	6	
			Q	2	2	2	
206	Esher – Claygate	K	DA	1	1	1	OMO
213	Kingston – Sutton Garage/ Belmont Station	K	LT(s/d)	4	2	—	
		A	LT(s/d)	8	10	15	
214	Kingston – Weybridge Station/ Vickers Works	K	LT(s/d)	8	8	8	
215	Kingston – Guildford (Horse & Groom)	K	LT(s/d)	3	—	—	
216	Kingston – Staines (via Sunbury)	K	DA	6	10	10	OMO
218	Kingston – Staines (via Laleham)	K	T	3	2	3	
			LT(s/d)	—	3	5	φ
219	Kingston – Weybridge Station/ Vickers Works	WB	T	3	3	3	
		K	LT(s/d)	1	1	1	
219A	Vickers Works – Weybridge (Ship)	WB	T	—	—	1	
		WB	T	1	1	—	

φ—LTs were not allowed over Walton Bridge.

The vehicles based at Kingston at this time were:

ST	384, 429, 595, 828
Q	110, 115
DA	6, 8, 9, 12, 17, 19, 22, 30, 31, 34, 36, 43
LT	1015, 1020, 1022, 1038, 1044, 1046, 1047, 1064, 1068, 1126, 1127, 1131, 1134, 1135, 1146, 1148, 1151, 1164, 1165, 1177, 1185, 1186
T	1, 30, 310, 313, 315, 316, 317 (these included four buses at WB)



RT147, fairly new but with wartime masking to the windows, reduced blind, white mudguards and reduced headlamps, brings new standards of travel to route 85 and is seen here at Kingston. *W.J. Haynes*



STL(V) in war-time garb was a regular performer on the 65. It remained a petrol-engine 60-seater throughout. *W.J. Haynes*

Today there is controversy over the actual changes which took place in the confused days at the start of the War, and sometimes the records disagree with reality. However, the pattern seems to be as follows—on 29th October 1939 the summer Sunday extensions of the 174 and 73 ran for the last time, and the morning peak hour 73s to Kingston ceased on 31st. According to London Transport records, the first real cutbacks to affect K occurred on Wednesday 6th December when the 214 was withdrawn between Walton and Weybridge, and the 219 lost its evening service along with the journeys to Vickers Works on Mondays to Fridays. The 215 was cut back from Guildford to Ripley, and introduced on Saturdays and Sundays. The 20 had operated for the last time on the previous weekend. But here is the conflict, for the changes to the 20 and 215 may *not* have occurred at that time.

To explain, it must be understood that on 29th September STLs 1637/83, 1721/2 arrived at K from AF, and K's four STs went to Hanwell (HW) for store. So we can presume that the 65 (Monday to Friday) and 20 (Saturday and Sunday) became STL from 30th September. This reallocation was the forerunner of a scheme to withdraw virtually all the STs from the Central area and to replace them with the larger capacity STLs and LTs. On the last day of October a further stage was effected and V lost all its STs, replacing them with oil-engined STLs. This did not last long, and on 14th November V lost the STLs and received back STs as London Transport realised that they had cut back too deeply. K lost its four STLs to HW on 29th November, and so on the weekend of 2nd/3rd December there were no double-deckers at K to work route 20. Another official source indicates the last weekend of the 20 as being 30th September/1st October; a local advertisement in the *Surrey Comet* supports this view.

The possibilities seem to be as follows: route 20's last day of operation was 1st October and K had no use for its STLs after 17th as the schedules show no K duties on the 65 from 18th October. The 215 may or may not have operated at weekends after 1st October, and in any case the 415 did work between Ripley and Guildford at that time. The surplus STLs may have worked unscheduled extras on the 65 from 18th. On the other hand, if the last day of operation of the 20 was 3rd December, then K had no double-deckers for the 20 after 28th November. Did they borrow double-deckers for that last weekend, or did they use single-deckers? All this leaves AB's rôle undecided.

During the first few weeks after the outbreak of War, K received extra 5Q5s, and on 1st November all the remaining single-deck LTs were replaced by 5Q5s thus converting the 201, 213 and 214. Another type to disappear was the elderly DA class which was replaced by new CRs (K being the first garage to receive them). CRs 2-11 and 19 were delivered in September and October. To help out until delivery was completed, two Cubs made redundant at M were employed. K also had a couple of double-deckers allocated at that time, no doubt to help with the evacuation.

On 5th December WB operated buses for the last time, Ts 43, 310, 313 and 315 being the last to work, and K took over all duties on the 218, 219 and 219A from the next day.

From 3rd January 1940 a modest reflation of services took place. Single-deck LTs reappeared and the Qs started to drift away, while an ST allocation was introduced on the 65 from K. If we now compare the schedules over this period we see the following:

Route	Garage	Type	18th October 1939			Type	3rd January 1940		
			Number of buses				Number of buses		
			Mon-Fri	Sat	Sun		Mon-Fri	Sat	Sun
20*	K	ST	—	3	3		—	—	—
	AB	STL	—	3	—		—	—	—
65	K		—	—	—	ST	6	7	—
	V	ST	31	31	25	ST†	31	31	25
201	K	Q	6	6	8	Q	6	6	8
		LT(s/d)‡	—	2	1	LT(s/d)	—	2	1
206	K	CR	1	1	1	CR	1	1	1
213	K	LT(s/d)‡	4	—	—	LT(s/d)	4	—	—
	A	LT(s/d)	9	13	6	LT(s/d)	9	13	6
214	K	Q	5	7	5	Q	5	7	5
215	K	LT(s/d)‡	3	—	—	T	2	4	2
216	K	CR	4	6	6	CR	4	6	6
218	K	T	2	3	3	T	5	8	5
		LT(s/d)‡	—	3	5		—	—	—
	WB	T	3	3	3		—	—	—
219	K	LT(s/d)‡	1	1	1	LT(s/d)	3	3	2
	WB	T	1	1	—		—	—	—
219A	WB	T	1	1	—		—	—	—
	K		—	—	—	LT(s/d)	φ	φ	—

*—assuming route 20 was operating at this time.

φ—buses ex route 219.

†—STL from 31st October until 14th November.

‡—Q or T after 1st November.

After these changes the War period was a relatively quiet one compared with elsewhere in London. The schedules for summer 1940 show the 5Q5s on the 201 being replaced by single-deck LTs, while route 214 reverted to single-deck LTs from the winter schedules. From 20th November 1940 the 213 was altered to the form known for many years with buses alternating to Sutton Garage or Belmont Station. Both the 213 and 215 increased in frequency as the war progressed.

On 12th February 1941 the 219A was withdrawn and the 219 received some additional journeys to the Vickers Works. The bridge at Walton-on-Thames precluded the use of single-deck LTs on the 218 which was largely worked by Ts. The frequency gradually increased and the route was busy enough, at least on short workings, to be double-decked had not a tunnel existed on the Portsmouth Road. Between Long Ditton and Esher the 216 was also trying to cope with increased use, and from 1st January 1941 K provided two Ts on Mondays to Fridays (four at weekends) on the short workings from Kingston to Sunbury. From 1st July 1942 the route became completely crew-operated with single-deck LTs leaving the 206 as the sole omo route at K. From 25th March 1942 certain journeys on the 206 during Monday to Friday peak hours were extended to Lower Green, but these ceased on 15th May. A delayed Christmas present on 30th December 1942 was the extension of route 206 on weekdays from Esher to Imber Court.

From 14th May 1941 K worked double-deckers on a second route when the 214 was partially converted. Three STs were required on Mondays to Fridays and Sundays with one additional on Saturdays, these workings on the section to West Molesey. On 29th October the last single-deck LTs were taken off the 214 and the route was completely double-decked. It was renumbered 131 and the allocation became 6 STs on Mondays to Saturdays and 7 STs on Sundays.

On route 65, V sent 40 STs to Middle Row (X) in exchange for petrol engined STLs on 27th May 1942, K continuing to operate STs until May 1945 when a Sunday allocation was added to the weekday one.

Moving to summer services, K worked a Sunday-only 203 between Epsom and Chessington Zoo from 13th April 1941 until 19th October. It reappeared in 1942 on 29th March, working on that date and 3rd, 5th and 6th April after which all summer extra routes were withdrawn. The allocation in 1941 was one T, while one single-deck LT was employed on its limited 1942 operation.

The summer extension of the 14 on Saturday afternoons and Sundays, and the 73 on Sundays to Hampton Court reappeared for the 1940 season. In 1941 both routes ran again, but not on Saturdays, and in 1942 only the 14 ran, on the same dates as the 203. The 14 had brought RT2s to Kingston from F since May 1940 and these marvellous new vehicles appeared on the 85 from June 1941. The 73 had been using the old LTs from Tottenham (AR) since October 1939 when the STLs were replaced.

Not all of the CRs were allocated to service when new, and by 1942 the shortage of spares became a serious problem and the class was withdrawn. From May 1940 a few Cubs had worked from K, and on 1st May 1942 Cs 85/6/9-91/4 joined them thus eliminating the last CRs. After July the Cs only worked on the 206.

In 1942 London Transport was instructed to repaint grey all buses running to the Vickers Works to make them less conspicuous from the air. This affected WY as well as K, and LTs 1018/52/83/9, 1166/92 were so treated, and may have appeared on other routes out of K. They were repainted red late in 1944.

During the war the 406 continued between Kingston and Redhill but an interesting experiment took place. At the start of the war five STs (132, 1100, 1105, 1119 and 1125) were converted to producer gas operation, these buses working from LH on the 406 and 408. On route 406, these buses were restricted to the section between Kingston and Epsom Downs, initially two buses running only on weekdays with two being added later on Sundays. These worked from March 1940 until April 1941. The main service continued to operate with STLs, although rear-entrance STLs had largely replaced the forward-entrance ones.

The direct link to Guildford was reinstated from 2nd April 1941 when the 418 was extended from Effingham to Guildford. LH operated 11T11s after the 'ambulancing' of the 9T9s. With the extension to Guildford the 4Q4s returned with Guildford (GF) providing a minority allocation. The route was cut back again from 16th January 1946, however, when the section from Guildford to Preston Cross was withdrawn and the service double-decked. With the introduction of double-deckers STs appeared and the operation by GF ceased.

At the outbreak of war all Green Line services were withdrawn. Route C1 was reinstated on 13th March 1940 with a half-hourly service from Tunbridge Wells to Weybridge, alternate coaches running on to Chertsey. As the C2 was not reintroduced the route letter changed from C1 to C, and on 4th December it became 20, running between Chertsey and Victoria. On 18th December the old D returned between Staines and Victoria, renumbered 21. Both the 20 and 21, and the C, were worked by 10T10s. Between June and October 1941 STLs appeared on the 21 from Staines (ST), but the route then reverted to 10T10s. Green Line route 15 (Dorking to London via Kingston) commenced on 18th December 1940 using six 10T10 coaches from LH. All Green Line services were again withdrawn on 30th December 1942 due to the need to conserve diesel oil and did not reappear for a further 3½ years.

There were no changes to the trolleybus routes 601-604 during the war, but the 605 was altered frequently, becoming Saturday-only in November 1939, gaining a Sunday service in April 1940, and a Monday to Friday service in May 1940. From then on the Sunday service came and went and Fulwell often failed to observe the schedules. The 601, 602 and 603 were worked only by 'Diddlers' but an occasional C1 trolleybus appeared on the 604 and 605. The experimental trolleybuses 61-63, and war rebodies 1565A and 1587A also worked on the 604.

Kingston was at the centre of the Pay-as-You-Board (PAYB) experiments, and K operated RT97, STL1973 and STL2284 on the 65. RT97 ran from January until March 1946, STL1973 from October 1944 until the following March, and STL2284 from October 1945 until April 1946. Route 65 was chosen as it served seven railway stations, four major shopping centres, and both dense residential areas and the countryside. Fulwell operated PAYB trolleybuses on the 604 through Kingston, 61 running as such from March to October 1945, and 378 from December 1945 until March 1946.

Left The experimental trolley 61 as used in the Pay As You Board experiments on route 604 in the later War period. *W. J. Haynes* Right STL1973, seen here at the Argyle Road terminus of route 65, was also involved in PAYB experiments from Kingston garage. *Charles F. Klapper*





RT97 during its Pay As You Board stint from Kingston in 1946. *Malcolm E. Papes collection*

Peace was seen to have returned when on 25th May 1946 the 14 was extended to Hampton Court on Saturday afternoons and Sundays, though now numbered 14A. The 73 extension did not return, and although the 112 was extended to Hampton Court again, it now ran via Teddington rather than Kingston. The first weekend in October saw the withdrawal of the 14A for the winter, but it reappeared on 3rd May 1947, running all day on Saturdays and lasting rather late until 9th November. In 1948 and 1949 it ran from 8th May until 17th October, and from 16th April until 23rd October respectively.

From 11th September 1946 the 206 became crew-operated using the new 14T12s, so that one-man operation from K ceased for near on 20 years. On 9th October the 206 was extended daily to Hampton Court Station. The 14T12s appeared first in May and those allocated to K were: T724, 726, 728, 729, 736, 738, 740-3, 745, 746, 750-8. T719 the first numerically, also soon arrived at K having been first allocated to Uxbridge (UX). Though likely to appear on any route except the 218 south of Walton-on-Thames, the Ts mostly worked on the 206, 215 and 219.

The Green Line services returned on 8th March 1946 when route 716 started between Hitchin and Chertsey, followed on 3rd April by the 718 between Windsor and Epping. Two services started on 1st May—the 717 from Welwyn Garden City to Woking and the 714 from Baker Street to Dorking. Only the 714 was worked by TFs, the remainder using 10T10s. The allocations were:

- 714 Dorking (DS)
- 716 Hitchin (HN) and Addlestone (WY)
- 717 Hatfield (HF) and Addlestone (WY)
- 718 Windsor (WR) and Epping (EP)

As youthful enthusiasts we boys regrettably paid more attention to the new buses than those about to be withdrawn. The first RT3s to be seen in Kingston were those on the 14A which replaced STLs from J. F continued mainly with RT2s although a few RT3s were also to be seen from 1948. V was also early in getting RT3s for the 91, working through to Chessington Zoo on the 65s at weekends. The old STs on the 418 gave way to roofbox RTs 627-638 during 1948, then in 1949 the 406 received new non-roofbox RTs 1064-1082 from both RG and LH. The 200 new green RTs into the Country area during 1948/9 resulted in many green STs coming to Central area to cover shortages; V received a number, even painting a few red. K also acquired a couple of green examples. 1949 was an interesting year for new RTs; having become accustomed to non-roofbox RTs, suddenly new examples from Saunders and Craven appeared with the 'lighthouses'. Further north, the 9 and 73 were being converted at M, and AR was introducing RTL to the 73.

Hired coaches were not uncommon around this time, helping out the vehicle shortages. Among those noted in the Kingston area were:

Route	Garage	Vehicle	Owner	Route	Garage	Vehicle	Owner
65	V	MMT 508	Garner's	218	K	JPK 871	White Star
65	V	JPK 498	White Star	218	K	DUU 715	Cosy Coaches
65	V	JPK 872	White Star	219	K	JPL 163	Ben Stanley
131	K	KJ 1863	Ashford Belle	406	LH	BXT 602	Bookham Saloons
213	A	OY 2574	Bennetts	406	LH	LPB 749	Green Luxury
213	A	GBY 85	Bennetts				



Ashford Belle's Commer Invader leads a line-up of hired coaches for routes 131 and 218 ready for the rush hour at Kingston in 1947. Alan B. Cross



STs 346 and 362 ready for service on route 131 on 11th April 1948. J.H. Aston



ST77 (V) with its uncommon 'Camel Back' indicator lays over at Leatherhead on 6th June 1949. Alan B. Cross

K also used single-deckers on their double-deck routes, the 131 being the more common. Alan Cross records LTs 1037, 1173, 1186 and TD76 on the 131 and LT1059 on the 65 between 1947 and 1949.

"Surely the 65 must get new vehicles next week!" was our constant thought, but only did the RTs appear at weekends. Even so, RTs 778, 902, 2207, 2208, 2273 worked occasionally through Kingston, buses which carried experimental equipment of one sort or another. Then, a shock, one Saturday when a friend and I saw RTL501 on the 65. What a strange radiator! And where were the other 500? Meanwhile, the STs were getting in a terrible state, bodies sagging and engines backfiring tremendously. Oil-engined STLs started to appear at K for the 65 late in 1948, and ultimately STLs 925, 945, 953, 1752, 2055, 2255 provided the vehicles for the six duties. Then, oil STLs started to appear from V replacing the petrol versions which were fading faster than the STs. Old favourites like STL1 and ST4 were soon gone. In late September 1949 came RTL388, a loan from R we thought, but followed in quick succession by RTs 1236, 1238, 1240, 2256, 2358, 2359. These turned out to be loans from Chiswick, turned over to V for a day or so to cover a dire shortage before being sent to Leyton (T). Soon after, I was passing through Kingston on a trolleybus and saw RT1487 on the 131 displaying Walton-on-Thames. We should have realised, as RT68 had been on training duties at K for a couple of weeks earlier. The new vehicles were RT1243 (Saunders), RT1487/8 (Cravens) and RT2353-7 (Weymann). Two weeks later a further batch of RTs arrived at K completing its double-deck allocation and thus converting the 65. This batch comprised RTs 1246, 1251, 1253, 1492-4, 2372-4.



Brand new Craven RT1494 at Kingston outside the oft-photographed background of Fyffes.
J.H. Aston



RTL563 new into service was typical of the MCW bodied RTLs allocated to Turnham Green garage for a short time.
Alistair Duffus collection



RTWs first worked through Kingston on route 14A during the second RTW Availability Tests and RTW179 is seen here waiting at Hampton Court.
J.H. Aston

A few days earlier, RTL557-9 (MCW) and RTL389 (Park Royal) had appeared from V, and within weeks the full delivery was RTLs 388-399, 401-404, 407-436 (Park Royal) and 557-569, 571, 573, 574 (MCW). Another new type of vehicle was to be seen in Kingston just before Christmas when, after RTW171 as the trainer, RTW180-189 were delivered for the 85. The 85 had had a short period of glory earlier in the summer when RTs 1175, 1182, 1451-3, 2236-43 appeared to replace RT2s taken onto training duties, but after less than two months the RT3s had moved elsewhere.

New single-deckers had also delighted the eye during 1949. In February TD66 had appeared and between March and May TDs 70-80, 90, 91, 93-96, 98, 99 followed. They were used on all routes but especially the 216 and, until late 1950 when most of the second batch left, the 201. This was a period of constant change as 1T1s and single-deck LTs went to Marshalls for rebuilding. As far as K was concerned, both types returned in the modern all-red livery, whilst Chiswick overhauled some of the rest retaining the old livery. Gradually, as 1950 progressed, 1T1s gravitated towards Kingston for the 218 and the new 264, both of which required the lightweights for Walton Bridge. The single-deck LTs, which had been at K for almost 20 years, departed, but were still to be seen in Kingston on the 213 from A. A number of converted Ts were allocated to K, along with most of the ex-Tilling Ts (307-318). As the 100 TD class were entering service in London, green 1/7T7/1s (T207-306) became common, and one or two were even painted red. We were puzzled by T369 which had a T7/1 body and registration JH3701. T391 puzzled us even more with registration JH32, and its body seemed taller than the rest. Only later did we discover that it was an ex-Bucks Express coach, and T369 was ex-Watford Omnibus Co., two of the few independents still left in service. Gradually all the old Ts were replaced by TDs only leaving 1T1s for the Walton Bridge services. Weekend loans included 5Q5s all the way from Sidcup (SP) and 9T9s from RG, used both by K and A on the 213. K was very short of space, and on a Sunday morning buses would be parked bonnet to tail all along Cromwell Road and Hardman Road, and down Wood Street, with the lay-by at Kingston Station and the car park in Wood Street both full. 20-seater CRs complete with a conductor would help out and there was the day that we heard rumour that a Cub had arrived. We had almost given up when out of the garage came C91, with conductor, for a short journey to Walton-on-Thames on the 218. The next day it was banished to Hornchurch (RD).

London Transport had announced that generally only a few buses would be available to start new routes at this time, and then only serving new housing estates, and it was not until 1950 that the situation improved. On 11th January 1950 route 71 was introduced to serve the Tudor Estate (a 'just pre-war' estate where the author lived at this time) and the Ham Estate (just post-war). The service ran daily between Kingston and Richmond *Lower Mortlake Road* requiring five STLs, thus restoring the class to K. The five vehicles were STLs 711 and 825 from AB, and 816, 848 and 1638 from Harrow Weald (HD) displaced by new RTWs. It will be recalled that the number 71 was originally given to the service between Ealing and Surbiton before 1914, which then became the 105, and then the 65.

Meanwhile on the trolleybus front, a batch of Q1s (1765-1841) took a whole year to deliver, and seemed enormous compared to the Diddlers which they replaced. They first appeared on the 604 and 605, then the 603 and 601 and finally the 602. As well as the Diddlers, this meant the departure of experimentals 61-63.

The schedule books for 26th October 1949 summarize the state of the post-war programme:

Route	Terminals	Garage	Type	Number of buses		
				Mon-Fri	Sat	Sun
65	Leatherhead Garage – Ealing (Argyle Road)	K	RT	8	—	5
		V	RTL	52	52	50
71 ϕ	Kingston – Richmond (Sandycombe Road)	K	RT	—	9	—
131	Kingston – Walton-on-Thames	K	STL	5	5	5
201	Kingston – Feltham Station	K	RT	8	15	8
206	Kingston – Feltham Station	K	TD	8	8	8
213	Claygate – Hampton Court Station	K	T	5	5	4
		K	LT(s/d)	9	14	11
215	Kingston – Sutton Garage/Belmont Station	A	LT(s/d)	17	20	18
		K	T	—	2	—
216	Kingston – Ripley	K	T	13	14	12
218	Kingston – Staines (via Sunbury)	K	TD	12	12	16
		K	T	—	6	—
219	Kingston – Staines (via Laleham)	K	T	17	17	9
	Kingston – Weybridge Station/Vickers Works	K	T	‡	‡	4

ϕ —from 11th January 1950

‡—buses ex route 215.

The need for loans on Saturdays can clearly be seen, the allocations in any case were not strictly adhered to.



D15 from Merton (AL) helping out on a weekend duty on the 65, standing next to an LT on the 213 in Kingston Bus Station.
Alan B. Cross

If an enthusiast today looks into a garage on a summer Sunday or Bank Holiday it is almost full, but that was not the case in the late 'forties and early 'fifties. At that time there was insatiable demand for public transport to visit the day tripper magnets. Hampton Court was such a centre with as many as 70 scheduled buses on the 14A with many extras as well. The 65 was a very busy route offering the choice of Chessington Zoo or the Surrey Hills around Leatherhead. Although scheduled at 58 buses from V and five from K, on hot summer Sundays the actual number of buses was much higher. One particular fine day in 1949 I recorded 82 from V, although some of these were loans from R. K reached 17, with K10 upwards being covered by single-deck Ts and LTs, with even LT113, K's open-back trainer appearing to take a load! R operated up to eight vehicles between Kew Green and Chessington, and later in the afternoon demand was so great that Shepherd's Bush appeared with four LTs. Though they were not observed that particular day, AL usually worked about six Daimlers between Kingston and Chessington Zoo. These AL drivers did not know their way to the Zoo and so they used to lurk down Cromwell Road until they were waved down by an inspector to follow a V or a K bus. That particular Sunday about 120 buses were observed on the 65; these buses, of course, met the 72As coming down the By-Pass also bound for the Zoo. How different from the Zoo service today!

The first weekend in May 1950 saw the usual summer extensions and the previous Wednesday, 3rd, saw the start of new route 264 as already mentioned. It ran between Hershams and Sunbury via the Walton Bridge and required four low-weight Ts on Mondays to Fridays with two extra at weekends. At the same time, the 71 was reallocated to AB prior to which the occasional K RT substituted for STLs, RT1246 being the very first one. However, at AB substitutions by an SRT, actually intended for the 90/B, were very common. In September the 71 became RT operated using secondhand RTs 1282, 1283 and 1342 from F, RT1819 from accident repair at Chiswick, and one full-blinded new RT, 1907, the only such example in the area for some time.



TF69 (DS) represented yet another type of single-decker opposite the Bus Station in Kingston before the route was extended. Alan B. Cross



CR30, complete with a conductor, helps out on route 218 in October 1948. Alan B. Cross



Above Ex-Green Line coach T514, still in green livery, exemplifies the 10T10s as shown here on the 218. Alan B. Cross



LT1159 on route 216 one dismal day in 1948 typifies the LT 'Scooter' class. Alan B. Cross



Q13, a typical 4Q4 bound for Ripley on the 215 shows off its minimum fare boards. Malcolm E. Papes collection



'Tail' T391, an ex-Bucks Express coach, waits ready for its return to Kingston on the 218. *D. W. K. Jones*

Below Left TD76 (K) substitutes for a double-decker in June 1949 and shows its smart Mann Egerton body soon after delivery. *Alan B. Cross*

Below Right 1834, one of the Q1 trolleybuses replacing the Didders in 1950-1. *Brian Bunker collection*

The winter schedules commencing on 11th October brought a new route, the 65A, running between Ealing *Argyle Road* and the new Copt Gilders Estate at Chessington. The allocation was mixed between RTs and RTLs from V.

1950 also saw a shortage of single-deckers for the Central area. TD deliveries had ceased and Ts and LTs were still being withdrawn, while some of the rebuilt ones were out of service being fitted with oil engines from scrapped STLs. So the Country area came to the rescue. Due to double-decking some 4Q4s had been made surplus and these came to K enabling other vehicles to be reshuffled. Two trainers arrived in January, and then in April the bulk began to arrive. The red ones could be divided into two categories—Qs 8, 44, 53, 65 and 85 still red from West Green (WG) days in 1948, though having been in the Country area since; and Qs 6, 16, 20, 21 and 26 which had been repainted red during overhaul in 1950. Two of these, 16 and 21, had been green at K before going to overhaul. Some Qs stayed green, and some were officially allocated to K, but others were officially loans from RG though staying at K. There were transfers in and out, but when the class was withdrawn in 1952 there were still 17 working from K. Hunks of rope held open the passenger doors which were not allowed to remain closed when in motion while in the Central area. Some green Qs acquired red driving mirrors, while some red Qs received green front wheels. Anything went!

The first weekend in May 1951, 6th, saw another summer extension in addition to the 14A. This time the 112 was again extended to Hampton Court, but once more via Kingston as it had been during the 1939 season, now using RTs from AC. From 27th June the 71 was extended to Hammersmith bringing R RTLs to share the route on Saturdays, and providing a much more frequent service on Sundays using M RTs. The 152 was extended from Hampton Court to Feltham Station, and the 201 was cut back to Hampton Court. STLs once again were allocated to K for the Monday to Friday work on the 152, although enough spare RTs were found on Saturdays. From the same date, the 264 was extended to Kingston via Hampton Court. These changes affected the schedules as follows:





Kingston regained STLs for the 152 workings including STL1262 which had been rebodied twice—once with an ST-type body but now with a standard STL one. *Alan B. Cross*



ST771 after the 71 duties had been transferred from Kingston to Twickenham garage. *Alan B. Cross*

Route	Terminals	Garage	Type	Number of buses		
				Mon-Fri	Sat	Sun
71	Kingston – Hammersmith (Brook Green)	AB	RT	8	4	—
		R	RTL	—	4	—
		M	RT	—	—	13
152	Feltham Station – Mitcham (Cricketers)	AL	D	14	18	25
		K	STL	3	—	—
			RT	—	3	—
201	Kingston – Hampton Court Station	K	TD	4	4	4
264	Kingston – Hershams Green	K	T	6	6	4

Gradually, the RTLs at V were being replaced by new RTs with full blinds, disappearing altogether during July and August when RTs 2602-30, 2632-6 (Park Royal) and RTs 4207-12 (Weymann) entered service. Also during 1951, F replaced the RTWs on the 85 with RT although later in the year the RTWs reappeared on Sundays. From 17th October, K lost its Saturday duties on the 152.

Even before the Green Line RFs had been put into service, some 10T10s were overhauled and repainted red before transfer to the Central area where they replaced older single-deckers as a stopgap measure before red RFs could be delivered. Between August 1951 and January 1952 37 Ts were overhauled and converted, and the following month saw three more repainted without overhaul. Also to K came some standard unmodified 10T10s. Whether the whole business was worthwhile is doubtful, as both the overhauled and non-overhauled, red or green, had gone within two years. Apart from a deliberate attempt to replace 4Q4s, 9T9s and 11T11s, the transfers were evenly spread among the garage, and K officially received Ts 470, 485, 489, 536, 557, 579, 580 painted red, and other green ones as well.

As for the Green Line services themselves, on 30th September 1951 route 714 was extended to Luton to absorb the 727, also receiving a Luton (LS) allocation of TFs. RFs appeared on the 716 and 717 in February 1952 with the 714 receiving them later in the same month. March saw the 718 converted also, so that within 60 days the TFs had disappeared and the 10T10s were to be seen only as reliefs. On 1st July of the following year, a new route was introduced numbered 725 between Windsor and Gravesend via Kingston, Croydon and Bromley. It was allocated to Northfleet (NF) and Staines (ST), and was such an immediate success that although RFs were allocated, 10T10 reliefs were very common.

The week commencing 14th May saw the reintroduction of the summer extensions of the 14A and 112. However, the most important change to affect the Kingston area was the opening of the new Norbiton garage (NB) to relieve the extreme problem of accommodation at K.

So we arrive at a convenient point at which to leave the Kingston story. We shall continue with the details of the changes upon the opening of Norbiton in the next issue, and bring the story up to the present day.



Only the 1T1s could work the new route 264, and T44 leads RT313 (V) out of Kingston's central business district.
Malcolm E. Papes collection



Full blinds here for Turnham Green's RT2089 on route 65A in May 1951.
Alan B. Cross

APPENDIX

Classification and Notes on single-deck vehicles mentioned in the text

Numbers	Dates new	Classification	Body Detail	Notes
T CLASS (AEC REGAL)				
1-37, 39-50	Dec 1929-Jan 1930	1T1	B30F LGOC	Originally with rear platform but rebuilt over the years.
156	Jul 1930			Some reconstructed by Marshal of Cambridge in 1949, those remaining unrebuilt given oil engines from STLs in 1950.
207-306	Dec 1930-Feb 1931	1/7T7/1	C30F Duple, Weymann or Ransomes	Demoted to buses in 1938/9. All remained petrol. Some operated in the Central area after the War but most remained in green livery.
		11T11	B30F Weymann	Rebodied in 1938 with ex R class bodies new in 1938. Oil engines fitted. Most repainted red between 1939 and 1946.
307-318	Aug 1932-Oct 1932	3T3	B30F Tilling	Ex-Tilling in 1933. All petrol.
403-452	Mar 1936-Jul 1936	9T9	C30F Weymann	Green Line coaches demoted to buses in 1939. After the War some operated in the Central area but always green. Oil engines.

453-718	Jan 1938-Mar 1939	10T10 or 10T10/1	C30CF LPTB C34F LPTB	Green Line coaches. Some repainted red and reclassified 10T10/3. Many remained green but operated in the Central area. Always 30-seaters as buses. Oil engines.
719-768	Apr 1946-Nov 1946	14T12	B35F Weymann	Later downseated to 33 or 32. Oil engines.
769-798	Mar 1948-Sep 1948	15T13	B31F Mann Egerton	Always green but later a few operated in the Central area. Oil engines.
1000-1002	Jul, Nov, Dec 1931	1CB1	B29F LGOC	Experimental vehicles built at Chiswick—not AEC Regal. Petrol engines.
Q CLASS (AEC Q)				
6-105	Jul 1935 Jan 1936	4Q4	B37C	All delivered to the Country area and soon resealed to 35.
	Jan 1936		Birmingham	In late 1936 five were repainted red in the
186-187	Jul 1936		Carriage & Wagon Co.	Central area until March 1937. Many were converted to Green Line, but all reverted to country buses. In 1948 seven were painted red, and five more in 1950. From 1950 green ones also worked in the Central area. Oil engines.
106-185	Mar 1936-Sep 1936	5Q5	B37F Park Royal	All intended for Central area, thus no doors, but 27 went to the Country area returning to red between 1938 and 1949. Oil engines.
LT CLASS (AEC RENOWN)				
1001-1050	Jan 1931-Dec 1931	1LTL1	B35F LGOC	All delivered to the Central area except the last two which were LGCS transferred to the Central area towards the end of the War. Some rebuilt by Marshall of Cambridge in 1949. The latter plus some unrebuilt ones fitted with oil engines from STLs in 1950.
1052-1136		1LTL1/1		
1138-1201				
1428-1429	Aug 1932	2LTL3 "Scooters"		
TD CLASS (LEYLAND TIGER PS1)				
1-31	Dec 1946-Mar 1947	1TD/1	B33F Weymann	Oil engined. All red and bodies identical to T719-768. Later resealed to 32.
32-131	Oct 1948-Oct 1949	1/1TD2	B31F Mann Egerton	All red and oil engined. Later resealed to 30. Bodies identical to T769-798.
CR CLASS (LEYLAND REC)				
2-49	Sep 1939-Feb 1940	2CR2	B20F LPTB	All except CR12-17 were red on delivery. Some did not enter service until after the War. Oil engine at rear.
C CLASS (LEYLAND CUB KPO3)				
2-75	Apr 1935-Sep 1935	2C2	B20F Short Bros.	Originally delivered to the Country area. Some repainted red in 1942 to replace CRs. All returned to the Country area. Oil engined.
77-98	Apr 1936-May 1936	1/2C2	B20F Weymann	Central area Cubs. Oil engined.
DA CLASS (DENNIS DART)				
1-32	Apr 1930-June 1930, Oct 1930-Apr 1931	1DA1	B18F LGOC	Red. Petrol engined.
33-40	Dec 1932-Feb 1933	2DA2	B18F LGOC	Red. Petrol engined.
41-42	May 1933	3DA3	B17F LGOC	Red. Petrol engined. Special narrow bodies.
43-45	Jan, May, Aug 1933	1/1DA1/1	B20F Metcalfe	Acquired from Romford & District in 1934. Petrol engined.

Note: To allow 20 standing passengers, seats were arranged in a longitudinal pattern during the War on many single-deckers. Not all returned to normal afterwards. The reduced seating was as follows:

1T1	—29 seats	10T10	—29 seats	1LTL1/1	—30 seats
3T3	—28 seats	11T11	—27 seats	4Q4	—32 seats
1/7T7/1	—no change	1LTL1	—30 seats	5Q5	—33 seats

All Change in Harlow



The express bus and coach routes from Harlow were revised from 12th May and renumbered in a new 500+ series. SNB90 works through Passingford Bridge on the new 500 to Romford (previously the 339) while SNB88 is seen in Epping High Street on the 502 – the new number for the 702 to Walthamstow. *Ramon Hefford*





At first, the coaches which had previously worked on the Green Line routes were retained and saw some operation on the new network. RB128 was caught here at the Wake Arms, Epping Forrest on the 502, while the same vehicle at Crooked Billet represents the new service introduced between Harlow and Walthamstow via Waltham Abbey and Waltham Way, previously unserved. *Ramon Hefford*



The 329 service between Harlow and Waltham Cross was again taken over by London Transport, in a slightly modified form, and numbered 254. Worked by Loughton garage, to whom the 254 number is not unfamiliar, SNB represents the new operation here at Epping Forest. *Ramon Hefford*

Summer Days Out



The extension of the 116 to the Thorpe Park Leisure Centre is proving popular with passengers, and Hounslow's LS122 is seen near Thorpe Park in April. It will be recalled that summer extensions are not new to the 116, and in crew days Old Windsor was a traditional destination. *Ramon Hefford*

In the east, route 206 has been extended beyond Chigwell to serve Abridge and Epping Forest. Seen here one warm afternoon at Theydon Bois, LS162 heads for St. Margaret's Hospital. *David Stuttard*





Selkent's coastal services seem to be welcomed by passengers showing that the car is not in total control of days out. At first, the 604 to Brighton was worked by Plumstead's two TEs, 112 and 113, as shown here on the Orpington By-Pass, but now the service tends to see normal red bus operation. The 605 runs to Folkestone, although the blind prefers to keep its option open, and Sidcup's T567 climbs a picturesque Gorse Hill near Farningham. *Ramon Hefford*



It is interesting to note that the London Transport seaside services seem to number after similar excursions previously operated by Obsolete Fleet Ltd. Upon their liquidation, Metrobus Ltd have provided similar excursions and here in Waltham Road RP40 works their 600 Coastal Service. *Ramon Hefford*



Odd Men Out



An extremely rare working of an RML on route 1 occurred on 21st May when RML2722 was caught on film here at Aldwych, the first recorded such working. *Colin Fradd*

Metrobuses are now making fairly regular appearances on the 88, working alongside DMs and, of course, RMs and RMLs. Turning here at Parliament Square on 29th May, M900 makes an evening peak trip to Mitcham. *Ramon Hefford*





Sidcup garage have retained their six Metrobuses despite the completion of the comparison tests with Titans. The first reported working of a Metrobus on the 299 took place on 17th June when M800 was captured at Green Street Green. The chances of future such appearances are slim as the route is due for early withdrawal in October after only eight months. *Ramon Hefford*



London Country's P class make occasional appearances on Green Line work, and here in Kingston P1 makes a short working to Cobham on 31st May. *Ramon Hefford*

Below Left Route 719 has been visited by double-deckers in recent years, but the first workings of LR's occurred on 19th May when a number were observed. LR52 passes through Kilburn bound for Hemel Hempstead late in the day. *Ramon Hefford*

Below Right Enthusiasts discovered a further operation of RMC4 on Green Line work only after the event on 5th May which saw its use on the 712 between Harlow and Epping. A distinctly empty-looking RMC4 speeds along Epping Road which could perhaps have brought in extra revenue if an announcement had been made earlier. *Clive Hyam*



New Links in the West



Changes on 2nd June saw the provision of a new link between Perivale and Ealing Broadway via Perivale Lane by route 297 on Mondays to Saturdays. On Sundays, when the 297 does not operate, a bifurcation of route 79 from Aperton covers the roads. It might have been expected that the Sunday service would be renumbered 79B to avoid confusion with the weekday service to Harlesden. Here at Argyle Road we see former Airbus M432 on the 297 on the first day, Ramon Hefford while at Castlebar Hill M235 represents the Sunday 79. Colin Stannard





A new service between Willesden Garage and St. Raphael's Estate serves the Park Royal Asda and Harlesden and carries the number 205. M1 inaugurated the service with its specially-made blinds and is seen here in previously unserved Brentfield Road. *Ramon Hefford*

Another new service on low frequency is the 274 to the Willowtree Estate where five journeys on Mondays to Fridays (four on Saturdays) are now diverted, buses carrying yellow blinds as shown by M33 in Ruislip Road East. *Ramon Hefford*





Perivale was to lose the 195 service which was instead diverted at Southall to run to the Ealing Hospital. M81 turns here inside the hospital grounds. *Ramon Hefford*

Left To replace the withdrawn 273, route E2 was extended beyond Greenford to Ruislip Station (and Ruislip Lido on Summer Sundays). This restores the link between Brentford and Ruislip which was provided by the 97 until the introduction of the E-routes in 1969 under the Reshaping Plan. M482 heads for its summer objective at the southern end of the route – Syon Park. *Colin Stannard* **Right** A new 'E' route to be introduced on 2nd June was the E4. Taking over the Grove Park service from the E3, it runs via Acton and Gipsy Corner to Park Royal Asda where M174 is seen arriving. *Ramon Hefford*



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