

# London Bus Magazine

Number 50

Autumn 1984



London Omnibus Traction Society



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# London Bus Magazine

**Editorial** 43 Meads Court, Carnarvon Road, London E15 4LB  
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**Front cover:** Most of the night bus routes now carry black on yellow intermediate blinds, and although reasonably legible during daylight hours, they are not particularly suitable for night use. An experiment is being undertaken to reverse the colours and thus improve the problem. Here at the Green Man (Leytonstone) we see one of the new routes, the N76, which itself is being further extended to Wanstead from 26th/27th October. *Mike Harris*

**Back cover:** There are now sixteen ColorBuses in the London Country fleet, with a similar number of the UniBus (wrap-round) style livery. The first double-decker to receive the ColorBus livery in 1983 was AN160 which received the National Holidays livery in the same style adopted by most other National Bus Companies. AN160 has been based at Watford Garage since its repaint, and this view was taken on 30th December 1983 in Leverstock Green Road, Hemel Hempstead. An interesting feature of National Holidays vehicles is that the skirt should accord with the normal fleet colour of the operator, but in London Country's case an error was made and poppy red applied! However, in September 1984 the bus was undergoing a works overhaul and it is intended to repaint the skirt into leaf green. *David Stewart*

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**EDITOR MIKE HARRIS**

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**ASSISTANT EDITOR (HISTORICAL) MALCOLM PAPES**

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**PRODUCTION MANAGER JAMES WHITING**

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**SUBSCRIPTIONS MANAGER DAVID CATTELL**

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# Around and About

## London Regional Transport

On 29th June London Regional Transport came into being, following Royal Assent to what is now the London Regional Transport Act. The new authority, LRT, is responsible to the Secretary of State for Transport, and succeeds the former London Transport Executive; since 1970 LTE had operated the bus and Underground networks under the general policy and financial guidelines of the Greater London Council.

The Secretary of State for Transport, Mr Nicholas Ridley, has announced the four initial tasks he has set for LRT:—

- To improve bus and Underground services for London within the resources available and to make the service more attractive to the public;
- To reduce costs, including fraud, and the call on taxpayers' and ratepayers' money and generally secure better value for the community;
- To involve the private sector in the provision of services where that is more efficient and to make better use of publicly owned assets, including the sale of public assets which are no longer required;
- To promote better management through smaller and more efficient units with clear goals and measurable objectives.

The Secretary of State has set LRT's prime financial target: to reduce the level of revenue support from the ratepayers and taxpayers to £95 million in 1987/88 (compared with £192 million in 1984/85). He requires improved efficiency to make a large contribution to achieving that target.

Present fares will be maintained until the end of 1984 at least. The Secretary of State has made it clear that after an initial increase to strike a fairer balance between travellers and ratepayers he then expects a broadly stable relationship to be maintained between fares and prices generally.

LRT will set up, probably from April 1985, subsidiary companies to run the London Underground and London's red buses. Services will be open to competitive tender, with LRT deciding what needs to be provided and other operators, as well as LRT's own subsidiaries, being given the opportunity to bid to operate those services, under contract and to LRT's specification.;

The Secretary of State has also announced new arrangements to promote closer co-ordination between London Regional Transport and British Rail, directed by a top level London Passenger Transport Group comprising himself and the LRT and BR Chairmen. At the first group meeting, agreement was reached on extending the successful Travelcard concept to BR services in London, through the introduction of a new range of combined rail, bus and Underground tickets for regular passengers, based on the existing LRT Travelcard zones. Further details of the new tickets will be announced later, prior to their introduction early in 1985.

## Fares increase soon?

At the time of going to press, there was much speculation about plans for a fares increase. Although LRT say there are no firm proposals at present, there is talk of an increase from 6th January 1985 averaging 9 per cent. It is expected that the present bus fares of 20p, 50p and 70p would be increased to 25p, 55p and 80p respectively, no change being made to the 30p and 40p fares. Child fares could rise from 10p to 15p. At the same time the present Sunday maximum fare of 30p would be abolished. A new one-day pass, valid in either the inner or outer zones, or both, aimed principally at shoppers is also possible.

## David Quarmby to leave LRT

David Quarmby, Managing Director of London Buses, joined the Board of J. Sainsbury plc at the end of October with responsibility in due course for distribution. David Quarmby has been with LT since 1970; he joined the Board in 1975, became Managing Director, London Buses in 1978 and was recently appointed to the Board of LRT.



The 198 and 198A were again extended beyond Thamesmead from 28th July, this time to Lower Belvedere via the new bridge at Picardy Manor Way. T1017 here at Harrow Manor Way works on the Saturday 198A on the first day of the extension. *Ramon Hefford*

The long awaited extension of the 184 over Telegraph Hill eventually started on 1st September, when the bus-activated barrier at Pepys Road was brought into use. Passing the curious 'Buses exempted' signs in Pepys Road, we see T961 heading for New Cross on the first day of operation. *Ramon Hefford*





The 606 to Eastbourne is another of the successful Selkent Coastal services, and T980 was caught here in Downham on 8th July.  
*Colin Stannard*

### Photocards for Children

All children aged 14 or 15 who travel by bus or Underground now require photocards to obtain child fares, or purchase Red Bus Rovers, or One-Day Travelcards. The scheme, introduced on 3rd September, is part of LRT's campaign against fraudulent travel. An estimated £6 million is lost every year through abuse of the child fares concession by young adults. The photocards are available from all post offices and sub-post offices in the area served by LRT.

### Changes to travel concessions for pensioners and handicapped persons

From 24th June pensioners and handicapped persons have been able to use their permits until 1 a.m. on London's buses. But from 3rd September, the earlier starting time of 9 a.m. on Mondays to Fridays for handicapped persons reverted to 9.30 a.m. LRT said that the scheme is operated to the London Borough's Association specification, and if the LBA do not wish the scheme to operate until 9.30 a.m. then they cannot continue the earlier start.

### Green Line cutback

At the end of September two major Green Line services were withdrawn. The 755, a two-hourly service linking Crawley to London (jointly operated with Southdown), has lost all but one peak hour return journey between Crawley and Croydon. The other service, the 760 between Heathrow Airport and Northampton, was a joint operation with United Counties. Neither the 755 nor the 760 had any direct replacements, although a single return shoppers' facility has been provided on three days a week from Hemel Hempstead as far as Milton Keynes.



Titans are now flooding into Selkent District to replace Routemasters on a number of routes. Recent conversions have included trunk routes 47 (TL) and 141 (NX) as shown by T1026 in Lewisham and T1039 in Harringay. *Ramon Hefford* The Catford allocation on the 180 between Lewisham and Lower Sydenham, soon to disappear when the 181 takes over, has also seen Titans at work and here at Bellingham T832 heads for the southern terminus. *Colin Stannard*





The Olympians at work on the 170 have made their share of appearances on other Stockwell routes – the 44 and N87. Here in Nine Elms Lane L1 shows the nearside of the class, and the positioning of the side blind. *Ramon Hefford*

On 25th August RMs made their last appearance on the special 69 service to and from the Powerboat Grand Prix at Silvertown. The Sunday and Monday operation was by Titans and by the time the service returns next year, if it does, the service will be one-man operated daily. RM1625 is seen in Silvertown Way. *Ramon Hefford*





The experiment to deter parking at certain bus stops on route 13 is shown in this picture taken at Finchley Central. *Ramon Hefford*

To reduce the number of heavy vehicles crossing Hammersmith Bridge, a special bus-only access was constructed for buses as shown in operation here. *Ramon Hefford*





Ramblers' buses this year included the 327 at Hemel Hempstead and the 452 at Sevenoaks. SNB184 represents the former in pleasant surroundings at Aldbury Common, *Ramon Hefford* while SNB257 at Ide Hill portrays the latter. *Richard Godfrey*



Another commuter service from Hemel Hempstead is the 769, TP1 being caught at Bennetts End on 27th June. *Richard Godfrey*



London Country's equivalent of Selkent's 606 service is the 794 on which pre-booking is not necessary. RB61 passes through Catford on its way to Eastbourne on 15th July. *Colin Fradd*



**Left** The new Olympians to Harlow garage are represented here by LR58 on the T1 in Abercombe Way in June. *Richard Godfrey* **Right:** The exchange of routes with Eastern National saw the numbers 47/A/B retained for the new London Country services, and SNB229 picks up a passenger here at Matching Green on 27th June. *Richard Godfrey*



London Country blinds and route numbering seem to get worse! The new T7A route runs in an anticlockwise loop while the T7C operates in the reverse direction, and SNB72 illustrates the former at Rundells. As for putting via points on a number blind, the destination on the 'via blind', and then to leave the destination blank, one tends to ask why? AN55 shows all this, and how illegible the route number, T2, becomes. *Richard Godfrey*



**Left** The 472 from Sevenoaks to White Hart Wood lasted only from May until August due to almost non-existent loadings, SNB117 is seen in Ashgrove Road, Sevenoaks. *Richard Godfrey* **Right** The free bus service to Asda at Booker is numbered 903 and worked here by AN233. *Richard Godfrey*



A particularly interesting working on London Country is the operation on route 350 of a TD which on alternate nights stays at Hertford having worked from Crawley on the 765. TD21 was caught at Bishops Stortford on 14th August. On other days, the duty is usually worked by an SNB, but on the previous day TP7 was in use, also seen in Bishops Stortford, and the 350 is likely to be the only bus route to be worked by both a TD and TP.  
*Clive Hyam*



### New bus and coach maps for London Country

A new issue of maps appeared in June, one for the north area and one for the south, featuring brief details of places of interest, along with a detailed map of central London showing all commuter coach services. As in the previous issue, local town services on the main body of the maps are not shown, nor are the infrequent Green Line coastal services, but virtually everything else is including the country bus routes, commuter coach services and 'odd-day' operations.

### New style bus guides from LRT

The first of the new local timetable books has appeared for the Hounslow area. Entitled 'Get Up and Go', it gives a great deal of local information on places of interest, schools, libraries, parks etc which was not available in previous issues of local timetable books. It is distributed free to all households in the area. Four more issues should appear over coming months for the Barnet, Edgware, Kingston and Walthamstow areas.



London Regional Transport was quick to correct the legal ownership on buses by the application of stickers over the old title 'London Transport Executive', most buses throughout the fleet being so treated over a matter of days. *Paul Carpenter*



An advertising campaign for Colt 45 lager has resulted in an interesting L-shaped advert in which the impression is given of an offside staircase when viewed from the front offside as shown on RM1212 at Vauxhall. *Colin Stannard*

The DAF coach which is undergoing trials with London Country was displayed at the Crawley bus rally on 1st July. It carries a livery of dark green and light green as normal for Green Line. *Colin Fradd*



#### Corrections to LBM49

Page 12—The crew operation of certain 21A journeys is in the evening, not as stated.

Page 41—Route 254 took over *part* of route 329 between Harlow and Waltham Cross, and the vehicle illustrated was LS228.

Page 46—Route 297 does *not* run via Perivale Lane although this was implied in official LT information. The road reconstruction which enabled buses to cross the Western Avenue involved the closure of Perivale Lane to through traffic.

Finally, we wrongly accredited the 600 Coastal Service on page 43 to Metrobus Ltd. It has been pointed out that these trips, previously worked by Obsolete Fleet, are now run by London Pride Sightseeing, and RP40 is a fairly regular performer. We apologise to all concerned for the misunderstanding.

#### London Bus Magazine No. 50

This is a specially enlarged edition to commemorate our 50th issue which coincides with the 20th anniversary of the formation of the London Omnibus Traction Society, founded in 1964.

# Buses for Night Owls

## A review of the changes to the Night Bus Network introduced on 13th/14th April 1984

During 1980 London Transport commissioned a team of consultants from the Transport Studies Unit (TSU) of Oxford University to examine the demand for night bus services in London, appraise the operation of the existing network, and make recommendations based on their findings about how the services offered might more closely and efficiently match demand. Their report was published in October 1981.

The basis of the Oxford report was a series of surveys carried out in 1981. The data so obtained was passed to London Transport in mid-1982 and was used in the formation of the LT alternatives. Both studies took as their starting point the assumption that there is a demand for a night bus network separate to a large extent from the normal day routes, to take account of the different pattern of travel during the night. However, the resultant proposals took divergent courses, the Oxford solution being a radical restructuring of the entire network, while the LT approach one of modifying the existing service.

The main Oxford recommendations were increased one-man operation, an improved Saturday night service, a central focal point for all night routes, the adoption of clockface headways, and the restructuring of the network to one of a dense system of short routes. The LT proposals incorporated all except the last of these points, preferring instead a network of longer, less frequent (but still clockface) services. Even this, though, is in accord with the Oxford findings that the majority of demand emanates within seven miles of Charing Cross—most of the LT network is contained within this radius and along similar route corridors to those suggested by the Transport Studies Unit.

Since the Oxford surveys were carried out, routes N29 and N80 had been introduced and routes N89, N95, N98 and N99 had been converted to one-man operation. Also since publication of the report was the abolition of child fares on night routes, the introduction of Travelcards and, most significantly, of Saturday night operation on all night services from 28th October 1983.



Two new services worked by Victoria garage are the N2 and N11. Both were originally operated by DMSs normally found on the Sightseeing Tour during the day, as shown by DMS2328 here at West Norwood 'Thurlow Arms'.  
*Bob Turner*

## The Oxford Report

The Transport Studies Unit undertook investigation on three fronts:

- i) origin and destination surveys of existing passengers;
- ii) interviews with members of the public; and
- iii) interviews with staff.

In the cases of i) and ii) in-depth questioning produced a picture of age range, socio-economic grouping, reason for use (or non-use) of night buses, etc. Through its survey results, the Unit was able to identify areas of high actual and potential demand, the times of peak demand through the night and the nature and frequency of trips being made (i.e. work/non-work).

The report highlighted certain well-known deficiencies in the existing system, viz the poor service on Saturday nights, the irregular times of operation, and the adherence to a route network based on a demand pattern up to fifty years old. It also suggested that there should be a central focal point (Trafalgar Square) for all night routes, the abolition of child fares on night routes, and increased one-man operation. One other suggestion was the introduction of a "Night Rider" ticket valid for a specified period on all night services (including staff buses), but the case for such a ticket has largely disappeared with the increased use of Travelcards.

The Unit suggested two courses of action. One was to leave the existing night bus network unchanged, and to introduce later starting and finishing times on the Underground—and the other, a more radical alternative, was for a network of nine routes crossing central London, each on a half-hourly frequency and extending only five miles from Trafalgar Square; beyond this five mile limit a demand-responsive taxi scheme would operate. The nine routes proposed by the Unit were:-

- N1 Fulham Broadway—Greenwich;
- N2 West Ham—Shepherd's Bush;
- N3 Stratford—Cricklewood;
- N4 Hackney—Hammersmith;
- N5 Stamford Hill—Tooting Bec;
- N6 Putney Bridge—Wood Green;
- N7 Muswell Hill Broadway—Brixton;
- N8 Hampstead Heath—Dulwich;
- N9 Willesden Garage—Wandsworth.

The Unit's basic premise for the adoption of this network was that 60 per cent of night bus passengers do not travel more than five miles from Charing Cross, and that those who do have trip destinations and origins too diverse for a rational network of routes to serve them efficiently. The Unit felt that a taxi-type operation would be the best method of providing a service to a widespread low-demand area.



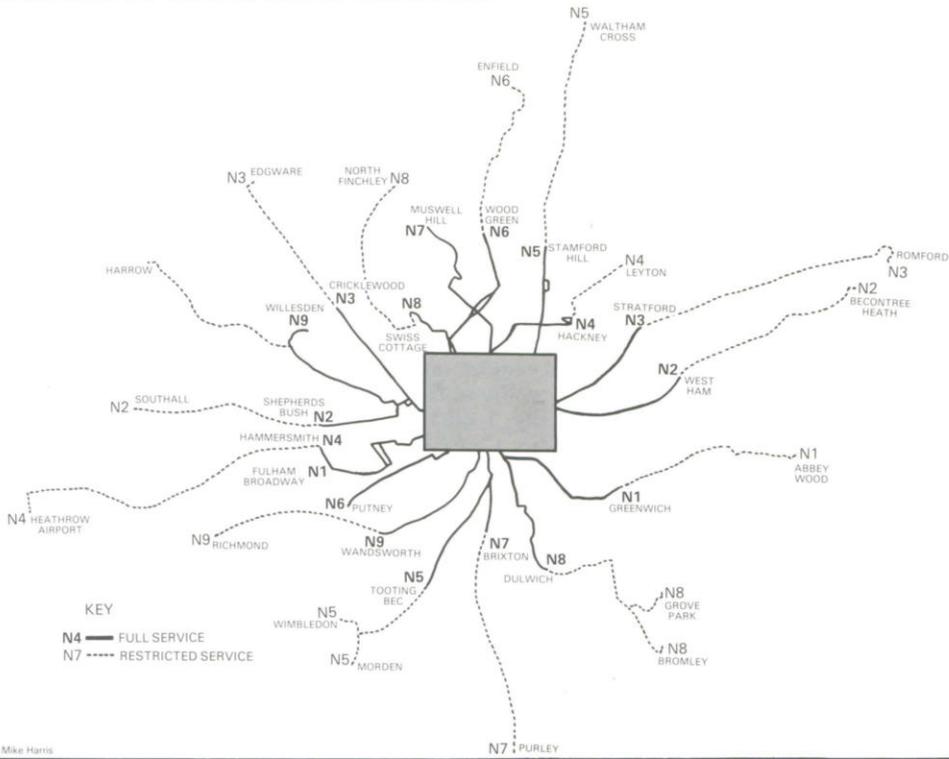
With the appearance of Metrobuses on the Sightseeing Tour, Ms were soon to be found on the N2 and N11 making the Fleetlines shortlived on the nighters. M1044 pauses here at Chelsea 'World's End' when new. *Russell Upcraft*



Finchley garage also started two new night routes; the N13 provided a completely new facility and here at Finchley Central in early morning sunshine we see M587, *Mike Harris* while the existing night operation on the 221 was renumbered N21 and extended to Trafalgar Square where M579 waits for custom. *Malcolm Papes*

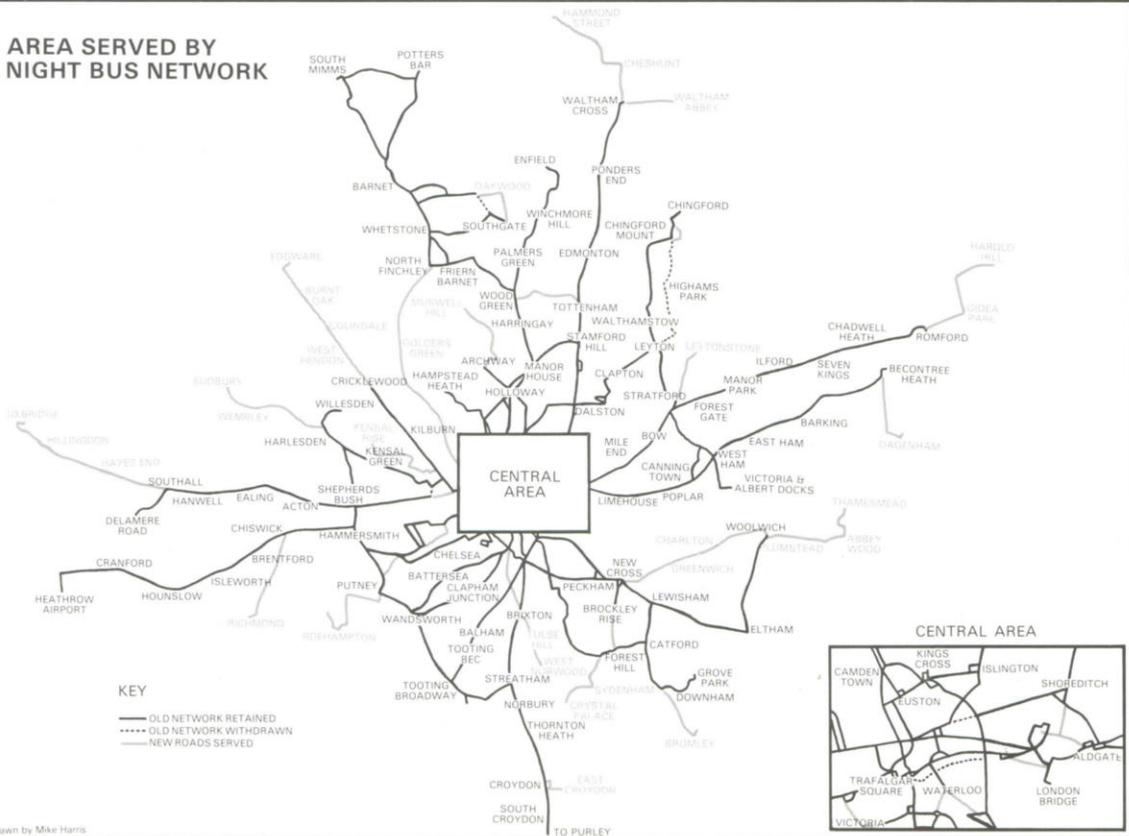


# NIGHT BUS NETWORK PROPOSED BY TRANSPORT STUDIES UNIT



Drawn by Mike Harris

# AREA SERVED BY NIGHT BUS NETWORK



Drawn by Mike Harris

The report assumed that all existing passengers would be retained, although there must be considerable doubt about this, as a single taxi ride for a passenger's entire journey could well be more attractive in terms of comfort, speed and economy than a trip where a transfer is involved. This choice would affect 40 per cent of night bus passengers, who are by virtue of the length of their journeys at least as important in revenue and passenger-miles terms as the 60 per cent whose journeys are wholly within the five mile radius of Charing Cross. Since most of the 40 per cent will be paying the maximum fare, either in cash or through the pre-paid equivalent, they will provide roundly 50 per cent of night bus revenue, and any reduction in this could well lead to a reduction in day bus revenue. Surveys taken in 1971 showed that 80 per cent of night travellers (bus, train, taxi, car) have journeys up to ten miles from Charing Cross, which indicated a sizeable and untapped market for night buses. The TSU proposals did not present a more attractive alternative for these travellers.

In addition to these reservations with the proposals, a number of fundamental problems exist in assuming that taxis operate the connecting service:

- 1) The certainty of getting a cab—suburban night travellers will be aware of the difficulty of finding a taxi in the early hours. Bus passengers would presumably be expected to wait for a taxi to arrive at the interchange point having made their phoned request, as it seems unlikely that taxis will wait at these points on the off-chance of a passenger. In addition, there must be some doubt about a taxi driver's willingness to take a solitary passenger from, say, Tulse Hill to Purley with little chance of a return fare.
- 2) The capacity of a cab—this is obviously limited, which could present problems if more than one cab is required, in that passengers would have to organise themselves so as to optimise the use of the cabs. This leads on to:
- 3) Fares—presumably the cost of the cab would be shared between the passengers. Unless each cab driver is paid a flat rate by each passenger (and perhaps a retainer by LT) passengers will find that their fares vary according to how many passengers are actually sharing the cab. This would result in fluctuations in fares from night to night; indeed, during the course of one night similar journeys could be charged totally different fares. In addition, it is not clear at what point in the journey the fare will be paid, as it is not until the final passenger has alighted that the total cost of the trip will be known.
- 4) Inbound passengers—the report took no account of the inherent problems in the taxi system for passengers travelling towards central London from outside the five mile limit. There is clearly little chance of shared taxis carrying passengers to the interchange point, given the diversity of starting points. Any passenger using a taxi would automatically have to pay the full taxi fare, which would almost certainly result in their not using the night bus at all, but rather using the taxi for the full journey.

As an alternative the TSU suggests that LT itself run the taxi network. Even then, all the above problems would remain, unless the vehicles were timetabled to meet each night bus arrival at the interchange point—but this would still not resolve point 4. However, the cost of co-ordinating the operation and the resources of staff and vehicles involved suggest that it would be more efficient simply to run longer, regular, standard night bus services than, in effect, eighteen Dial-a-Bus networks.

With either of these alternatives the question of passengers travelling wholly within the "taxi zone" (perhaps 10 per cent of all journeys, according to the survey data) is left unanswered, but it is clear that these passengers would be lost to LT. Despite these arguments against the taxi proposal, there could well be advantages in joint arrangements between LT and minicab operators based at strategic suburban centres on night bus routes, and this is likely to be pursued.

## The LT Approach

This recognised many of the faults in the traditional network as identified in the Oxford Report, but set out to resolve them by modifying the network rather than adopting the more radical solution, with a view to winning additional traffic while causing the minimum of disruption to existing passengers.

As noted earlier, some of the recommendations of the Oxford Report had already been introduced, notably the introduction of a full Saturday night service and the withdrawal of child fares after 2200. The other major objectives of the LT proposal were to introduce more one-man operation and clockface headways, unless there were sound reasons for not doing so. The cost of introducing clockface headways, on the existing route network, often resulted in an inefficient schedule. The next stage was to examine ways in which these additional resources could be saved, or used more efficiently and economically. This frequently entailed linking routes, or extending services to centres of perceived demand outside the existing network, such as Bromley or Muswell Hill.

Beyond these fairly orthodox amendments to the system, the next stage is to consider any remaining significant gaps in the route map where there is evidence of demand, shown either by the origin and destination survey, or more obvious gaps where the socio-economic nature of the area suggests that a latent demand could exist, and how the operation might be tailored to meet these needs.



Some services were split into two in order to serve new areas. Part of the N91, itself withdrawn in October, became the N18 running out to Sudbury where M77 arrives at dawn, while certain N97s gave way to route N27 and diverged at Kew Bridge, crossed here by M145, to serve Richmond. *Mike Harris*



Lengthy discussions with the Unions resulted in a number of modifications to the proposals, and the date of implementation was twice deferred, once from 4th February and again from 3rd March. The package was eventually introduced on the night of 3rd/4th April. All the new services were one-man operated, and all existing routes were converted to omo with the exception of the N29, N93 and the Inter-Station night bus. These retained two-man operation for the time being as this gave a more efficient operation. The improvements saw the introduction of twelve new services:

- N2 Trafalgar Square to West Norwood Station via Victoria, then route 2B;
- N11 existing night service on route 11 but diverted between Trafalgar Square and Victoria via Piccadilly Circus and Hyde Park Corner, and extended from Hammersmith to Shepherd's Bush;
- N13 Trafalgar Square to North Finchley via route 13;
- N14 Farringdon Street to Roehampton *Danebury Avenue* via route N97 to South Kensington, via route 14 to Putney Bridge, then Dover House Road;
- N18 Aldwych to Sudbury via route N91 to Harlesden, then route 18;
- N21 existing night service on route 221 but extended from Holborn Circus via route N98 to Trafalgar Square;
- N27 Liverpool Street to Richmond via route N97 to Gunnersbury, then route 27;
- N74 Trafalgar Square to Bromley North Station via revised route N85 to Catford, then Bromley Hill;
- N76 Trafalgar Square to Leytonstone *Green Man* via route N98 to Bank, then Liverpool Street, Aldgate and route 10;
- N77 Trafalgar Square to Plumstead Station via revised route N85 to New Cross, then via route 177. Two early morning journeys further extended to Thamesmead *St. Paul's Church* via route 272;
- N78 Trafalgar Square to South Croydon *Swan & Sugar Loaf* via revised route N85 to Elephant & Castle, route 109 to West Croydon, then double-run to serve East Croydon Station;
- N79 Lewisham to Archway Station via existing night service on route 185 to Victoria, then via revised route N92;



At Peckham, half of the N85 service was rerouted to Bromley and numbered N74, while the N86 was extended beyond Brockley to Crystal Palace. T980 and T906 represent the new operations here outside Canada House. *Malcolm Papes/Mike Harris*





Another new route to serve New Cross is the N77 which took over from the limited Saturday night operation on the 177. Two early morning journeys are extended beyond the normal terminus at Plumstead out to Thamesmead where summer sunshine catches T890 as it circles the terminus.  
Mike Harris

Of the existing services, ten were extended beyond their traditional termini to serve new areas:

- N82 extended from New Cross via revised route N86 to Trafalgar Square, then via route 6 to Kensal Rise Station. At the eastern end of the route, the normal terminus became Eltham *Well Hall Station* with two early morning journeys on Sundays continuing to Woolwich. However, on Friday and Saturday nights an additional bus was used to provide a shuttle service between Lewisham and Woolwich, connecting off route N85 from central London. Scheduling difficulties on this route prevented a through service from running in the northbound direction and buses from Eltham connected at Trafalgar Square onto starting buses to Kensal Rise;
- N83 extended from Tottenham via route 243 to Wood Green;
- N86 extended from Brockley Rise via route 122 to Crystal Palace. Also rerouted eastbound via Strand and Fleet Street instead of Victoria Embankment;
- N89 extended from Southall *Town Hall* via route 207 to Uxbridge with one journey retained to Southall *Brent Road*. Also rerouted direct via Bayswater Road instead of Paddington Station, and east of Oxford Circus via Charing Cross Road, Trafalgar Square, Aldwych, Kingsway, Holborn, New Change and Cannon Street to Monument, then to London Bridge or Liverpool Street. Outward journeys from Liverpool Street routed via London Bridge;
- N90 extended from Waltham Cross via route 279 to Hammond Street, and one southbound journey routed via Waltham Abbey for staff use. Withdrawn between Victoria and Pimlico;
- N92 extended from Archway Station via route 41 to Crouch End, then route W7 to Muswell Hill Broadway, also extended from Trafalgar Square via route N90 to Pimlico;
- N94 extended from Cricklewood Garage via route 32 to Edgware Station;
- N95 extended from Becontree Heath via route 175 to Dagenham *New Road*. Also rerouted between Bank and Aldgate East via Liverpool Street, Bishopsgate and Commercial Street;
- N96 extended from Waterloo via County Hall and Westminster to Trafalgar Square, and also extended from Leyton *Baker's Arms* via Walthamstow Central and route 97A to Chingford Station. The single journey via Highams Park was abandoned;
- N98 extended from Romford Market via route 87 to Harold Hill *Dagnam Park Drive*.

The remaining changes affected four routes:

- N80 rerouted to serve Oakwood Station;
- N84 withdrawn—partly replaced by alterations to route N95;
- N85 rerouted eastbound via Strand and Fleet Street instead of Victoria Embankment;
- N87 revised to run from Trafalgar Square via Westminster to Kennington, then existing route N87 via Tooting Broadway to Streatham Common.

Nine routes were not physically altered, but timetable changes did take place on most of them—N29, N68, N88, N91, N93, N97, N99, 220 and Inter-Station. In addition, certain journeys were extended beyond their normal terminus for meal break purposes to Victoria (routes N74, N76, N77, N78, N83, N85 and N86) or Liverpool Street (N14 and N18). The journeys to Victoria on route N82 were operated out of service owing to the complex arrangement of the timetable, and the journeys to Victoria on route N87 leave line of route at Kennington and run via Vauxhall Bridge Road, while those from Trafalgar Square run out of service. The following table gives the old and new allocations:

## PREVIOUS NIGHT BUS NETWORK

REVISED NETWORK FROM  
13th/14th APRIL 1984

Route	Terminals	Allocation Mon-Fri nights	Sat nights	Sun nights	Terminals	Allocation Mon-Fri nights	Sat nights	Sun nights
N 2	.....				Trafalgar Square—West Norwood	GM 1 DMS	GM 1 DMS	GM 1 DMS
N11	.....				Liverpool Street—Shepherd's Bush	GM 2 DMS	GM 2 DMS	GM 2 DMS
N13	.....				Trafalgar Square—North Finchley	FY 2 M	FY 2 M	FY 2 M
N14	.....				Liverpool Street—Roehampton	AF 3 M	AF 3 M	AF 3 M
N18	.....				Liverpool Street—Sudbury	AC 1 M	AC 1 M	AC 1 M
N21	.....				Trafalgar Square—North Finchley	FY 1 M	FY 1 M	FY 1 M
N27	.....				Liverpool Street—Richmond	V 2 M	V 2 M	V 2 M
N29	Trafalgar Square—Enfield Town	WN 1 M	WN 1 M	WN 1 M	Trafalgar Square—Enfield Town	WN 2 M	WN 2 M	WN 2 M
N68	Liverpool Street—Wandsworth	WD 2 M	WD 2 M	WD 2 M	Liverpool Street—Wandsworth	WD 1 M	WD 1 M	WD 1 M
N74	.....				Victoria—Bromley North Station	PM 2 T	PM 2 T	PM 2 T
N76	.....				Victoria—Leytonstone	WH 2 T	WH 2 T	WH 2 T
N77	.....				Victoria—Thamesmead	NX 2 T	NX 2 T	NX 2 T
N78	.....				Victoria—South Croydon	BN 3 DMS	BN 3 DMS	BN 3 DMS
N79	.....				Lewisham—Archway Station	WL 3 T	WL 3 T	WL 3 T
N80	Potters Bar—North Finchley	PB 1 M	PB 1 M	PB 1 M	Potters Bar—North Finchley	PB 1 M	PB 1 M	PB 1 M
N82	Woolwich—New Cross	NX 1 T	NX 1 T	NX 1 T	Woolwich—Kensal Rise Station	NX 4 T*	NX 5 T	NX 4 T*
N83	Trafalgar Square—Tottenham Garage	SF 1 M	SF 1 M	SF 1 M	Victoria—Wood Green	SF 1 M	SF 1 M	SF 1 M
N84	Victoria—Becontree Heath	PR 1 T	PR 1 T	PR 1 T	Victoria—Grove Park	PM 3 T	PM 3 T	PM 3 T
N85	Trafalgar Square—Grove Park	PM 4 T	PM 4 T	PM 4 T	Victoria—Crystal Palace	PM 2 T	PM 2 T	PM 2 T
N86	Trafalgar Square—Brockley Rise	PM 3 T	PM 3 T	PM 4 T	.....			
N87	Trafalgar Square—Tooting (circular)	BN 3 DMS	BN 3 DMS	BN 3 DMS	Trafalgar Square—Streatham Garage	SW 3 DMS	SW 3 DMS	SW 3 DMS
N88	Liverpool Street—Wandsworth	SW 3 DMS	SW 3 DMS	SW 3 DMS	Liverpool Street—Wandsworth	WD 2 M	WD 2 M	WD 2 M
N89	Liverpool Street—Southall	HL 3 M	HL 3 M	HL 3 M	Liverpool Street—Uxbridge	HL 4 M	HL 4 M	HL 4 M
N90	Pimlico—Waltham Cross	AR 3 RM	AR 3 RM	AR 3 RM	Victoria—Hammond Street	EM 2 M	EM 2 M	EM 2 M
N91	Liverpool Street—Willesden Garage	AC 1 M	AC 1 M	AC 1 M	Liverpool Street—Willesden Garage	E 2 M	E 2 M	E 2 M
N92	Trafalgar Square—Archway Station	HT 2 DMS	HT 2 DMS	HT 2 DMS	Pimlico—Muswell Hill Broadway	AC 1 M	AC 1 M	AC 1 M
N93	Victoria—Hampstead Heath	HT 1 DMS	HT 1 DMS	HT 1 DMS	Victoria—Hampstead Heath	HT 2 DMS	HT 2 DMS	HT 2 DMS
N94	Liverpool Street—Cricklewood Garage	W 2 M	W 2 M	W 2 M	Victoria—Hampstead Heath	HT 1 DMS	HT 1 DMS	HT 1 DMS
N95	Victoria—Becontree Heath	BK 2 T	BK 2 T	BK 2 T	Liverpool Street—Edgware Station	W 3 M	W 3 M	W 3 M
N96	Waterloo—Chingford Mount	T 2 LS	T 2 LS	T 2 LS	Victoria—Dagenham	BK 3 T	BK 3 T	BK 3 T
N97	Liverpool Street—Heathrow Airport	V 9 M	V 9 M	V 9 M	Trafalgar Square—Chingford Station	T 2 LS	T 2 LS	T 2 LS
N98	Victoria—Romford Station	NS 5 T	NS 5 T	NS 5 T	Liverpool Street—Heathrow Airport	V 5 M	V 5 M	V 5 M
N99	Victoria & Albert Docks— Chingford Station	WH 1 T	WH 1 T	WH 1 T	Victoria—Harold Hill	NS 4 T	NS 4 T	NS 4 T
11	Liverpool Street— Hammersmith	GM 2 RM	GM 2 RM	GM 2 RM	Victoria & Albert Docks— Chingford Station	WH 1 T	WH 1 T	WH 1 T
109	Victoria Embankment—Purley	TH 1 RM	TH 1 RM	TH 1 RM	.....			
177	Trafalgar Square—Abbey Wood	—	NX 1 T	—	.....			
185	Victoria—Lewisham	WL 1 T	WL 1 T	WL 1 T	.....			
220	Tooting Station—Harlesden	S 1 M	—	S 1 M	.....			
221	Holborn Circus—North Finchley	FY 1 M	—	FY 1 M	Tooting Station—Harlesden	S 1 M	—	S 1 M
1-5	Waterloo—Victoria—Kings X (circular)	—	NX 1 T	NX 1 T	Waterloo—Victoria—Kings X (circular)	—	NX 1 T	—

♠—buses ex N68 allocation

\*—one additional T on Friday nights



The one-time staff bus, the N82, was completely revamped into a trunk night route between Woolwich/Eltham and Kensal Rise. Operating problems will see the western end of the route switched to the N79 in October, and T909 in Shirland Road illustrates the six month operation to Kensal Rise.  
*Russell Upcraft*



Two other services involved in further change in October are the N79 and N92. The N92 service to Pimlico will fall to the N2, and M997 waits at the King William in Grosvenor Road, while the N79, which provides half the service to Archway, will run instead to Willesden, T991 waiting here in Holloway.  
*Russell Upcraft*





The N89 now runs the full length of the Uxbridge Road out to Uxbridge and is very well used. Much activity surrounds M375 here at Trafalgar Square one Friday night. *Russell Upcraft*

The N90 runs even further into Hertfordshire during the early part of the night. Later trips run shorter distances, and here at Tottenham M758 works the last journey heading for Edmonton. *Mike Harris*





The circular N87 route was separated into two, half retaining the N87 number to Tooting and Streatham, while half became N78 taking over the 109 to South Croydon. One of the night inspectors is seen in front of L3 as it picks up passengers on its last trip to Stockwell, while D/DMS vehicles work the N78, D2627 here about to set off for Croydon.

*Mike Harris/Malcolm Papes*



Taking into account all night duties on all services including those on day routes and the Inter-Station service, the following interesting comparison of staff costs can be drawn:

	Old Network				New Network			
	Mon-Thu	Fri	Sat	Sun	Mon-Thu	Fri	Sat	Sun
night:								
omo duties:	34	34	32	35	73	74	73	73
crew duties:	23	23	25	24	3	3	4	4
TOTAL duties:	57	57	57	59	76	77	77	77
TOTAL staff:	80	80	82	83	79	80	81	81

Over the whole week, the increase in duties for the new network amounts to 33 per cent. However, when taking the actual number of staff involved into account, there is a reduction in numbers of around 2 per cent. While fuel costs will have increased substantially, the staff element remains the major part and therefore the revised network offers a far more efficient operation.

It should be noted that all night services to central London were rerouted via Trafalgar Square to provide common pick-up points for buses travelling in the same general direction—stop C outside the National Gallery for all services to North and East London, and buses to Liverpool Street and London Bridge; and a new stop V outside Canada House on the west side of Trafalgar Square for all services to South and West London, and all buses to Victoria and Pimlico, except routes N76, N95 and N98 which remained on stop B in Pall Mall East. An additional Night Inspector is now based at Trafalgar Square to control the services and assist with public enquiries.

Most routes required new blinds, and the opportunity was taken to provide a 'new look' for night buses by using black on yellow intermediate displays. Routes N29, N68 and N88 did not need new blinds and so retained their white on black displays, as did the N95 which, as a result of a last minute alteration, kept its Barking allocation. Romford (NS) buses were fitted with the new displays for the N95, as were New Cross buses for the N74. One particularly interesting slip concerned the N14 blinds which carried 'Dawes Road' as a via point, and for the first few nights buses ran with the error until it was realised and masked out. Of note are the N94 blinds which, despite being new, retained white on black displays, presumably because they were manufactured before the new colours were finalised. New blinds at Poplar, where the N84 was withdrawn, were in fact made with black on yellow displays for that route.

The 'new look' was not confined to bus blinds, and all timetable publicity was produced in blue and yellow, also carrying the Night Owl logo which had first been seen towards the end of 1983. Of course, many hundreds of bus stops had to be fitted with the new route numbers, and special 'E' signs were produced in blue and yellow complete with the Night Owl. A half-size sign was also made for use where two routes have to be combined in one space. Another curiosity here were two instances of white on black signs going up which contained new route numbers. The first, an error, occurred in Fulham where route N27 was displayed in advance of the changes and subsequently removed. The second example, still in existence, is in Stratford Broadway where route N76 appears in the old style.

The whole package of improvements was launched by a number of West End performers at Trafalgar Square on the first night, including Danny La Rue, Lonnie Donnegan and singer Lorna Dallas. An extensive poster campaign throughout London and radio advertising have helped to make passengers aware of the new services.

During the early days (or nights) of operation, a number of problems were highlighted. Some involving timing alterations were resolved quickly—N83, N94 and N96, while others required a more detailed solution, such as the inadequate running time allowed for route N2. A few services have required duplication on a regular basis on Friday and Saturday nights such as the N2, N29 and N90, although the N29 had, in fact, been duplicated long before the revised network was introduced. Difficulties in accommodating the large number of buses on the west side of Trafalgar Square were resolved in August when those terminating at Victoria were rerouted to stop instead in Pall Mall East with routes N76, N95 and N98. Another problem which was found was the illegibility of the black on yellow blinds when illuminated at night. A number of alternative treatments are being investigated such as white lettering on blue, and yellow lettering on black. The latter seems most likely.

Early proposals envisaged some services being jointly worked, with drivers changing route numbers at the terminus: N18/N91, N27/N97, N68/N88, N74/N82 and N85/N86. However, this proved unacceptable and the timetables were separated with the result that some routes, e.g. N18 and N27, offered a less frequent service.

Further improvements are being introduced from 26th/27th October, and it is hoped that these will resolve the remaining problems:

- N2 extended from West Norwood via route 2B to Crystal Palace, and extended from Trafalgar Square over routes 24 and 134 to Archway Station, then via existing route N92 to Muswell Hill Broadway, and then via route 134 to Friern Barnet. Certain journeys will run to Pimlico;
- N13 extended from North Finchley via route 263 to Barnet Church;
- N18 improved frequency to Sudbury utilising the bus at present on route N91. Only garage runs will serve Willesden and the use of N91 number will cease;
- N76 extended from Leytonstone via route 10 to Wanstead;
- N78 the duty from Thornton Heath garage replaced by one additional duty from Brixton garage;
- N79 withdrawn between Trafalgar Square and Archway Station and rerouted instead to Kensal Rise Station via existing route N82, then via route 52 to Willesden Garage;
- N82 withdrawn between Trafalgar Square and Kensal Rise Station, and relief journeys to Victoria to operate in service. The shuttle bus on Friday and Saturday nights between New Cross/Lewisham and Woolwich replaced by through journeys from central London, some being further extended to Thamesmead;
- N87 revised timetable on Friday and Saturday nights to provide a journey from Trafalgar Square at 3.30am;
- N91 withdrawn—see routes N18 and N79;
- N92 withdrawn between Trafalgar Square and Pimlico, and mainly withdrawn between Archway Station and Muswell Hill Broadway apart from three journeys;
- N93 extended from Trafalgar Square via route 9 to Hammersmith to serve Kensington High Street, and rerouted at the northern end of the route in a loop from Camden Town via Chalk Farm Road, Haverstock Hill and Pond Street to Hampstead Heath, returning via route 24 to Chalk Farm Road. Kentish Town no longer served by route N93—see route N2. Converted to one-man operation;
- N95 rerouted between Aldgate East and Liverpool Street via route N76.



The N96, which unfortunately still retains single-deckers, was extended to Trafalgar Square where it now picks up a good many passengers. A timetable revision after a few months saw off this daylight journey to Chingford Mount which LS84 prepares to work. *Malcolm Papes*

**Below** One of the last crew-operated nighters was the N93 which was, both before and after the changes, regularly DM worked. DM2552 fails to attract custom from these revellers as they wait after a good night out. However, a few months later, the service became regularly RML operated providing an interesting contrast to all the other services using modern vehicles. A rainy night on 2nd August presented RML2613 which was carrying the incorrect registration MNL 613E. *Mike Harris/Paul Carpenter*



In addition, most routes serving Victoria Station are to be rerouted in both directions to run through the bus station in order to provide more convenient pick-up and set-down points for passengers with train connections. From the same date, an interesting arrangement is being introduced by which one Metrobus and driver from Victoria garage will be on stand-by duty to cover for any breakdown or inadequacy on any of the central London night services. Perhaps we shall see an M on some of the normally Titan-worked routes, or even the single-deck N96!

From 27th October a new 'live' staff bus is being introduced from Clapham garage following the transfer there of staff from Streatham garage. Numbered N60, it will provide a circular operation from Clapham Common Station to Brixton, continuing via route 60 to West Croydon, returning via Thornton Heath High Street, route 159 to Streatham Hill and then route 118 back to Clapham Common Station. At the time of going to press, plans for the livening-up of the Edgware garage staff bus were being formulated, due for introduction early next year. This will take the number N58 and will provide a loop working from Edgware Station via Stanmore, Harrow Weald, Harrow, Kenton, Colindale, Grahame Park and Mill Hill back to Edgware, continuing via Borehamwood, Elstree, Stanmore and Bushey to Watford Junction. It should be noted that 'live' route mileage qualifies for fuel tax rebate, whereas a private staff bus does not. So even if no fare paying passengers are carried, the cost of the operation will still be less.

It is clear that the changes have generated additional passengers, particularly on Friday and Saturday nights, and in some instances more passengers are now being picked up in the direction against the peak flow. Early results appear to show that although less passengers are being carried per duty now than before the changes, the increases are steadily upwards, and if one takes note that the services are mostly one-man operated now, then passengers carried per member of staff is higher than before. It is unfortunate that some areas still remain unserved, notably Harrow and Wimbledon and to a lesser extent Bexleyheath, Kingston, Orpington and South Woodford, but perhaps in time economic ways of serving them will be found. It is also to be hoped that efforts will be made to 'liven-up' further staff buses, and connections from central London services will enable deeper penetration of areas which do not in themselves warrant the provision of a full night bus service.

The night buses have come a long way since the static network provided until a few years ago, when they catered mainly for the print and other night workers, and there was 'no demand' for services on Saturday nights. Times have certainly changed, Saturday now being one of the busiest nights of the week often with capacity loads being carried out of central London until well after 3 a.m.

# Kingston

## Part Two—from 1952 by Brian Bunker

We left the Kingston story in the last issue at 14th May 1952, the date of the opening of the new Norbiton garage. As we have seen, the summer extensions of the 14A and 112 to Hampton Court reappeared at this time, and also on the same day the 65A (Ealing *Argyle Road* to Chessington *Copt Gilders*) was withdrawn and replaced by new route 265 running daily between Copt Gilders and Kingston, extended on weekdays to East Acton.

The new Norbiton (NB) garage in Gordon Road took over from Kingston on routes, 65, 131, 201, 206, 213 and 264, along with the weekend operation on the 216 and 265. Initial vehicle allocations were RTs 1243, 1246, 1251, 1253, 1487-8, 1492-4, 2353-7, 2372-4 (all from K), along with RTs 1547 and 2310-1 from X and RTs 2629-30 and 2632-6 from V. The single-deckers allocated were all transferred in from K—Ts 2, 14, 16, 23, 28, 36, 44, 719, 724, 726, 728-9, 736, 738, 740-3, 745-7, 750-2, 754-8 and 760. The schedules from 14th May 1952 were as follows:

Route	Terminals	Garage	Type	Number of buses		
				Mon-Fri	Sat	Sun
65	Ealing <i>Argyle Road</i> – Leatherhead Garage	NB	RT	18	6	—
		V	RT	30	45	50
71	Kingston – Hammersmith <i>Brook Green</i>	AB	RT	8	5	—
		R	RTL	—	7	—
		M	RT	—	—	14
85	Kingston – Putney Bridge Station	F	RT	10	14	10
131	Kingston – Walton-on-Thames	NB	RT	8	15	8
152	Mitcham <i>Cricketers</i> – Feltham Station	AL	D	14	18	33
		K	STL	3	—	—
201	Kingston – Hampton Court Station	NB	T	4	4	4
206	Claygate – Hampton Court Station	NB	T	5	5	4
213	Kingston – Sutton Garage/Belmont Station	NB	T	9	14	11
		A	LT(s/d)	20	21	18
215	Kingston – Ripley <i>Post Office</i>	K	Q	13	16	—
			T	19	14	3
216	Kingston – Sunbury – Staines	K	TD	11	12	9
			T	—	7	—
		NB	T	—	—	7
218	Kingston – Walton – Staines	K	T	†	†	9
219	Kingston – Weybridge Station/ Vickers Works	K	T	†	†	7
264	Kingston – Hersham Green	NB	T	6	6	4
265	Chessington <i>Copt Gilders Estate</i> – Kingston, extended weekdays to East Acton <i>Du Cane Road</i>	V	RT	15	20	—
		NB	RT	—	—	5

†—buses ex route 215

Generally, the Qs operated the 215 and 219, while most of the Ts were on the 218. Only 1T1s could work the 264 but any vehicle could operate the 218 providing it did not pass Walton Bridge. Buses remaining at Kingston were Ts 11, 17, 22, 24, 27, 30, 32-3, 37, 40-2, 46, 156, 453\*, 469\*, 470, 485, 489, 504, 536 and 579-580, Qs 6, 8, 13\*, 15\*, 16\*, 20, 21\*, 44, 53, 65 and 67\*, TDs 59, 66 and 70-9, and STLs 463, 498, 1619, 1761 and 2117; a few Qs were also on loan from RG. (\*—in green livery).

Also from May 1952, the second batch of Q1 trolleybuses (1842-91) were delivered, early examples going to FW to replace C1s for the 667. Almost at once they appeared in Kingston on all routes—601-605.

At the beginning of 1953 the weight restriction on Walton Bridge was lifted allowing the last 1T1s to be



RT668 (M) works through Kingston on Boxing Day 1951 showing the very full blind display then current. Alan B. Cross

withdrawn. In a way, enthusiasts were disappointed as there had been rumours of red GSs being used, but this was not to be. Soon after, the first TD1s arrived at K, and in due course all 31 of the first series were allocated there. In January RFs replaced the single-deck LTs at A and the 14T12s from NB on the 213. The new vehicles were RFs 372, 374, 393-407 and 415 to A, and RFs 375, 379, 383 and 389-92 to NB. All of Enfield's TDs (36-48) appeared at K following the withdrawal of the single-deck services in Enfield. On 9th May the usual summer extension of the 112 took place, but this year the 14A remained as plain 14. Finally in November, RT3830/1 (Weymann) and RT4610/1 (Park Royal) arrived at K to replace the STLs on the 152, some of the last STLs left in service in London. The replacement of all pre-war buses by RFs had been completed by this time. 1954 again saw the summer extensions in May, and then on 30th June Downside Common was linked to Kingston by new weekday route 215A worked by TDs off the main 215 allocation.

The years up to 1958 were of little change. There were no new vehicles delivered to the area, and few route changes. A straw in the wind came in 1955 when the 112 no longer probed the area, and south-east London RTLs were swapped with certain west London garages. Thus on the 71, Mortlake, who were by now working Saturdays and Sundays, produced the Leylands, while on the 85 they were also worked by F. From 4th May NB took a small share in the 85 using five RTs on Mondays to Fridays and four on Saturdays. During the same period F started receiving RTWs for the 14 which provided a welcome variation to the area on Sundays. In the winter 1955 schedules NB started using RFs on the 201 on Sundays. The last 14T12s left the area at the turn of the year to be replaced by second series TDs at NB. It is rather surprising that K's RTs had no work at weekends, except for the occasional loan to NB, until October 1957 when two appeared on the 65 on Saturdays, although they disappeared again in April 1958. During 1956-9 Ts yet again returned to NB, this time the Country area 15T13s, to cover a temporary shortage. They worked the 201 on weekdays and the 206 on Sundays, and had worked from Kingston for a month (August 1956) before reaching NB.



New RT2936 (AC) has arrived in Kingston en route for Hampton Court during July 1952. Alan B. Cross



A smart 14T12, T746, works a garage journey described as 'Norbiton Church' on 15th May 1952.  
*Alan B. Cross*



TD17 with Weymann body typifies the 1TD1s, with the nose of a TD2 behind it.  
*Peter J. Relf*



New RF390 (NB) shares the stand at Belmont with a Sutton Daimler.  
*Malcolm E. Papes*



Left Riverside's RTL1400 at Wormwood Scrubs sets out on the long run to Sunbury Station via Kingston. *Gerald Mead* Right RF536 (K) after omo conversion operates a Vicker's Works journey in Weybridge. *Alan B. Cross*

Details of the 1958 strike are fully documented in LBM46 and it is not intended to cover them here, but the reductions in the aftermath did not affect K quite as badly as some other areas, despite car ownership in the relatively affluent areas of Surrey being well above the national average. After 26th November the 14 lost its Monday to Friday peak hour service to Kingston, and although the summer extension had been withdrawn earlier in the autumn, the main Sunday service was now extended to Kingston to replace the 85 on that day. F had been closed, and Chelverton Road (AF) now took over its duties on the 14 and 85. Both the 71 and 264 lost their Sunday services, and the 265 was reorganized on Saturdays to run on the same pattern as Sundays—Kingston to Copt Gilders Estate. A comparison of schedules over 1958 is worthwhile:

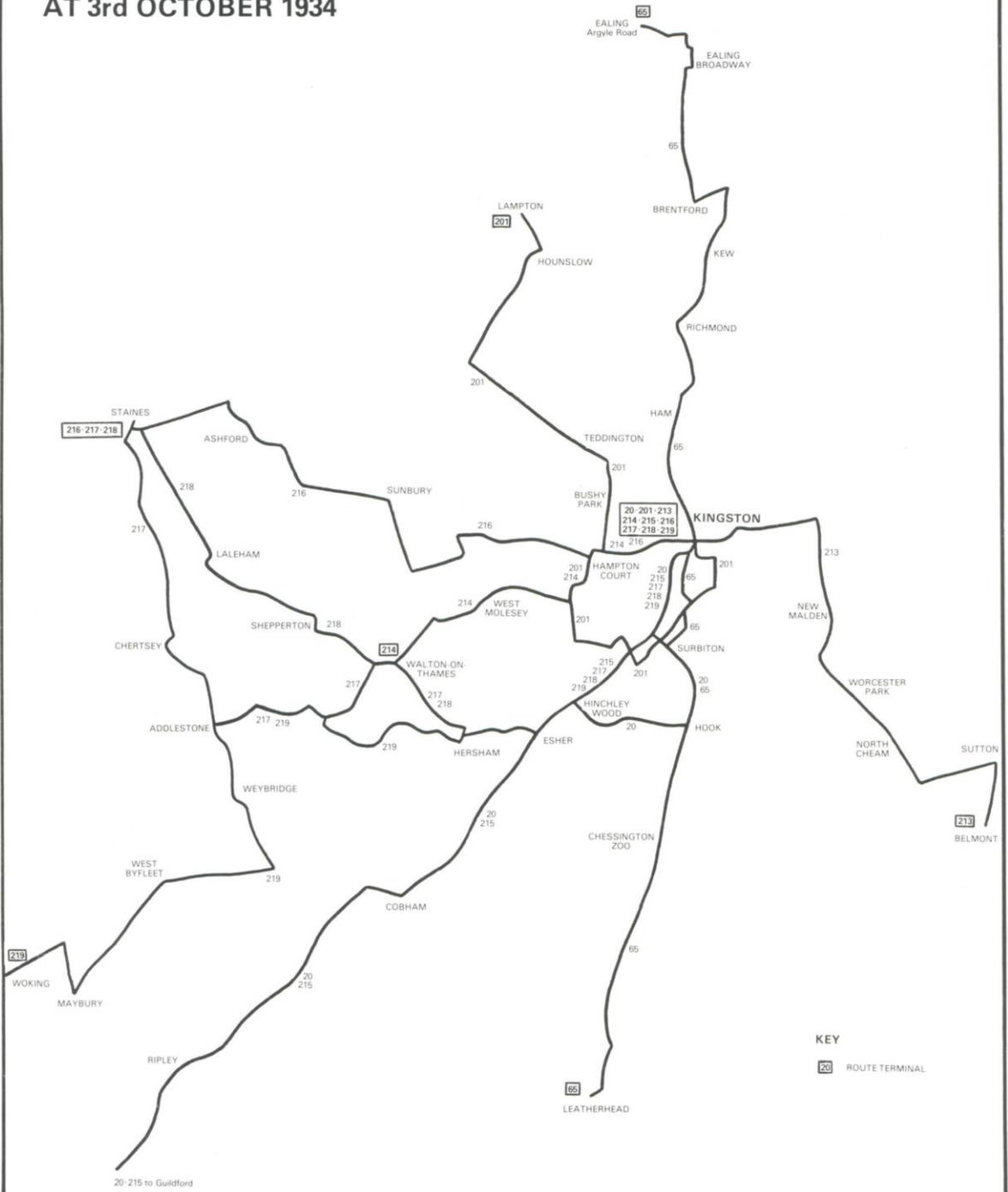
Route	Garage	Type	25th June 1958			26th November 1958				
			Number of buses			Number of buses				
			Mon-Fri	Sat	Sun	Garage	Type	Mon-Fri	Sat	Sun
65	NB	RT	16	16	8	NB	RT	16	8	7
	V	RT	28	38	39	V	RT	22	35	19
71	AB	RT	8	—	—	AB	RT	8	—	—
	R	RTL	—	5	13	R	RTL	—	10	—
	M	RTL	—	5	—					
85	NB	RT	5	4	5	NB	RT	5	4	—
	F	RTL	7	10	6	AF	RTL	9	10	—
131	NB	RT	8	14	8	NB	RT	8	14	7
152	K	RT	3	—	—	K	RT	3	—	—
	AL	RT	15	14	15	AL	RT	15	12	9
201	NB	T	4	4	—	NB	T	3	3	—
		RF	—	—	3		TD	—	—	2
206	NB	TD	5	4	—	NB	TD	5	4	—
		T	—	—	3		T	—	—	2
213	NB	RF	8	9	4	NB	RF	7	8	9
	A	RF	18	23	18	A	RF	15	20	13
215/A						K	TD	9	9	15
218	K	TD	33	20	22	K	TD	16	24	†
219						K	TD	‡	5	†
216	K	TD	11	16	10	K	TD	11	16	10
264	NB	TD	6	6	4	NB	TD	6	6	—
265	NB	RT	6	9	5	NB	RT	6	8	5
	V	RT	9	9	—	V	RT	8	4	—

†—buses ex 215 allocation

‡—buses ex 218 allocation

1959 saw some modest route developments. The summer extension of the 14 to Hampton Court on Sundays was reintroduced, and on 16th May the 71 was extended from Kingston to Sunbury via Hampton Court on Saturdays. This latter extension was not seasonal. The following year saw the extension of the 71 to East Acton *Du Cane Road* from 20th July as part replacement for trolleybus route 628. On 20th August 1961 NB put a Sunday allocation of RTs on the 14 which took workings from that garage to the West End for the first time. A Sunday extension came to the 131 from 25th June 1961 when it ran beyond Walton-on-Thames to Hersham.

# SERVICES OPERATED BY KINGSTON AND WEYBRIDGE GARAGES AT 3rd OCTOBER 1934







A green 15T13, T796, finishes its days working from NB.  
*Peter J. Relf*



RF136 (WY) exemplifies Green Line RF operation in 1959; this vehicle was the one used as a model for the revamped Green Line coaches in the 'sixties.  
*Gerald Mead*



Trolleybus 1491, the last 602 in Kingston, is seen on its way to Fulwell Depot on 8th May 1962.  
*P. Moore*

May 9th 1962 was a day of great portent in the Kingston area as all trolleybus operation in London ceased, and Kingston, having had the very first trolleybuses in London in 1931, now became the last. Actually the handsome Q1s had been withdrawn earlier to facilitate their sale and replaced by the elderly L3s. Route 601 was replaced directly by bus route 281 running daily between Tolworth and Twickenham, while the 605 was covered by new bus 285 running from London Airport Central via Teddington to Wimbledon, further extended on weekdays to Haydons Road Station. The 605 had been extended on Sundays to Twickenham from 11th January 1959. Routes 602, 603 and 604 were all replaced by bus operation from NB. To cover the 604 route 131 was extended from Kingston to Wimbledon Station. The Kingston Hill loop was retained and the 602 and 603 became 282 and 283 respectively, the only difference being on Sundays when the 283 did not run, and the 282, having reached Kingston, redoubled back round the loop via the old 603. To work the new bus routes NB acquired second-hand RMs 296, 307, 312-3 and 329, along with brand new RMs 1040, 1158, 1164-5, 1167, 1174, 1181, 1183-7, 1197-1200, 1202, 1205 and 1209-10. As a result of the 285 extension, the 152 was cut back to Teddington, and K lost its duties on the route which returned to being entirely AL worked. Consequently, K became an all single-deck garage. Route 206, together with its RFs, was transferred to FW in a work balancing operation.

After the 1958 Strike, the single-deck story saw the exit of the TDs being replaced by RFs. NB's examples left in two stages, one in October 1959 (routes 201 and 206), and one in June 1960 (route 264). K gained its first RFs and ceased to operate TDs on any route other than the 215 and 215A on weekdays. The last K TDs, TD54, 87, 90, 112, 118 and 131, were withdrawn in May 1962.

The schedules from 9th May 1962 were:

Route	Terminals	Garage	Type	Number of buses		
				Mon-Fri	Sat	Sun
14	Hornsey Rise – Putney <i>Oxford Road</i> , extended Sundays to Hampton Court	AF	RTW	24	9	20
		J	RT	33	43	28
		NB	RT	—	—	9
65	Ealing <i>Argyle Road</i> —Leatherhead Garage	NB	RT	18	8	15
		V	RT	22	36	21
		AB	RT	9	7	—
71	East Acton <i>Du Cane Road</i> – Kingston, extended Saturdays to Sunbury Station	R	RTL	—	7	—
85	Kingston – Putney Bridge Station	AF	RTL	7	8	—
		NB	RT	5	4	—
131	Wimbledon Station – Walton-on-Thames, extended Sundays to Hershams Station	NB	RM	17	14	14
			RT	—	2	—
		AL	RT	—	7	6
201	Kingston – Hampton Court Station	NB	RF	3	3	—
		K	RF	—	—	2
206	Claygate – Hampton Court Station	FW	RF	5	4	2
213	Kingston – Sutton Garage/Belmont Station	NB	RF	8	8	—
		K	RF	—	—	8
		A	RF	15	18	12
215/A	Kingston—Ripley <i>Post Office</i> / Downside Common	K	RF	6	7	10
216	Kingston – Sunbury – Staines	K	RF	11	10	4
218	Kingston – Walton – Staines	K	RF	22	21	†
219	Kingston – Weybridge Station/ Vickers Works	K	RF	‡	‡	†
264	Kingston – Hershams Green	NB	RF	—	3	—
		K	RF	6	4	—
265	Two sections: (i) Kingston – Chessington <i>Copt Gilders</i> (ii) East Acton <i>Du Cane Road</i> —Kew Green	NB	RT	6	8	5
		V	RT	9	4	—
281	Tolworth Broadway – Twickenham Station	FW	RM	16	14	10
282	The Dittons – Kingston loop	NB	RM	4	4	3
283	Tolworth <i>Red Lion</i> – Kingston loop	NB	RM	4	7	—
285	London Airport Central – Wimbledon Station, extended peak hours to Haydons Road Station	FW	RM	16	17	6
		AL	RT	—	—	4
286	Kingston – Belmont Station	A	RT	9	14	4

†—buses ex 215 allocation    ‡—buses ex 218 allocation

The 286 had appeared in Kingston from 3rd January 1962, A providing the RTs. The route had started on 10th October of the previous year between Belmont and Raynes Park in partial replacement for the 156 (Morden Station circular via Sutton). For many years the 200 (Wimbledon Station to Raynes Park) had terminated at

Raynes Park (Copse Hill), just across the Kingston By-Pass; and from 3rd January the 200 was cut back to Raynes Park Station. As a result, the 286 was extended daily through Copse Hill and over Coombe Lane to Kingston Station *lay-by*. This was the first route to cross the By-Pass and run over Coombe Hill and also the first to serve Gloucester Road to avoid the low bridge at Norbiton Station. At the same time, the 213 was withdrawn between Sutton and Belmont on weekdays breaking the link after some 40 years and leaving only through running on Sundays.

On 14th July 1963, the current one-way-system was introduced. Routes 85, 213/A and 286 were moved from the Bus Station to the Railway Station Lay-by, and the 215/8/9 terminated outside the Garage in Richmond Road. Routes 216, 264, 406/A and 418 moved into the Bus Station from the Lay-by. However, the congestion caused in Richmond Road meant that after a few weeks, routes 215/8/9 worked into the Bus Station, and the 406/A and 418 went back to the Lay-by.

The story of the next ten years or so consists of three main themes: the conversion of the single-deckers to one-man operation; the replacement of the RT family by RMs; and the introduction of large capacity omo vehicles.

It was no secret that many of the crew-operated single-deck routes into the Surrey countryside were making considerable losses. Increasing car ownership on the wealthy outskirts of south-west London made for poor returns. The physical conversion of Central RFs to omo had started as far back as 1959, but they had not been in use as such until 1964. On 18th November 1964 the first omo started in the Central area since 1949. Both K and NB took some omo work—NB took over all of the 201, K converted the 216, and FW also converted the 206. The next stage to affect the area was on 23rd January 1966 when the 215 and 215A were converted from K, and the 264 which was transferred from NB to FW. Lastly, on 7th September 1968 the 218 and 219 were converted, retaining their K allocation, and seeing off the last crew-operated single-deckers in the area.

The 213 had lost its RFs back in 1963, on 8th May, when the route was converted to RT operation and withdrawn on Sundays between Sutton and Belmont. At the same time a new daily route 213A started, running from Kingston via Clarence Avenue instead of Coombe Hill, and also taking over the Sunday Belmont service. These changes brought back double-deck operation to K after almost exactly a year of being the only single-deck shed in London. To avoid the low bridge at Norbiton Station both the 213 and 213A ran via Kingston Hill and Gloucester Road, as route 286. The allocations of the 213/A were:

Route	Garage	Type	Number of buses		
			Mon-Fri	Sat	Sun
213	K	RT	3	—	3
	NB	RT	—	4	—
	A	RT	8	9	3
213A	K	RT	3	3	3
	A	RT	6	9	3

The use of Norbiton on Saturdays only was notable. On 29th January 1964 the 213A was extended from the Sutton end to Wimbledon (and the 286 withdrawn on Mondays to Saturdays), although it would be unlikely that

Belmont provides an austere terminus for K's RT1368 one winter Sunday in 1964. *Peter G. Mitchell*

RT4374 pulls up Coombe Bank on its circuitous route to Kingston on 18th October 1964. *Peter G. Mitchell*





Norbiton's RM329 is seen at Tolworth *Red Lion* in February 1964 showing the 'lazy' destination display.  
Peter G. Mitchell

anyone would travel the length of the route as the 131 offered a much quicker journey. The 213A became weekday-only, and the Sunday service to Belmont was renumbered 213B. A took over all of the 213A, and K replaced NB on the 213 on Saturdays. The Sunday 213B was shared between K and A. On Sunday 22nd November the 213 reacquired the Belmont journeys and the 213A was further extended to Morden Station. Both the 213B and the 286 were withdrawn. On 23rd January 1966 the Sunday service from K was replaced on the 213 by NB who worked spare RMs. This pattern, of K and A on weekdays and NB on Sundays, continued until 1st September 1968 when all K duties went to NB, although still with RTs. From 22nd March 1969 the 213A once again took over the Belmont journeys on Sundays thus withdrawing the 213 on that day of the week, while the rest of the week the 213A ran only as far as Sutton. The Sunday RMs from NB were transferred to the 213A while A continued to contribute RTs.

Returning to other routes in the Kingston area, from Wednesday 14th August 1963 the 85 was converted to RM operation from both NB and AF, and on the following Sunday NB ran RMs on the 14. It was not until October that the main allocation on the 14 from AF and J received RMs, and it was this same route which was to bring RMLs to Kingston some years later. On 7th September 1968 K received its first RMs, 567, 1424 and 1536, for three duties on the 85 replacing NB. For whatever reason, this allocation was deemed unsatisfactory and the duties plus the RMs returned to NB in November. In August 1966 NB RMs appeared on the 285 replacing AL, and in the winter the entire Sunday service was reallocated to NB. The Sunday service on the 285 was converted to RF om on 20th July 1969 using buses from NB and FW.

A reversion from RM to RT had occurred with the winter 1964 schedules on 18th November when K took over the Sunday service on the 282 from NB which lasted only until 16th January 1966 when K last ran on the route and the Sunday service was withdrawn. The weekday withdrawal followed at the end of the year on 30th December.

The Saturday journeys to Sunbury on the 71 ran for the last time on 27th June 1964, and from 1st July AB took over the entire allocation, R's contribution being withdrawn. The section between Hammersmith and East Acton was withdrawn on 23rd January 1966 and a further retrenchment occurred on 11th November 1967 when the route became Kingston to Richmond once again, terminating in Richmond at the Dee Road terminus.

On 12th October 1963 route 265 was replaced on Saturdays and Sundays by the introduction of route 65A (Ealing to Copt Gilders) using RTs from NB. From 4th October 1965 the 265 ran beyond Kingston only on peak hour journeys to Richmond, the V allocation being withdrawn leaving the whole route to NB. During the summer of 1966 NB's allocation was replaced by K RTs. At the end of the year, on 30th December, the 265 ran for the last time, and from the following day route 65A was revised to run daily from Ealing *Argyle Road* to Chessington *Copt Gilders*, extended on Saturdays and Sundays to Leatherhead. The previous allocation on the 65A, introduced in the summer, had seen NB replaced by K, and the commencement of four AB RTs on Saturdays on the 65. This ceased at the end of December when the AB duties were switched to the 65A. At the start of 1967 the schedules read:

Route	Garage	Type	Number of buses		
			Mon-Fri	Sat	Sun
65	NB	RT	10	—	—
	V	RT	13	—	—
65A	NB	RT	10	17	—
	K	RT	5	—	7
	V	RT	—	7	7
	AB	RT	—	7	—



The 'Silver Lady' RM664 worked from Fulwell on the 285 during the summer of 1964, seen here at London Airport. *Malcolm E. Papes*



RT294 from K passes the bus station lay-by one Sunday before the trolleybus replacement route itself was withdrawn. *Malcolm E. Papes*

On 30th November the 65A was once again withdrawn, and the 65 became daily running from Ealing *Argyle Road* to Chessington Zoo via Copt Gilders Estate. The 71 was extended on weekdays from Kingston to Leatherhead, and introduced on Sundays between Kingston and Leatherhead. K returned to the 71 after an absence of over 18 years, at the same time largely withdrawing from the 65.

Other changes during the 'sixties brought a number of new route numbers to the Kingston area for the first time. On 29th January 1964 Kingston was linked on weekdays to Streatham by route 57, with a further extension during Monday to Friday peak hours to Stockwell. AL RTs worked on the route which was cut back to Streatham *St. Leonard's Church* on 31st December 1966, and re-extended to Streatham *Telford Avenue* on 17th June of the following year. A Sunday service over Coombe Hill started on 31st October 1965 when the 200 appeared in Kingston using more of AL's RTs. On 31st December 1966 Mitcham *Fair Green* replaced Wimbledon as the terminus for journeys from Kingston. On 4th July 1964, after the Saturday extension of the 71 to Sunbury had been withdrawn, Hounslow (AV) brought RTs into Kingston for the first time on route 111 from Cranford. On 23rd August 1969 the 111 was replaced by the 211, also RT, from Hounslow to Kingston on Saturdays only. The Monday to Friday service was RF operated but did not reach Kingston. On 3rd October 1965, at the end of the summer season, the Sunday extension of the 14 to Hampton Court was withdrawn and, apart from the war years 1942-45, ended a pattern of well over 40 years. Lastly, on 23rd January 1966 the 131 was withdrawn on Sundays and replaced by the 155 from Clapham Common, extended from Wimbledon through Kingston to Hersham. An NB allocation was introduced on that day. The extension was cut back to West Molesey from 26th October 1969.

RF358 waits in rural surroundings at the Downside Common terminus on 10th March 1962. *Peter G. Mitchell*



RT2139 (K) basks in sunshine at the Richmond terminus on the 1966 version of route 265. *Gerald Mead*





RF527 is seen at Hampton Court on the 206 bound for Claygate with side advertisements. *Gerald Mead*



RM1206 (NB) in original condition lays over at Kingston Station on the 213. *Malcolm E. Papes*



RT839 leads RT2241 at Cleveland Road, Ealing one wet November day in 1963. *Peter G. Mitchell*



RF321 from K in leafy surroundings on the 264 represents much of the RF working in south-west London. *Malcolm E. Papes*

Twickenham's RT582 on the 65A brings Kingston into AB's sphere of influence for the first time in decades, albeit on Saturdays only in 1967. *Gerald Mead*

RM1424 with non-opening front windows was just one of three RMs to be allocated to K for its short-lived workings on the 85 in November 1968. *Colin Stannard*





Left RMLs were not common in Kingston, but AF occasionally put one out on the 85, RML2282 being caught here at Putney Bridge Station.  
J.G.S. Smith

Lower left Fulwell's RF328 is seen one Sunday on the 285 at the station lay-by. P. Newman

The 215A was finally withdrawn on 30th December 1967, and the 215 extended via Church Cobham to Downside Common. The Ripley journeys were withdrawn. However, this was only a temporary reprieve as the 215 was cut back to Church Cobham from 19th July 1969, the Downside Common service going unreplaced.

At the end of the decade, the details of routes serving the Kingston area were as follows:

Route	Terminals	Garage	Type	Number of buses		
				Mon-Fri	Sat	Sun
14	Hornsey Rise—Putney, extended Sundays to Kingston	J	RML	33	25	20
		AF	RML	24	7	6
		NB	RM	—	—	7
57	Kingston—Streatham <i>Telford Avenue</i>	AL	RT	9	7	—
65	Chessington Zoo—Ealing Broadway, extended peak hours to Argyle Road	NB	RT	17	12	—
		V	RT	14	13	10
71	Leatherhead—Kingston, extended Mondays to Saturdays to Richmond	K	RT	—	—	3
		K	RT	15	10	3
85	Kingston—Putney Bridge Station	AF	RM	9	13	—
		NB	RM	3	—	—
131	Wimbledon—Walton-on-Thames	NB	RM	16	15	—
		AL	RT	—	4	—
155	Victoria Embankment/Elephant & Castle —Wimbledon, extended Sundays to West Molesey	NB	RM	—	—	7
		AL	RT	16	12	10
200	Raynes Park—Mitcham, extended Sundays to Kingston	AL	RT	7	5	3
201	Kingston—Hampton Court	NB	RF	5	4	2
206	Claygate—Hampton Court	FW	RF	7	5	3
211	Hounslow—Hampton Station, extended Saturdays to Kingston	AV	RF	3	—	—
			RT	—	4	—
213	Kingston—Sutton via Coombe Lane	NB	RT	6	3	—
		A	RT	5	7	—
213A	Kingston—Sutton via Clarence Avenue, extended Sundays to Belmont	NB	RM	—	—	4
		A	RT	9	9	5
215	Kingston—Church Cobham	NB	RF	5	6	2
216	Kingston—Sunbury—Staines	K	RF	11	9	4
218	Kingston—Walton—Staines	K	RF	24	26	8
219	Kingston—Weybridge Station, journeys to BAC Factory		RF	†	†	†
		K	RF	†	†	†
264	Kingston—Hersham Green	FW	RF	7	5	—
281	Tolworth—Twickenham, extended Mondays to Saturdays to Hounslow		RM	17	16	6
		FW	RM	17	16	6
283	Tolworth—Kingston loop—Tolworth	NB	RM	3	3	—
285	London Airport—Kingston, extended Mondays to Saturdays to New Malden, peak hours to Raynes Park, and Saturday afternoons to Wimbledon		RM	8	7	—
			RF	—	—	2
		NB	RM	6	6	—
			RF	—	—	2

†—buses ex 218 allocation



Left RM2 was used for a while in 1957 on route 406A from Reigate while carrying green livery. *Alan B. Cross* Right RMC4 (SV) leaves Woking on its long journey to Stevenage, and a comfortable ride can be guaranteed on this prototype coach. *Gerald Mead*

Turning now to Country buses and Green Line coaches, we must return to 10th May 1950 when the terminus of route 418 was changed from Preston Cross to Bookham Station. The next alteration to affect our story involved the Green Line routes serving Kingston when, on 5th October 1955, the southern half of route 717 was withdrawn and replaced by new route 716A from Stevenage to Woking.

Express buses were introduced on route 406 between Kingston and Tattenham Corner from 16th May 1956. At the same time, certain journeys were diverted between Tattenham Corner and Tadworth Station via the Preston House Estate and renumbered 406A. A few weeks later, on 11th July, route 718 was extended northwards from Epping to Harlow New Town. With the introduction of the winter programme on 17th October, the express operation on the 406 was transferred to the 406A and extended from Tattenham Corner to Tadworth Station, the normal 406A terminus. A quiet time followed until 7th June 1961 when the 418A (Kingston to Preston Cross) was withdrawn. A further change took place affecting the 406A on 28th October 1962 when, on Sundays only, the route was extended to Redhill. Another alteration was made to the 418 on 26th February 1964 when the service was rerouted between Kingston and Surbiton (Ewell Road/Railway Tavern) by way of route 406, Surbiton Road, Claremont Road and St. Mark's Hill.



RT3720 (LH) demonstrates that RTs were still the mainstay of the route 12 years later when the Express 406A works through Ewell on 22nd May 1969. *Gerald Mead*

On 13th May 1967 an event took place which was to have great effect on the future of route 406 and 406A—the introduction of Green Line Express route 727 between Luton and Crawley. With a running time of 23 minutes from Reigate to Epsom, and 48 minutes to Kingston, and weekly (six return journey) tickets (a facility not available on the 406/A), it was not long before passengers switched to the new omo Green Line service. The old 406 routeing via Epsom Lane was reduced to weekdays only in July 1966, and from 14th June 1969 the Saturday operation was withdrawn, leaving the 406A in charge of Saturdays and Sundays. This was followed by one-man operation on the 406A on Sundays from 5th October of the same year. One-man operation had already been introduced on the 418 on Sundays on 15th June, and more was to follow as some of the Green Line routes were converted. From 23rd November 1968 the 714 was turned over, quickly followed by the 725 on 25th February 1969. For 23 years Green Line coaches in the Kingston area had used crew-operated single-deckers, but some of the busier routes had seen double-deck (RMC) operation some years earlier—the 718 from 24th October 1962, the 716 from 2nd January 1963, and the 716A a month later on 2nd February.

When London Country, a subsidiary of the National Bus Company, was formed to take over the Country area services from London Transport on 1st January 1970, routes 406/A and 418, and Green Line coaches 714, 716/A, 718, 725 and 727 were serving the Kingston area. The policy was to reach full one-man operation and at this time the bus routes were worked by RTs on Mondays to Saturdays, although already one-man operated on Sundays. The SM class was being delivered new to London Country and the first of these, SM101 onwards, were allocated to Leatherhead (LH) for the 418 from 27th June 1970, soon appearing on the 406 on Sundays. At the same time route 406A was finally withdrawn, and the 406 service via Epsom Lane was rerouted via Merland Rise. All Express journeys became normal service journeys. Of the Green Line routes, the 714, 725 and 727 were already one-man operated, leaving the 716/A and 718 as crew. Another crew route to appear on 15th May 1971 was the Saturday-only 715A which was simply the diversion of alternate 715s through Kingston. It was RMC operated by GF. The new RP class was to enable the conversion of these coach routes to one-man operation and the first to go over was the 718 from 5th February 1972 using RP37-41 (HA) and RP42-46 (ST). The 716/A followed on 11th March using RP26-31 (HF), RP32-36 (SV) and RP47-54 (WY). The last to go over to omo was the 715A (with the 715) on 29th April using RP83-90 (GF) and RP74-82 (HG). New vehicles were also being allocated to the 725 replacing the RFs and SMA1-7 went to WR, SMA8-13 to NF and SMA14-16 to DT. The remaining SMAs were also later allocated to these garages.

Central area changes started early in the 'seventies when on 26th January 1970 the 281 was extended during Monday to Friday peak hours to Chessington Industrial Estate. Two days earlier, the Saturday service on the 285 was withdrawn between Wimbledon and New Malden, and at the same time the 283 was withdrawn completely thus removing the last buses from the Kingston loop. Then, on 19th April, the 213A was withdrawn from Belmont on Sundays, and the next day saw the extension of the 213 over the same roads but during peak hours only. On 2nd January 1971 the first signs of large capacity vehicle one-man operation came to Kingston when the 85, which had been in the sole charge of AF since April 1970, was converted to SMS operation using new SMSs 290-1, 302-3, 316, 320, 323-4, 328-9 and 336. The route was introduced on Sundays replacing the extension of route 14 to Kingston, also seeing off the NB allocation. However, the 71 was converted to RF one-man operation on Sundays from NB in replacement. From 31st January the 200 no longer served Kingston when it was withdrawn west of Raynes Park.



SMS371 from AL is seen on the 57 with SM101 just visible on the 418, but RTs still remain on the 406 in November 1972. *Malcolm E. Papes*



Omo came to route 281 on Sundays, and SM25 (FW) passes through Teddington on 17th June 1973.  
*Colin Stannard*

More omo came on 27th March when the 285 was reorganized to run only as far as Kingston, only a shopping hours service continuing to New Malden. Both FW and NB received SMSs to replace the RMs, NB requiring six on Mondays to Fridays, two on Saturdays and four on Sundays, while FW provided seven on Mondays to Fridays and five on Saturdays. There was no Sunday FW allocation, and instead six SMs (used in the week on the 270), were allocated to the 281 on Sundays thus converting it to omo on that day. RFs were no longer needed for the Sunday NB allocation on the 285.

The withdrawal of the 211 came on 17th April 1971, the Saturday extension to Kingston being replaced by the 111 once again, now operated by SMSs. Later in the year, on 18th September, the 131 was withdrawn between West Molesey and Walton-on-Thames, and the return of the 211 number to the area provided a Monday to Saturday service between Kingston and Walton-on-Thames, using five SMSs from NB on Mondays to Fridays and four on Saturdays. Also from 18th September, the 57 was converted to SMS omo using 728-736 and 742 from AL.

From 18th April 1970 the Monday to Friday V allocation on the 65 was withdrawn, and NB increased from 24 to 31 RTs. From 3rd January 1971, V also withdrew from the 65 on Sundays and was replaced by a new NB allocation of 9 RTs, K increasing from 3 to 4 RTs. On 18th September 1971 V finally withdrew from the route on Saturdays, the allocation on that day becoming 24 RTs from NB. The route had, on several occasions, been planned for conversion to RM operation but each time various operational difficulties had prevented it.



SMS559 has already set its blinds for the return journey to Walton-on-Thames as it heads a pair of RFs outside Fyffes. *Malcolm E. Papes*

Double-deck omo came to Kingston on 5th February 1972 when the 85 was converted from AF using DMSs 285-7, 290-2 and 300-7. The 85 had always been a most unsuitable choice for single-deck omo, the SMSs at busy times being grossly overloaded and earning the reputation of 'cattle trucks'. A month later, on 12th March, saw the extension of route 71 on Sundays from Kingston to Richmond by way of a slightly different route using Lock Road to avoid a difficult turn.

More DMSs came to the Kingston area on 5th August when the 213 family was converted. Once more the 213 and 213A swapped ends with the 213 being withdrawn beyond Sutton, and the 213A substituting to Belmont. NB received Park Royal DMSs 415-420 while A took MCW examples DMSs 1251, 1253-4, 1256-60, 1262, 1266 and 1269-76. The allocation became:

Route	Garage	Type	Number of buses		
			Mon-Fri	Sat	Sun
213	NB	DMS	5	5	—
	A	DMS	3	2	—
213A	NB	DMS	—	—	2
	A	DMS	13	12	5

The 406 received RMCs from 24th February 1973 and although LH lost its allocation of RTs in theory, RTs were actually very common to the route throughout the 'seventies. In March 1974, the RFs on the 714 were replaced by SNCs from Dorking (DS) and Luton (LS), and sadly these uncomfortable vehicles, along with ordinary bus Leyland Nationals, were only too common on many Green Line routes. From 15th May 1976 the 716 was revised to run through from Hitchin to Woking and the 716A, along with the service to Chertsey, was withdrawn.

On the 12th May 1973 a major scheme took place in which part of the 131 was converted to DMS one-man operation and route 155 was replaced on Sundays. Thus the 131 was introduced on Sundays between West Molesey and Clapham Common, with early morning journeys to Victoria Embankment. NB withdrew from the 155 leaving it entirely to AL. NB received new DMSs 608-11, 617-9 and 638-9 for the 131 while AL received new DMSs 620-635, not all of which were for the 131. The 131 allocation became nine DMSs from NB on Mondays to Fridays, ten on Saturdays and four Sundays, while at AL four DMSs were required on Mondays to Fridays and eight on Sundays. There was no Saturday AL allocation. The same day saw the transfer of route 201 from NB to FW on Saturdays and Sundays in order to balance work.

The next changes came on 8th February 1975 when the 215 was diverted between the Dittons and Esher due to extensive road works. So successful was that diversion serving Hinchley Wood that it was retained as a permanent feature of the route long after the completion of the works.

On 20th April route 281 was converted from SMS to DMS on Sundays, and on 19th July the 85 was extended all day on Mondays to Fridays from Kingston to New Malden. On Saturdays and Sundays the route also received DMSs in preference to the SMSs, but it was not until 12th June 1976 that the Monday to Friday service was converted when DMSs 1975-8, 1980-2, 2088, 2097 and 2100-3 arrived at FW.

From 19th October 1975 the much delayed conversion of route 65 from RT to RM took place with RMs returning to NB. K still kept their three duties on Sundays but they usually borrowed RMs from NB, although the occasional RT continued for a while. From 3rd November certain journeys on the 65 at school starting and finishing times continued past the Zoo to the Fox & Hounds on Mondays to Fridays.

A K allocation was introduced to the 201 from 10th April 1976 resulting in a complex allocation for a maximum of five buses:

Garage	Type	Number of buses		
		Mon-Fri	Sat	Sun
NB	RF	3	—	—
FW	RF	—	2	2
K	RF	2	2	—

The RF had by now become a doomed class, and the first of the BLs to the area arrived on 19th July at FW to operate route 264. The process continued at FW when, on 22nd August, the 201 and 206 were converted. The first BLs from K started on 26th August when they commenced the conversion of the 216 along with the 71 on Sundays. NB took its first share on 24th October when the 215 was fully converted on Mondays to Fridays and Sundays, and partially so on Saturdays. The position was regularised from 8th November when more BLs became available due to the conversion of the K and NB duties on the 201. Within four months the RF class had dwindled dramatically so that only K now had them for the 218 and 219. K received new BLs 4, 6, 8, 17, 40, 45-52 and 58, FW took BLs 30-5, 38-9 and 41-3, also new, while NB received a mixture of new BLs 54-7 and secondhand BLs 26-8 and 31.



MBS4, a Strachan-bodied Merlin, awaits a journey to Kingston one Saturday afternoon in June 1978 at Leatherhead garage. *Malcolm E. Papes*



During the acute vehicle shortages of 1976, London Country hired a number of other operators' vehicles to help out. Bournemouth Corporation loaned some Fleetlines to Leatherhead garage, including 191 which occasionally worked into Kingston on the 418. *Steve Fennell*

1977 was a relatively uneventful year, although from 2nd April route 215 was withdrawn between Esher and Church Cobham, reduced fares being introduced on Green Line route 715 to compensate. On 14th November the 57 received DMSs for its Mondays to Friday allocation, DMSs having been in use on Saturdays since 28th February 1976. New buses were not available for this conversion but as the B20 type was being concentrated at certain garages a cascade process sent earlier examples from S and SW along with two virtually new from Aldenham and a straggler from L.

The 418 received a partial MB allocation in April 1977, and six months later MBs took over the Sunday workings on the 406. At the same time, 1st October, the 418 was mainly converted to RNs which had been acquired second-hand from Barton Transport.

The policy to truncate Green Line coach routes in central London first affected Kingston on 29th January 1977 when the 714 was withdrawn between Hyde Park Corner and Luton and diverted instead to Victoria. On 2nd April the 718 was converted to SNC and curtailed at Victoria, and although HA vehicles no longer appeared in Kingston, the diversion of route 715 through Kingston replacing the 715A brought HG vehicles for the first time. The 715 was augmented between Kingston and Guildford to replace the southern portions of the 215 and 715.

From 21st May alternate journeys on the 725 were diverted via Heathrow Airport and renumbered 726. The next month saw new RB coaches in Kingston on the 715 although this lasted only until September when the RPs returned. Soon after RBs started on the 726, also occasionally appearing on the 725.

RPs reappeared on the 718 from September 1978 taking over from the SNCs that replaced them a year earlier, but a month later new RBs began to appear, and by the end of the year SNCs had replaced the WR duties on the 725 and 726. During the early months of 1979 RSs appeared from GF on the 715, and DT and NF received RBs for the 725, joined a little later by RBs from WR. In June RBs started to appear on the 716, and on 1st July alternate journeys on Sundays were diverted to Staines via Thorpe Park instead of running to Woking. Also in July, Hertford's first RBs worked on the 715.

From 14th January 1978 route 716 was curtailed in central London at Oxford Circus, thus seeing the end of HF and SV coaches in Kingston, and finally, on 27th October 1979 the end of all 'cross-London' coach working came after almost fifty years when the 715 was withdrawn north of Oxford Circus.

If the theme of the mid-seventies had been the return of double-deckers to single-deck routes, then another trend began to make itself felt towards the end of the decade. Local authorities outside the GLC area were looking for economies, and Surrey County Council considered itself to be subsidising too heavily the routes which at best had been only marginally profitable, and which were now getting deeper into the red. This, even with the aid of omo at first, led to reductions in service frequency, and eventually route cuts. From 28th January 1978 some of these cuts were to become reality, when route 264 was withdrawn completely, Ben Stanley Ltd working a section from Hersham to Walton-on-Thames. K now took over the 215 from NB, but withdrew from the 201 leaving it to FW and NB. On the more positive side, route 111's visits to Kingston were increased to daily, and AV's LSs, which had worked the 111 since the previous August, were now a regular feature of the Kingston scene.

Another change on 28th January was the extension of route 211 from Kingston to Tolworth Broadway over the 418 routeing serving Berrylands, the first time Central buses had served the area. A Sunday service was also introduced between Kingston and Tolworth. As a result, the 418 was rerouted away from Berrylands running direct via Ewell Road. The 406 Sunday service reverted to SM operation from LH at the same time. Shortly after, from 17th February, K started to receive RMs (from BN) for the conversion of route 71.

Another extensive programme on 22nd April resulted in the withdrawal of route 213 apart from a limited shopping service on Mondays to Saturdays between Kingston and New Malden *Police Station*, an arrangement which lasted only until 27th October. The loss of the 213 caused NB to take a share of the 213A on Mondays to Saturdays. The 285 was also extended to New Malden for most of the day on Sundays.

The return of the 111 to Kingston brought an early LS, 7, from AV with particularly unhelpful blinds. *Malcolm E. Papes*





Left Easter Monday 1978 sees Kingston's BL17 on the 71 heading for Richmond. *Malcolm E. Papes* Right The Sunday 71s to Richmond were later to become an extension of the 265, and BL74 is seen on the short-lived projection one Sunday in Ham. *Colin Stannard*

On 28th October the 201 received another battering losing its evening and Sunday services, while on Saturdays the service was reduced to shopping hours only. NB took over the route completely. Route 206 was withdrawn and replaced by an extension of the 215 from Hinchley Wood to Claygate, and then over the 206 to Hampton Court. No service was provided beyond Esher to Hampton Court during Monday to Friday evenings, outside Saturday shopping hours, nor on Sundays. The revised service was worked entirely by BLs from K. In addition, the 201 and 215 exchanged their routeings between Kingston and the Dittons, the 201 now running via Portsmouth Road and the 215 via Surbiton. From the next day, 29th, the 281 was extended on Sundays to Hounslow as on weekdays.

Also from 28th October the 406 was converted to one-man operation on Mondays to Saturdays using SNBs daily. The 418 was withdrawn in its existing form and replaced by three new services—the daily 478 between Kingston and Bookham Station over the 418, a Monday to Saturday 416 from Kingston to Langley Vale, and the 479, also Monday to Saturday only, running to Bookham Station and serving the Wells Estate en route.

1979 was the year that both the RF and the RT were to bid farewell. The last RFs were to be found working on the 218 and 219 from K. The routes really required vehicles larger than the BL, which had substituted from time to time, if they were to cope on reduced frequencies, and so the LS was the only solution. K could not maintain these larger buses, and so it was necessary to exchange some allocations with NB. On 31st March 1979, LSs started to work on the 218 and 219 from NB, the RFs having finished the previous night with due ceremony, and the 201 was transferred from NB to K.

The last RFs in service had been RFs 313, 369, 381, 428, 437, 441, 452, 471, 481, 492, 502, 504-5, 507, 510-2, 516, 520, 522 and 526 at K. The LSs to replace them at NB were secondhand LSs 56, 85, 89, 181, 206, 239, 243 and 247 along with new LSs 268, 272-3, 278-9, 284, 289, 292 and 294.

K also took a part share of route 65 daily. Route 71 was cut back from Leatherhead to Surbiton Station and replaced by a new route 265, BL operated by K, running daily between Leatherhead and Kingston, extended on Sundays replacing the 71 to Richmond. The allocations for these routes became:

Route	Terminals	Garage	Type	Number of buses		
				Mon-Fri	Sat	Sun
65	Ealing Broadway—Chessington Zoo, journeys to Fox & Hounds	K	RM	13	10	9
		NB	RM	16	12	7
71	Richmond—Surbiton Station	K	RM	9	7	—
201	Kingston—Hampton Court	K	BL	4	3	—
218	Kingston—Staines via Walton	NB	LS	16	16	6
219	Kingston—Weybridge Station, journeys to BAC Factory	NB	LS	†	†	†
265	Leatherhead—Kingston, extended Sundays to Richmond	K	BL	6	6	3

†—buses ex 218 allocation

In the spring of 1979, FW became the first garage to operate the production Metrobuses, the M class, and most of the early examples with white upper deck window surrounds and reflective registration plates replaced the DMSs. The first such examples to be seen in Kingston worked on the 285, although by April the Sunday 281s were also M.

Mysterious events happened on 30th March when road subsidence in Petersham caused a hole to appear in the road which prevented traffic, including buses, from running along Petersham Road. Routes 65, 71 and 265 were affected and from 5th May semi-permanent arrangements were made. Route 65 was divided at Petersham Road with a separate allocation for the northern and southern portions, passengers having to walk between the two sections past the hole. The 71 and 265 terminated at Petersham from the south, passengers requiring Richmond using the 65 service. The hole was not finally filled until 5th September 1980 when the routes resumed normal working.

On 15th July 1979 the first Ms allocated to NB started to work the 211 bringing double-deckers to the route and replacing SMSs which had been among the last in London. Until this time, failures by the SMSs had often resulted in substitution by BLs and LSs. The conversion of the 211 to M started the progressive replacement of DMSs at NB, and by September the 131 and 285 were completely M operated.

By 1980 it had become apparent that the use of K was limited, as it was unable to cope with buses larger than RMs and BLs. The rebuilding and expansion of NB and closure of K provided the obvious answer. With hindsight, cynics might say that the closure of K and transfer of workings to NB alone without rebuilding would have been sufficient bearing in mind the rapid run-down of 'out-county' services in the 'eighties.



M8 (FW) when new shows its attractive livery with white upper-deck window surrounds at Heathrow Airport before its return journey through Kingston. *Alistair Duffus*

As we have seen, normal working in Petersham resumed on 5th September 1980, in time for a further round of changes on 27th. On this date the 71 was extended on Mondays to Saturdays from Surbiton to Chessington Zoo, with peak hour journeys to the Fox & Hounds. The 265 was withdrawn completely leaving the road between Chessington and Leatherhead to London Country. On Sundays, the 71 was reintroduced between Chessington Zoo and Richmond, worked by BLs from K once again. From the same date, NB took over the entire allocation of route 131 on Mondays to Fridays leaving a DMS share from AL only on Sundays. The 201 was finally withdrawn at all times, along with the 215 on Sundays, and on Mondays to Saturdays between Esher and Hampton Court. As a token replacement for the 201, certain journeys on the 215 on Mondays to Fridays were extended beyond Esher to Lower Green, with some school journeys continuing via Esher Lane and Imbercourt Road to Giggs Hill School.

From Monday 29th September, Continental Pioneer route 235 was withdrawn and LT route 71 was diverted between Petersham and Richmond on Mondays to Saturdays only to serve Richmond Hill. There was no change to the Sunday routeing.

On 26th April 1980 the 716 was withdrawn and the 725 and 726 were modified. The 725 became Woking to West Croydon (daily), extended on Mondays to Saturdays to Gravesend and worked by WY and NF, while the 726 was left to cover the roads to Windsor worked by WR and DT. On 31st August the 406 regained double-deck operation using ANs displaced from elsewhere, although SNBs were retained on Sundays when the service no longer ran to Redhill. On the same date, the 714 was extended to Horsham, the first Green Line route to go there since before the



BL28 with a modified yellow blind arrives in Kingston one dismal day on the 215.  
*Alistair Duffus*

Below left DMS1 was allocated to Merton after overhaul, and often worked into Kingston on the 57. *J. G. S. Smith*

Below left M73 waits in an April shower now that two decks have returned to the route. *Malcolm Papes*



War, and the route was officially diverted via Kingston Vale and Roehampton, although this routing had actually been followed since March 1978 when the Petersham Hole opened up. The route remained SNC operated, the only coach route to retain these, and it wasn't until June 1981 that PLs took over. At the same time the remaining RPs on the 715 became RS. Later in June, on 13th, the 725 was reduced east of Croydon and on Sundays the Woking service was withdrawn and the Staines journeys only were retained, albeit by a different routing serving Ottershaw. The service was again changed from 16th May 1982 when it disappeared from the Kingston area altogether being curtailed at Croydon and Woking (Mondays to Saturdays) or Staines (Sundays) over the previous 725 routing.

A month earlier, on 24th April, saw evening journeys on the 406 withdrawn south of Tadworth, and some Monday to Friday peak hour journeys scheduled to terminate at Lower Kingswood and Walton-on-the-Hill. At the same time, the 478 no longer ran beyond Leatherhead garage during the evening.

A quiet period followed until 15th August 1981 when the RMs on route 281 were replaced by crew-operated Ms, and from 2nd November a curious extension of routes 218 and 219 started during Monday to Friday peak hours taking them beyond Kingston along Richmond Road to Ham *Beaufort Road*.

The next landmark occurred on 4th September 1982 when economies resulting from the House of Lords' ruling on Fares Fair were introduced. There were general reductions in frequency, accompanied by some reallocations. NB took over some duties on the 85 on all days of the week, the first time for some ten years. The 218 and 219 projections to Ham ceased, and the 215 and 216, along with the Sunday 71s, were converted from BL to LS operation. However, as we have seen, K was unable to accommodate LSs and these allocations were transferred to NB. This marked the end of BL operation in Kingston. To compensate, route 65 was transferred entirely to K, and so the garage was to work just double-deckers for the rest of its life, rather ironic when K will be remembered for its single-deckers more than any other garage in the Central Area.

LS273 shows the improved destination displays that are now being carried on these vehicles. *Alistair Duffus*

Below left A B20 DMS, 2487, from Sutton takes over the old 213A, while an Olympian, LR12, provides improved standards of comfort on the 406. *Alistair Duffus*

Below right The extension of the 72 to Kingston did not last long, particularly with Ms. M20 shows the appropriate blind display. *Alistair Duffus*



Other changes saw the withdrawal of the 211 on Sundays, and the inevitable conversion of route 281 from crew to one-man operation on Mondays to Saturdays. On Sundays FW took over route 285 from NB. AV Ms started to appear in Kingston from the same time when they replaced LSs on the 111. On Saturdays, AL had to use some LSs on route 57 due to insufficient DMSs on that day, and although theoretically the LSs were supposed to keep to the eastern end of the route and not reach Kingston, their operation to Kingston was in fact quite common. The DMSs at AL and A were beginning to be replaced by the B20 version at this time.

As Kingston's closure loomed on the horizon, yet another round of out-county cuts were brought about by Surrey County Council's budgeting from 29th January 1983. Two routes, the 211 and 219, were completely withdrawn. The 219 (previously numbered 79) was an especially long-established route and was largely covered by an extension of London Country route 437 to Kingston, while the 211 was replaced by an extension of their 461, also to Kingston. The 437 and 461 provided some of the last duties for RPs, although SNBs soon took over. It is interesting that London Country were able to offer their services more cheaply, but of course the frequencies were reduced, and the passengers were the losers in terms of reliability and comfort. The 216 was extended from Kingston to Tolworth Broadway on Mondays to Saturdays to cover that portion of the 211 which remained. The 215 journeys beyond Lower Green to Giggs Hill were also withdrawn, and the 218 frequency was markedly reduced south of Esher. Such was the loss of work at NB that it was necessary to bring in extra duties from further afield, and it was the 72 (East Acton *Du Cane Road* to Tolworth) which was extended from Tolworth to Kingston for garage journeys, providing a regular operation over that section during shopping hours. NB LSs worked the 72 alongside DMSs, and later Ms, from S, although the latter garage rarely worked south of Roehampton. Mole Valley services took over the 215 journeys to Giggs Hill, but one morning and evening school journey still remained on the 215 beyond Esher to Lower Green. Green Line coach 716 was also diverted to run via Hurst Park, and Ben Stanley Ltd served Field Common Estate, alleviating some of the hardship caused by the 211's withdrawal.

The schedules for 25th April 1983 reflect the new pattern:

Route	Terminals	Garage	Type	Number of buses		
				Mon-Fri	Sat	Sun
57	Kingston—Streatham Hill <i>Telford Avenue</i>	AL	DMS LS	8 —	7 5	— —
65	Ealing Broadway—Chessington Zoo, journeys to Fox & Hounds	K	RM	24	20	16
71	Richmond <i>Dee Road</i> —Chessington Zoo, journeys to Fox & Hounds	K NB	RM LS	11 —	7 —	— 2
72	East Acton <i>Du Cane Road</i> —Tolworth, journeys to Kingston	NB S	LS DMS	9 4	7 3	8 —
85	Kingston—Putney Bridge Station	NB AF	M M	7 5	10 5	5 —
111	Kingston—Heathrow Airport Central	AV	M	8	8	5
131	West Molesey—Wimbledon Station, extended Sundays to Clapham Common	NB AL	M DMS	15 —	10 —	3 8
213A	Kingston—Sutton, extended Monday to Friday peak hours to Belmont	NB A	M DMS	3 13	4 11	3 3
215	Kingston—Esher, journeys to Lower Green	NB	LS	3	4	—
216	Staines—Kingston via Sunbury, extended Mondays to Saturdays to Tolworth	NB	LS	14	15	5
218	Staines—Kingston via Walton	NB	LS	†	†	†
281	Hounslow—Tolworth, extended Monday to Friday peak hours to Chessington Industrial Estate	FW	M	17	18	6
285	Heathrow Airport Central—Kingston extended except evenings to New Malden <i>Police Station</i>	FW	M	8	7	5

†—buses ex 216 allocation

NB were often short of Ms and LSs occasionally would substitute on routes 85 and 131. Ms would also appear on the 72 from NB, and it is interesting to note that a panel exists on NB Metrobus blinds for a short-working of the 216 between Kingston and Tolworth. This is perhaps a reflection that from 11th July 1983 the 216 route was split on Mondays to Fridays at Kingston, with no overlap, the Tolworth section being isolated from traffic delays west of Kingston and capable of double-deck operation.

From 31st July the 71 was rerouted on Sundays to serve Richmond Hill, as on weekdays, following revised timing allowances.

The last new routes from K started on 12th November 1983 when shoppers' express buses K1 and K2 were introduced. The K1 commenced between Kingston *Bus Station* and Chessington Industrial Estate via Tolworth Broadway. It had been planned to run on to Hook *Hunter's Road* but there had been residents' objections, and so from 10th December a revised routing was found taking buses to Tolworth, then in a loop via Ewell Road, Red Lion Road, Thornhill Road and Hook Road to Hunter's Road, returning via Chessington Industrial Estate. The K2 started between Kingston *Bus Station* and Tolworth Broadway via Berrylands. Both services were worked by one RM, the K1 running on Mondays, Thursdays and Saturdays, and the K2 on Tuesdays, Fridays and Saturdays. Buses carry black on yellow blinds. It was strange to see the use of two-man operation on such services at a time when so many busier services are going over to one-man operation, but as shoppers' services a degree of goodwill was thought to be generated by a helpful conductor. It will be recalled that the number K2 had appeared in Kingston many years ago for a Green Line route between Horsham and Welwyn Garden City.

So came Friday 13th January 1984, the last day of operation out of K, although the premises continue to be used as a bus station. From the next morning the 65 and 71 were worked out of NB, along with the K1 and K2, thus seeing the return of two-man operation to that garage. The Sunday duties on the 71 now gained Ms, and on that day only they now run via Park Road and London Road to facilitate driver changeovers at Norbiton. For the record, the final vehicles out of K were RMs 19, 23, 92, 185, 189, 254-5, 287, 321, 401, 414, 437, 467, 517, 558, 673, 729, 791, 797, 813, 913, 957, 983, 996, 1035, 1255, 1328, 1385, 1420, 1623, 1672, 1757, 1818, 1971, 2035, 2071, 2075, 2091 and 2130. During LT's Jubilee year, 1983, K had adopted and customised RM254 as a special events vehicle, and NB's M57 had acquired the very attractive 'General' livery which was sadly removed early in 1984.

During the last two months of 1983, the LSs on the 72 from NB were being replaced by Ms, a sensible move especially for peak hour travellers. However, this slow conversion was never completed as on 4th February 1984 the 72 was reallocated back to S. The opportunity was taken to revise the 213A, which now became plain 213, and the service was revised to operate from Kingston to Sutton, continuing on Mondays to Saturdays to St. Helier



DMS2293 shows the B20 type DMS working from AL on the 131 on Sundays here in Wimbledon. *Malcolm E. Papes*



RM254 still survived into 1984 with its special livery, frequently being seen on the K1 or K2 Shoppers' Express services. *Alistair Duffus*



Now that the Sunday omo service on the 71 has been double-decked, we see Norbiton's M373 arriving at Richmond. *Alistair Duffus*



The one and only reported working of a Metrobus on route 216 took place on 21st August when M119, seen here setting down passengers in Berrylands, worked on the Kingston to Tolworth section, complete with 'lazy' blind display. *Russell Upcraft.*

**Below** LS252 (NB) substitutes for a Metrobus last summer on a short-working from Putney to Roehampton on the busy 85 here at Putney Heath. *Ramon Hefford*

Station. Peak hour journeys still continue to Belmont as before. On Sundays, a notable extension takes the route beyond St. Helier *Rose* over part of route 154 through Roundshaw and on to West Croydon bringing NB operation and Ms into Croydon for the first time. NB took over more of the route at the expense of A, requiring 10 Ms on Mondays to Fridays, 9 on Saturdays and 3 on Sundays, compared with A's four, six and four respectively.

This year a number of Green Line changes have taken place. On 25th March new route 768 connected Kingston to Brighton by one return journey on Tuesdays and Sundays from 1st July. This has largely been operated by an AN or LR from LH and was so successful that through the peak holiday period of August, the service became daily and was usually duplicated. The day prior to 1st July, the 715 shorts to Kingston were mostly withdrawn in favour of a new weekday route 713 operated by Guildford garage, nominally be single-deck coaches, although uncomfortable SNBs are usually the order of the day.

So Kingston is closed. I prefer to remember K not as a largely empty bus station of the last days, but back before the opening of NB when a dozen buses of half a dozen types and sub-types stood jammed together. The clearest indication of the changes that have taken place is the single fact that the summer Sunday augmentation on the 131 to Hampton Court now requires just one extra Metrobus. Compare that with the past!

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SNB341 leaves Kingston on Saturday 29th July showing the appalling reduction in detail carried on London Country blinds. *Alistair Duffus*



RB100 (WY) represents the current standard of vehicle on Green Line 716 to Woking. *Alistair Duffus*



SNB491 from Guildford with the poor patronage that a bus Leyland National deserves, is seen on new coach route 713 one sunny Saturday afternoon in July. *Alistair Duffus*



Kingston Bus Station now; a sprinkling of people wait for the various Leyland Nationals to open their doors, while the K2 is far from busy. *Alistair Duffus*

# Spotlight on the 170

by Alistair J. Duffus



Volvo Ailsa V1 on trial on the 170 at Vauxhall in August. *Colin Stannard*

Just now and then a London bus route will emerge from relative obscurity and be in the glare of publicity for a short while; Barking's 62 assumed this rôle when the last RTs were withdrawn, and now it is the turn of the 170 (Aldwych to Roehampton) which is involved in the comparative testing of four new types of double-decker for the future bus replacement programme. The vehicles involved are the Leyland Olympian (L), the Volvo Ailsa (V), the Dennis Dominator (H) and the Metrobus MkII (M). The 170 was chosen for its convenient solo allocation (twelve DMS B20s) from Stockwell garage which had no previous experience of operating the latest double-deckers, the Leyland Titan and the MCW Metrobus MkI, and thus the outcome of the tests were unlikely to be prejudiced in favour of the Leyland or MCW types. Perhaps this is an appropriate point at which to review the short, but varied history of the route.

The 170 was introduced in 1st October 1950 as part of Stage I of the Tram Replacement Programme. Its daily routing took it from Wandsworth *High Street* to Hackney *Well Street* by way of Battersea, Battersea Park Road, Vauxhall, Westminster, Victoria Embankment, Aldwych, Bloomsbury, Old Street, Shoreditch and Cambridge Heath. It replaced Tram route 31 as far as Bloomsbury, but the extension to Hackney had not been operated since pre-War days. Even in those early days, the new RTs from Wandsworth (WD) contrasted with the decay of the inner city areas that the route passed through. The allocation required 29 vehicles on Mondays to Fridays, 20 on Saturdays, and only 12 on Sundays. The new RTs into Wandsworth comprised RTs 1850/1, 1853-89, 3260-81, 3842-5, 3847-56 and 3906, but the allocations for routes 44 and 168 were included in that total. During the spring of 1951, WD became a Leyland garage, and thus RTL1000 (the last from MCW) and RTLs 1112, 1119-75, 1177 and



RT3262 from Wandsworth Garage, new into service, is seen with Southern Region's huge Nine Elms Depot in the background. The detailed blind covers the southern section of the route well. *W.J. Haynes*



This typical early 'fifties view shows Wandsworth's RTL1110 alongside tram tracks on Victoria Embankment. *Alistair Duffus collection*

1179 (with Park Royal bodies) ousted the RTs to further tram replacement and Brixton (BN) and Thornton Heath (TH).

Already Sunday traffic was diminishing, and on 22nd October 1952 the section beyond Clerkenwell Green to Hackney was withdrawn on that day. The remaining Sunday service lasted only a further year until it was withdrawn on 7th October. There then followed several uneventful years with only the inevitable widening of frequencies.

Regeneration came with Stage II of the Trolleybus Replacement Programme on 15th April 1959 when the route was extended on Mondays to Saturdays beyond Hackney via former trolleybus route 555 to Leyton Green, and further extended during Monday to Friday peak hours and on Saturday p.m. to Leyton *Downsell Road*. A Sunday service was introduced between Bloomsbury and Leyton Green. Recently converted from trolleybus to bus depot, Clapton (CT) now provided 26 RTLs on Mondays to Fridays, 23 on Saturdays and 12 on Sundays, to match Wandsworth's Monday to Friday allocation of 19 RTLs. On Saturdays only, Camberwell (Q) provided seven RTLs in keeping with the route's tradition of Leylands.

In 1960 and 1961, the route might be said to have had its finest hours. From 1st May until 12th October 1960, and from 10th May until 11th October 1961, the Sunday service was withdrawn in favour of a 170A running between Bloomsbury and Leyton, and then on via route 38A, Whipps Cross and Woodford, to Loughton Station. CT provided seven RTLs each time. Sadly, upon the withdrawal of the seasonal extension in 1961, it did not reappear, and the only Sunday replacement was a few early morning journeys between Bloomsbury and Leyton Green worked by two CT RTLs derived from the 38A allocation.



Clapton's RTL285 at Knotts Green on the summer 170A in June 1961 represents the heyday of the route at this time. *Gerald Mead*

The decline in traffic in the 'sixties, and the decline in the need for a Saturday service, were matched by the deterioration in the depressing urban fabric served by the 170. Thus, on 29th January 1964, the route was withdrawn on Saturdays. It was partly replaced by a new Monday to Saturday service 253A which ran from Finsbury Park to Cambridge Heath, and then over the 170 to Bloomsbury. The weekday frequency of the 170 was also reduced over the section covered by the 253A which required 15 RTLs from CT on Mondays to Fridays and 13 on Saturdays. Now CT provided just 11 RTLs for the Monday to Friday 170. Further retrenchment took place on 31st December 1966 when the section from Hackney Station to Leyton Green was reduced to peak hours only, and the evening service was withdrawn north of Victoria Embankment. WD provided a mere 11 buses, now RTs in line with the policy of withdrawing RTLs in preference to the AECs, although at the top of the cascade new Routemasters were entering service on the busier routes. CT needed 17 RTLs together with the two buses for the



RTL785 illustrates the Saturday Camberwell working in June 1962 at Vauxhall with an MCW-bodied Leyland showing the wider central moulding. *Gerald Mead*



Left The rump of the Sunday service, with suitable blind display, in this shot of Clapton's RTL415 at Bloomsbury. *Peter J. Relf*

Right The 253A took over part of the 170, and RT3984 is seen in Theobalds Road, RTs having taken over from the RTLs at Clapton. *Alan B. Cross*

Sunday morning journeys. WD's RTs had taken over during October and November 1966, and during August and September 1967 CT received RTs, mainly from New Cross, and the 170 reverted to RT-only operation once again.

On 23rd March 1968 route 253A was withdrawn, and this caused the reintroduction of the 170 on Saturdays between Bloomsbury and Hackney *Well Street* with just five RTs from CT, a dramatic decline from the previous Saturday service in 1964 when Q had helped out. In a major reorganisation on 25th October 1969, the 170 was withdrawn between Bloomsbury and Leyton *Downsell Road* except for a few peak hour journeys to Shoreditch Church. The weekend and evening services were withdrawn completely. The section between Leyton and Bloomsbury was covered by new route 55 (Walthamstow to Marylebone Station) using RTs from Leyton (T). Meanwhile, CT no longer worked on the 170, the route now needing only 13 RTs from Wandsworth. The 170 was further withdrawn, from 24th July 1971, between Westminster and Shoreditch losing its link to Victoria Embankment, and was diverted instead via Whitehall and Strand to Aldwych, with peak hour extensions to Euston. It was converted to one-man operation using the new DMS class, DMSs 113-5, 118, 125-131 going into WD for the allocation, now down to 11 buses.

Ten years followed with little change. The route had neither seen an RM allocation, nor did it flirt with single-deckers. Loadings were generally light except during peak hours, and it would not have been surprising if the route had been swallowed up in some major alteration.

Wandsworth was one of the garages selected to operate the new B20 DMSs towards the end of the decade, and these then came to the 170. Rejuvenation however occurred on 25th April 1981 when the 170 was rerouted between Battersea and Wandsworth via Falcon Road and St. John's Hill to serve Clapham Junction instead of York Road. More importantly, the route was extended south-west from Wandsworth to Putney Heath via the former 168 routeing, and on to Roehampton *Danebury Avenue* via the old 85A. A Monday to Friday evening service was introduced between Clapham Junction and Danebury Avenue, whilst a Saturday shopping service was provided between Vauxhall and Danebury Avenue. Wandsworth's allocation was boosted to 17 DMSs, and on Saturdays Stockwell (SW) provided seven B20 DMSs to add variety.

The 4th September 1982 changes also favoured the 170. Although the Aldwych to Euston extension was withdrawn, a Monday to Friday evening service was introduced between Aldwych and Clapham Junction. SW took charge of the route on Mondays to Fridays in addition to Saturdays.

The 170 remains a curious route. It certainly graces some of London's main thoroughfares although it still looks out of place in the Strand and Whitehall beside RMs. Its journey through the twilight zone is very drab and depressing, although it emerges to Putney Heath to more leafy surroundings. The days of extension into north-east London now seem remote, more especially the unsuccessful summer Sunday offshoot to Loughton Station. Undoubtedly the route has staying power, and has seen off a number of its colleagues. The experimental classes, the remaining DMSs, and now the first single-deckers to the route—the Leyland National MkII—are now causing the route to be much sought by enthusiasts. When was the last time that a route could see six different types of bus, all at the same time, and from the same garage?



The new order of one-man operation is shown by DMS380 in original condition at Aldwych in August 1973 when the route had reached its nadir. *Malcolm E. Papes*

The Leyland Olympians are represented here by L2 at Nine Elms on a short working to Vauxhall. *Ramon Hefford*



The first single-deckers to the 170 came when Leyland Nationals were substituted for shortages of the many double-deck types. Stockwell's Mk II LS491, normally found on the P4, is seen at Lambeth Palace during the evening peak. *Colin Stannard*

The Volvo Ailsas were the next experimental type to arrive, and here at Roehampton this nearside shot shows clearly the three-piece entrance doors, and the rather interesting side destination display, as fitted to all the new types. *Ramon Hefford*



Also at Roehampton, we see the first of the Mk II Metrobuses, M1441, on its first day in service, 29th August, heading for Westminster Station. *Ramon Hefford*

An unusual shot taken at Roehampton here shows three of the double-deck types working on the 170—DMS2469, L1 and V2. *Ramon Hefford*



# All Change in Windsor & Slough

On 19th May the long-established London to Maidenhead Alder Valley service, numbered X12 over recent years, was withdrawn and changes introduced on Green Line services 701 and 704, the 701 becoming principally an Alder Valley service between Victoria and Maidenhead with only minimal operation by Green Line. Then, on 29th July, the new Slough garage opened with the old Windsor garage being closed, many local services in Slough being renumbered into a new 90-96 series. We see here some of the new operations which were introduced.



The new 701 to Maidenhead is depicted here by Alder Valley's 1115 seen at Langley at the end of May. *Ramon Hefford.*



A new Green Line 702 was introduced, the number only being vacated in the Harlow area a week earlier, running from Victoria to Windsor Safari Park via Slough as a replacement for the 701. Here we see TL9 heading for the Safari Park at Langley, where the driver checks his timcard. *Ramon Hefford*



With the opening of the new Slough garage came the unexpected use of SL codes, as shown by TL13 at Slough on 30th July. *Ramon Hefford*



**Left** The new services replacing withdrawn routes 444/5/6/8 and 481/4 fell into the new 90+ series. Most journeys are worked by SNBs as seen here outside the new garage (to the right) where SNB398 operates the 93. *Ramon Hefford*

**Right** A few journeys are, however, double-deck and AN195 leaves Slough *Knotton Way* for Wexham Park Hospital on the 91. *Richard Godfrey*



**Left** The Monday to Saturday evening service on the 458 was rerouted via Chalvey and renumbered 58. SNB407 is seen turning at Cippenham on 24th August. *Richard Godfrey*

**Right** The withdrawal of the 451 was covered by an extension of the 466 and 469 from Staines to Shepperton and on to Charlton Village where SNB245 approaches on the first journey. *Ramon Hefford*

# Misplaced Metrobuses in the North and West



Since a Finchley allocation was introduced on the 43, Metrobuses have become a fairly regular performer. Only recently, however, were the garage journeys made to run in service and here in City Road M576 heads for North Finchley, a destination more appropriate to the 104 at this point. *Ramon Hefford*



At Edmonton, Metrobuses regularly stray onto the 279 and 279A, and here at Barbican M761 approaches Liverpool Street on 10th June. *Colin Stannard*



The use of Ms at Harrow Weald was extended to the 114 on Sundays, and certain other busy workings during the week, and showbus M1000 pauses here in Harrow Bus Station to pick up Mill Hill passengers. *Colin Fradd* Other routes at Harrow Weald have also seen Metrobuses on selected workings during the week to improve capacity at busy times. One hopes that these normally LS routes will eventually gain double-deckers at all times. We see again, M1000, on the 136 at Harrow on its way to South Harrow *Malcolm Papes*, M872 at Pinner earlier in the summer on the 209 *Colin Stannard*, and M656 arriving at South Harrow on its leafy journey from Watford on the 258, a route now open to tender. *Alistair Duffus*



# Letters to the Editor

## The Kingston Story

Sir,

I was very interested to read Brian Bunker's article on Kingston in LBM49 as I know the area very well.

Regarding the trams, the LUT terminus at Tooting was at the junction of Tooting High Street with Longley Road, on the boundary between the then counties of London and Surrey; when through running of LCC trams started this was the changeover point from underground conduit to overhead wiring for the supply of current.

May I query the statement about two-thirds of the way down on page 16 regarding route 113? I think Mr Bunker is in error—perhaps a slip of the pen—in saying that the bridges in Portsmouth Road precluded the use of double-deckers on this route. I do not think the route served Portsmouth Road, and always understood that the reason for the non-use of double-deckers was the low bridges at Norbiton Station (for the route was via Coombe Road) and at New Malden Station, the roadway at the latter point not having been lowered and widened then. My impression was, at any rate in the 'thirties, that the service was one of the most frequent and well patronised; I think double-deckers would have been used if the route had been suitable.

Yours faithfully

H.R. Kenwright, Ashwater, Devon

Sir,

Having read the interesting article "Kingston" by Brian Bunker in LBM49 I wonder if I might be permitted to comment on one or two points concerning Country Bus and Green Line operation?

Firstly on page 18 reference is made to former LGOC route 162B being renumbered 462 upon its transfer to LGCS on 1st March 1933, whereas evidence suggests, according to timetables and traffic circular, that it retained its identity as 162B until the 3rd October 1934 renumbering scheme. The traffic circular also states that route 418 was extended from Tolworth to Kingston on Wednesday 28th February 1934, rather than 26th as stated.

Concerning the introduction of Green Line (page 20), the Guildford to Charing Cross service did not serve Kingston as might be implied, but operated via the Kingston By-Pass, a fact borne out by the appropriate handbill. It may have been an intention of Green Line to provide a facility between Kingston and Guildford in those early days but it was not realised for over forty years until the introduction of route 715A, albeit on Saturdays only, from 15th May 1971. Route D, incidentally, was extended from Sunbury Common to Staines Garage on 3rd January 1934 upon the ceasing of use of the garage facilities at Sunbury. On the question of war-time Green Line operation the last day of service was 29th September 1942 and not as stated.

Two services not mentioned in the article were the Premier Line service E which ran in competition to Green Line between Aldwych and Sunbury Common, and a curious service operated into Kingston by Sunshine Saloon Coaches Ltd. The Premier Line service commenced in a limited form on 22nd February 1931 and was increased to every 15 minutes from 2nd April. The service fell foul of the Traffic Commissioner under the terms of the Road Traffic Act, 1930 and after an unsuccessful appeal was withdrawn during June 1932 after a period of illegal operation. The Sunshine Saloon service was run on behalf of Bentalls Store between Ashford and Kingston via Lower Sunbury and did not operate on Wednesday afternoons or Sundays. The three coaches were acquired by LPTB on 30th December 1933 and the service was discontinued.

Yours faithfully,

L.E. Akehurst MCIT, Watford, Herts

### Brian Bunker writes:

Many thanks to Mr. Kenwright, and especially Mr. Akehurst for their additional material. I was aware of the Premier and Bentalls (Sunshine Coaches) routes but they were excluded for reasons of space. As always, Mr. Akehurst's expertise in Country area matters has identified one or two slips. He is correct on the Guildford to Chertsey route of 17th July 1930, and also on the 418 extension to Kingston. A printing error changed 30th September to 30th December for the end of Green Line services in 1942.

Sloppy expression resulted in the 462 'problem'. The date of renumbering was, of course, 3rd October 1934. This also led to the misunderstanding at the end of the paragraph about low bridges. Those in Portsmouth Road affected routes 79 and 112; the 113 was blighted by two low bridges, one at Norbiton Station, and one at Worcester Park Station.

One additional point needs clarifying. In 1928, the termini at both the Horse Fair and the Market were closed in favour of the Bus Station. It appears that some time prior to November 7th when this change took place, a few of the Horse Fair routes terminated at Cromwell Road beside the Bus Station. It also seems that the 171 terminated from its inception at Fairfield West until November 7th. Evidence (photographic?) and reasons would be welcome.

Some typographical errors crept into Part One:

**Page 19 last paragraph.** Last day of LCC cars to Hampton Court was 30th August 1931.

**Page 20** Trolleybus route 601A (Surbiton Station to Tolworth *Red Lion*) ran on Mondays to Saturdays from August 1935 until 19th October 1943. Route 604 reached Wimbledon on 15th December 1932 and route 601 reached Tolworth By-Pass on 20th September 1933.

**Page 26** Caption to right photo should read STL1. K also had a couple of LT doubledeckers.

**Page 28 sixth paragraph.** STL1973 should read STL1793.

**Page 31** Reference to STL1751 should read STL1752.

**Page 33** Reference to STL1628 should read STL1638.

**Page 36 bottom right photo caption**—Trolleybuses replaced the Diddlers in 1948-49 not 1950-1.

**Page 39 Appendix** LT 1428-9 should read LT1427-8. Reference throughout should be to CERES ROAD not Cere Street.

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