

London Bus Magazine

Number 51

Winter 1984/85



London Omnibus Traction Society

Capital Transport

THE STLs



KEN BLACKER

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The STLs is another classic London bus history from Ken Blacker—this time detailing the story of London Transport's standard double-decker prior to the RT, spanning 23 years of passenger service from 1932 to 1955. The highly informative text covers each of the many varieties of STL and is accompanied by over 400 photographs, the great majority previously unpublished. Also included are 20 pages of appendices giving initial allocations of each vehicle and registration numbers. 200pp, 10½ ins by 8½ ins casebound, £11.95

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London Bus Magazine

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Cover: The Mobility Bus which operates in the London Boroughs of Newham and Waltham Forest started on 27th November. LS454, one of the ex-Red Arrow Mk II Leyland Nationals, works from Leyton Garage on eleven services numbered 900-910. The bus carries an 'assistant' and inspector to help passengers, and here outside the Co-op in Stratford Broadway we see the assistant supporting an elderly lady alighting at the front, while the inspector supervises the use of the wheelchair lift at the centre doors.
Paul Carpenter

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Around and About

New Chief for London Buses

Nicholas Ridley, Secretary of State for Transport, has appointed John Telford-Beasley from the pharmaceutical industry to become managing director of London Buses and a full-time member of the LRT Board for a period of five years. Mr Telford-Beasley, 55, was regional president of the Warner-Lambert International pharmaceutical group with special responsibility for the Mediterranean areas of Europe and Africa. He has previously been marketing director, deputy chairman and executive chairman of companies in the Cadbury Schweppes group.

Fares up by nine per cent

LRT has confirmed plans for a fares increase from 6th January. Additional information to that published in LBM 50 is that Red Arrow and Airbus fares remain unchanged, and the new special one-day passes will be 60p for either the inner or outer zones, or £1.10 for both. They will be valid after 10 am on Mondays to Fridays, and at any time at weekends. Intending travellers will be able to buy the tickets in advance and validate them by 'scratching off' the date. Adult Red Rovers will increase from £1.80 to £2, child rovers remaining at 60p.

Co-ordinated passes between LRT and British Rail

Also from 6th January, when British Rail fares will also rise, BR and LRT are launching a new range of passes called Capitalcard giving the complete combination of travel by British Rail, Underground and London's bus services. Capitalcards will be available for 7-day, monthly, or longer periods up to a year, across two or more adjoining Travelcard zones, and Photocards will be needed for those valid for one month or longer. The new Capitalcards cost, on average, only 15 per cent more than the equivalent Travelcards and offer exceptionally good value. The following table gives the prices of adult Capitalcards with Travelcard prices (from 6th January) shown in brackets:

	2-Zone		3-Zone		4-Zone		All Zones	
7 day	£6.30	(£5.50)	£9.50	(£8.20)	£12.20	(£10.40)	£15.00	(£13.20)
monthly	£24.20	(£21.10)	£36.50	(£31.50)	£46.80	(£39.90)	£57.50	(£50.50)
quarterly	£71.00	(£62.00)	£107.00	(£92.50)	£138.00	(£117.00)	£169.00	(£149.00)
annual	£252.00	(£220.00)	£380.00	(£328.00)	£488.00	(£416.00)	£600.00	(£528.00)



At Bromley garage, Titans now work the 119 and 119B routes as crew vehicles ready for the inevitable omo conversion. T1115 here descends Corkscrew Hill one mild Sunday in November. Colin Fradd



With more Ts being allocated to Catford for the 47 following the conversion of the 208, it was only a matter of time before they turned up on the 1 to central London. T1082 was caught in Rotherhithe New Road one Saturday, the day when Ts were most common. *Ramon Hefford*

On Sundays, the conversion of the 1A to crew-Titan proved to be shortlived, working for only two days before the omo conversion on 28th October. T1106 in Westminster Bridge Road heads for Charing Cross with conductor on board on 14th October. *Ramon Hefford*



Despite the lessons learned in the mid-seventies regarding doored operation on central London routes, LT is clearly keen on converting routes again replacing Routemasters at a furious rate. D2563 slows down for the photographer at Millbank on the busy 77A. *Colin Fradd*



The extension of the 252 beyond South Hornchurch to Hornchurch *White Hart* was accompanied by a slip-board in the front windscreen highlighting the service to Airfield Way. T8 with such a display is seen in Romford. *Colin Stannard*



An idea for attracting tourists onto certain normal West End routes saw the 23 chosen for the first such experiment. Buses normally used on the route carry special coloured vinyl advertisements depicting the many places of interest along the route. RML2486 at Trafalgar Square and RML2377 in the Strand show the full extent of the signing. *Colin Fradd/Colin Stannard*



One-Man Operation to increase

LRT management are aiming to increase omo on London's buses from the present 53 per cent to 75 per cent by 1987, when some major routes are expected to be converted. Despite serious problems, the ultimate target remains fleetwide one-man operation.

Another travel survey

During October and November a survey was carried out in the Wood Green area as part of the continuing plan to build up detailed pictures of passengers' travel needs in suburban centres.



The withdrawal of the 79 resulted in a circuitous extension of the 226 from Park Royal to Burnt Oak, at the same time being rerouted via the Park Royal Asda store. M415 in Kingsbury shows the interesting new destination display. *Colin Stannard*



Abbey District's evening Sightseeing Tour starts from Victoria Bus Station, advertised by a signwritten blackboard nearby. M1050 awaits custom using the 500 bay on 17th September. *Colin Fradd*

The special services to Romford Market from various places in Selkent District are numbered in the 6xx series, similar to the summer coastal services. Here at Romford T797 (TL) represents the 611, *Colin Stannard*, while at Bexley T703 (PD) depicts the 613. *Ramon Hefford*



New Edgware Garage opens . . .

The new garage at Edgware was formally opened by David Hardy, deputy chairman of LRT, on 21st September. Work on the £4.5 million project started in 1981 and the new garage occupies a 10½ acre site alongside the old garage built in 1939. The new garage can accommodate 100 buses, compared to 23 inside the previous garage where most vehicles had to be parked outside. The new garage opened for operation with the service revisions on 27th October.

. . . and Norwood re-opens

Dr Keith Bright, LRT Chairman, drove a Routemaster through the ceremonial tape to open officially the rebuilt Norwood garage. It marked the completion of a £5 million reconstruction task on the site of the former garage, which began life in 1909 as a base for horse-drawn buses. The new garage houses at present only 44 buses for routes 2B and 68, less than the previous structure. Staff returned to Norwood from Clapham garage, which has now become the home for Streatham crews while their garage is rebuilt.



RM719, the one-time Streatham showbus, was used in the opening ceremony for the new Norwood garage, and is seen preparing for the ribbon-breaking act. *John Parkin*

Below left As Streatham garage was no longer available as a terminus, those routes which had previously terminated there were either curtailed, extended or rerouted elsewhere. The 133 was extended further south to a new terminus at Streatham High Road Green Lane where RM1315 is seen heading. *Ramon Hefford* **Below** Coincident with the reallocation of route 249 from Streatham to Clapham garage came the conversion of the route to Metrobus operation, bringing Ms to Wandale District for the first time. M1081 turns here at Streatham Common on 31st October. *Ramon Hefford*



Nighters 'by request'

From early next year all Night Buses ('N' prefixed routes) will stop only by request at all bus stops along the route. It is hoped that this will help to speed up the services, and avoid unnecessary delay to passengers.

Free Travel on New Year's Eve

Hofmeister Lager are sponsoring free travel on New Year's Eve on London's buses and underground. On the buses, free travel will apply from 11 p.m. on 31st December until 4 a.m. on 1st January, while underground services will be free from 11 p.m. until services close down, about 30 minutes later than normal.

Two-man double-deck operation on Red Arrow 500

Following the fire at Oxford Circus station on Friday 23rd November causing extensive disruption to underground services, particularly the Victoria Line which was suspended between Victoria and Warren Street, local initiative resulted in a number of peak hour extras on Red Arrow route 500 as a partial replacement. Metrobuses with conductors helped to clear rush hour queues; two-man operated because Ms are not fitted with fareboxes, and most Red Arrow drivers are not trained in the use of ticket machines.



One of the extras on the 500 carried a home-made blind display at the front supported by a large route number in the windscreen, and M1050 speeds back along Grosvenor Place towards Victoria to pick up another load of West End bound commuters. *Colin Fradd*
Another vehicle in use was fitted with an MBA blind which offered a slightly improved display including a route number, and one which could be illuminated at night. M1053 loads up in John Prince's Street during the evening peak with conductor visible on the lower deck. *Paul Carpenter*

London Bus Magazine

Due to increased production costs, from this issue it has been necessary to increase the cover price of London Bus Magazine to £1.70. Those members of the London Omnibus Traction Society who wish to subscribe to LBM will benefit from the special post-free rate of £6.00 for four issues.

Data Protection Act

For the purposes of administering the subscriptions, accounts and mailings of LOTS, the Society holds membership data on computerised files. This information is not divulged to any external agency, or organisation, for commercial or any other purpose.

Under this Act, Section 33(2)(a) provides for the "data subject" to have an opportunity to register any objection to this situation, and to exercise right of removal. If anyone wishes to register such objection, they must notify the Hon. Secretary, 32 Pennethorne Close, Victoria Park Road, London E9 7HF within six months of the "appointed day", a date yet to be determined by the Home Secretary. Members so doing should enclose an SAE, and state specifically their objections.

Changes in the South East and the North East



Above and Below left To provide new links between Thamesmead and Lewisham, route 178 was extended beyond Woolwich to Lewisham through Kidbrooke over route 291 from 27th October. The 291 itself has been turned into a very short shuttle service between Woolwich and Woodlands Estate, the future of which must be in some doubt. Here we see T1090 turning out of Kidbrooke Park Road while an older version, T693, passes Plumstead Common after the changes. *Ramon Hefford/Colin Fradd* **Below right** The conversion of the southern portion of the 180 to one-man operation has seen the introduction of a new 181, also serving Hither Green Hospital. As the Lower Sydenham Station terminus is unsuitable for turning omo buses, the 181 runs on to Bell Green as shown by LS14 on the first day of operation. *Colin Fradd*





The number 233 has been reintroduced for the 21A replacement, running by way of Avery Hill and Halfway Street to bolster the 228. Although normally Titan-operated, Sidcup's Ms do work the route, and here at Swanley Asda T600 is compared with the more unusual M803 at Avery Hill Road on 27th October. *Ramon Hefford*





Part of the 269 service was rerouted through Thamesmead and renumbered 269A, running between Charlton and Bexleyheath, while the 272 was revised to operate in a loop providing deeper penetration of the Thamesmead area. T1097 at Abbey Wood represents the 269A, while the interesting blind on the 272 to differentiate the loop workings is shown by T1107 at Thamesmead. *Ramon Hefford*

The 56 was extensively altered to provide a new service to The Highway, East Ferry Road, and a link to the City, albeit circuitous, from East Beckton. T472 at East Beckton on the first day shows how side blinds are being altered to show only a route number. *Ramon Hefford*





Another East Beckton service, the 173, was double-decked and rerouted to give a quicker journey time to Stratford. The unfamiliar lettering used on T431's destination blind is typical of that now found on West Ham's routes, the blinds being the result of an outside manufacturer. One is inclined to question why LT's Johnston lettering cannot be used, which gives a far more pleasing appearance. *Ramon Hefford*



To convert the Limehouse part of route 86 to one-man operation, and provide a more local and therefore reliable service, this section was switched to route 278 which regained double-deck operation, and T590 is seen in Burdett Road approaching its new terminus. *Ramon Hefford*

The low-bridge sections of routes 173 and 278 were combined into one new service numbered 276 running from Canning Town to Stoke Newington. Here at Canning Town flyover LS148 sets off for a trip to the route's other extreme on 1st November. *Ramon Hefford*



Thirteen – Unlucky for Some?

London Regional Transport is inviting other operators to bid for the operation of some London bus services under contract. For the first time, outside firms are being given the chance to work the routes, if cost efficiency and quality of service can be guaranteed. The move results from the London Regional Transport Act which came into operation this year. The thirteen routes chosen are:

81	Hounslow <i>Bus Station</i> – Slough
LT 84A	Turnpike Lane Station – <i>Barnet Arkley Hotel/Barnet Chesterfield Road</i>
146	Bromley North Station – Downe
LT 152	Mitcham <i>Cricketers</i> – Surbiton Station/Chessington Zoo
LT 193	Romford <i>St. Edward's Way</i> – Hornchurch <i>Hacton Lane</i>
LT 215	Kingston Station – Esher <i>Lower Green</i>
LT 228	Eltham <i>Well Hall Station</i> – Chislehurst <i>Gordon Arms</i>
LT 258	South Harrow Station – Watford Junction
LCBS 313	Chingford Station – Potters Bar <i>Cranborne Road</i>
LCBS 493	Ramsden Estate – Green Street Green (operated by London Country Bus Services Ltd)
LT H2	Golders Green Station – Hampstead Garden Suburb
LCBS P4	Brixton Station – Lewisham <i>Bus Station</i>
W9	Enfield Town – Muswell Hill Broadway

Mr Ian Phillips, LRT's board member for Finance and Planning, said that under the London Regional Transport Act, LRT is required to invite tenders for the operation of services. The thirteen routes have been chosen as the first step in the process. The aim is to achieve a satisfactory level and quality of service at the lowest possible cost. It is said that the longer term results may enable a higher amount of bus mileage to be operated, although it is more likely that it will simply reduce LRT's overall operating costs.

Under the tendering process LRT will maintain firm controls over the quality of service offered, and tenderers will have to comply with all safety, maintenance and financial requirements under the public service vehicle licensing arrangements.

Any of the routes transferred to other operators would still be marketed as an integral part of the LRT public transport network. Standard LRT fares would be charged; Travelcards, elderly and handicapped persons' passes, and all other similar tickets valid on London buses would be accepted. Contractors will be required to identify their vehicles to the public as operating on a service on behalf of LRT.

London Buses has confirmed that it will be submitting tenders to LRT for *all* 13 routes, and all those wishing to tender will be required to register their interest by the end of 1984. Following evaluation of the tenders, the first contracted service is expected to start by the middle of 1985.



A number of peripheral routes seem likely to be transferred to London Country operation. The 258 is among them, bringing the prospect of green buses as far into LT territory as South Harrow. *Capital Transport*

Mobility Bus from LRT

A new experimental service for the disabled started on 27th November in the London Boroughs of Newham and Waltham Forest. A specially converted Leyland National, LS454, has been fitted with a wheelchair lift and works from Leyton garage on eleven different routes. The timetables are designed to cover the areas as comprehensively as possible, each route running one day a week, and enable passengers to visit the local shopping and civic centres of Walthamstow, Stratford and East Beckton. The bus has an attendant who operates the wheelchair lift and assists passengers. All passes and permits are valid on the services, and the normal fare is 30p for all passengers, including children. The bus serves existing bus stops where its route is shared with normal services, and stops elsewhere on request at any safe point.

London Regional Transport's board member with special responsibility for the disabled, Mr Keith Brown, said this pilot scheme will establish how practical it is to operate this kind of service in London, and what passengers think of it. If it is successful it is hoped to develop the service to cover other areas.



900 THURSDAYS ONLY

Hall Lane, Sinclair Rd	09 28
Waltham Way, Hall Lane	09 32
Waltham Way,	
Mansfield Hill	09 41
Yardley Lane Estate,	
Bus Terminus	09 45
Chingford Station	09 55
The Ridgeway,	
Old Church Road	10 03
Chingford Mount	10 09
Crooked Billet	10 18
Walthamstow Central	
Bus Station	10 28

Return Journey Departs
at 13 10

901 THURSDAYS ONLY

Fulbourne Rd, Forest Rd	10 45
Winchester Road,	
Wadham Road	10 49
Highams Park Broadway	
	10 53
Larkshall Rd, New Rd	11 00
Kings Rd, Railway Bridge*	11 06
Chingford Hatch,	
Friday Hill	11 12
Highams Park Station	11 19
Hale End Rd, Wadham Rd	11 23
Hale End Rd, Forest Rd	11 27
Walthamstow Central	
Bus Station	11 44

Return Journey Departs
at 14 30

* The bus will stop on request at this point.

902 TUESDAYS ONLY

Walthamstow,	
Crooked Billet	09 40
Billet Rd, Higham Hill Rd	09 47
Blackhorse Rd. Station	09 56
Markhouse Road,	
St James Street	10 01
Lea Bridge Road,	
Markhouse Road	10 07
Bakers Arms, Leyton	10 12
Walthamstow Central	
Bus Station	10 16

Return Journey Departs
at 13 55

903 TUESDAYS ONLY

Walthamstow Central Bus	
Station	10 26
Bakers Arms, Leyton	10 30
Church Rd, Lea Bridge Rd	10 35
Church Rd, Grange Park Rd	10 41
Leyton Town Hall	10 46
Leyton Rd, Chobham Rd.	10 50
Stratford Broadway,	
Co-op	10 54

Return Journey Departs
at 13 15

904 TUESDAYS ONLY

Plaistow High Street,	
Upper Road	11 09
Balaam St, Barking Rd	11 15
Barking Rd, Green Gate	11 18
Green Street, Boleyn	11 22
Plashet Rd, Upton Lane	11 30
Upton Lane, Romford Rd	11 36
Stratford Broadway,	
Co-op	11 45

Return Journey Departs
at 15 00

905 FRIDAYS ONLY

Leyton Green	09 30
Shernhall St, Vallentin Rd	09 38
Wood St, Forest Road	09 43
Prospect Hill, Sherhall St	09 46
Walthamstow Central	
Bus Station	09 50

Return Journey Departs
at 13 10

906 FRIDAYS ONLY

Walthamstow Central Bus	
Station	10 00
Bakers Arms,	10 04
Hainault Rd, High Rd	10 10
Leytonstone Station	10 18
Cathall Rd, Marchant Rd	10 27
Harrow Rd, Cann Hall Rd	10 35
Leyton, Thatched House	10 41
Stratford Broadway,	
Co-op	10 50

Return Journey Departs
at 13 50

907 FRIDAYS ONLY

Abbey Rd, West Ham Lane	11 03
Manor Road, Star Lane	11 10
Silvertown Way,	
Hallsville Road	11 15
Kier Hardie Estate,	
Tarling Road	11 17
Freemasons Road,	
Victoria Dock Rd	11 22
Freemasons Road,	
Newham Way	11 26
Barking Rd, Hermit Rd	11 31
Grange Rd, Upper Rd	11 34
Plaistow Station	11 39
Stratford Broadway,	
Co-op	11 44
Return Journey Departs	
at	15 15

908 WEDNESDAYS ONLY

Green St, Romford Rd	09 34
Manor Park, Station Rd	09 40
Little Ilford Lane,	
Church Road	09 50
Gladstone Ave, High St	09 58
East Ham, White Horse	10 06
East Ham, Town Hall	10 10
Plashet Grove,	
Katherine Road	10 19
Green St, Plashet Rd	10 23
Green St, Romford Rd	10 29
then non-stop to	
Stratford Broadway,	
Co-op	10 37

Return Journey Departs
at 14 20

909 WEDNESDAYS ONLY

Stratford Broadway,	
Co-op	10 48
Plaistow Station	10 56
Plaistow Broadway	10 59
Greengate St, Green Gate	11 02
Prince Regent Lane,	
Glen Road	11 04
Tollgate Rd, Newham Way	11 08
East Beckton District Centre,	
(ASDA Bus Station)	11 18
Return Journey Departs	
at	13 40

910 WEDNESDAYS ONLY

Silvertown, Leonard St	11 40
North Woolwich, Pier Rd	11 45
Cyprus Place	11 51
East Beckton District Centre,	
(ASDA Bus Station)	11 54
Lonsdale Avenue,	
Greatfield Avenue	11 58
New City Rd, Boundary Rd	12 03
Barking Rd, Green St	12 08
Plashet Rd, Green St	12 12
Portway, Vicarage Lane	12 20
Stratford Broadway,	
Co-op	12 24
Returns From Stratford	
at	15 30
Passing East Beckton District	
Centre	
(ASDA Bus Station)	
at	16 18

Twenty-Five Years Ago— The Story of 1959

by Ken Glazier

The first day of 1959 should have witnessed the first stage in the conversion to diesel bus operation of London's trolleybus network. The late delivery of Routemasters had, however, forced a delay of two months in that programme. Instead, the finishing touches were being put to plans for the last of the mileage cuts following the strike of 1958. The year as a whole was to prove a happy contrast to the miseries of the previous twelve months. London Transport paid its way after meeting all its interest charges and returned a modest surplus of £30,000. Such accuracy in hitting its target would surely be the envy of many commercial enterprises. Nevertheless compared with 1957 the volume of traffic on Central Road Services was nearly 14% down, on Country Buses the drop was 5½% and on coaches just over 3%. The better results on the Country department's operations can be attributed at least in part to the increasing population of its area, mainly in the New Towns. All services benefited from an exceptionally fine summer. These demand changes were reflected in the mileage run by the two departments. Central operations was over 13% down compared with 1957 whereas Country Buses was down less than 3% and Green Line was virtually unchanged.

Trolleybuses, which were to feature so prominently in the year's events, also dominated the first major group of service changes on January 7th. It was their contribution to the mileage economies following the strike and featured the complete withdrawal of routes 664, 683 and 695. Route 628 was withdrawn during peak hours (when route 626 already covered most of it) and route 655 was cut out on Saturdays between Acton and Hanwell and between Hammersmith and Clapham Junction. The 695 was partly covered by the Monday to Saturday extension of 663 from Ilford to Chadwell Heath, which kept intact all of the connections formerly made. The 664 was covered north of Craven Park by the 666 which blossomed into a daily service between Hammersmith and Edgware, absorbing short workings from route 660 between Hammersmith and Craven Park. The "round-the-corner" connections made by the 683 were never directly replaced but later in the year (July 8th) route 76 was given some Moorgate—Stoke Newington short workings which were probably intended to restore some of the lost services in this corridor. There were also frequency cuts on most other routes, with heavier cuts on Sundays than at other times. Route 605 was introduced on Sundays to temper the cuts on 601 and 604. Altogether fifty eight trolleybuses (about 5%) were removed from the schedules on Mondays to Fridays, ninety-four (about 7%) on Saturdays and sixty-one (7%) on Sundays.

On the same day the 89A was withdrawn and replaced by an extension of route 192 from Woolwich to Lewisham. To give a progressive route through Woolwich the 192 was diverted, compared with 89A, to run towards Lewisham, via Woolwich New Road to Sandy Hill Road; and towards Woodlands Estate from Bloomfield Road, via Conduit Road, Anglesea Road, Woolwich New Road and Thomas Street to Greens End. The Lewisham service was more frequent than formerly (albeit still not a clockface headway at eighteen minutes compared with twenty-four!) but Woodlands suffered a cut. The 192 was re-allocated to Catford, which gained two RT at the expense of Abbey Wood.

Country Buses had a small programme of improvements on January 21st:

- 334 A few peak journeys extended Boxmoor to Gadebridge (Howards Drive) via Northridge Way, Warners End Road, Boxted Road and Galley Hill.
- 334A Extended from High Street Green to Hemel Hempstead (Maylands Avenue) (Cleveland Road) via Wood Lane End.
- 370/A Some journeys extended Mondays to Saturdays from Chadwell St Mary (Cross Keys) to Brentwood Road Estate via Linford Road, St Mary's Road, Waterson Road and Claudian Way.
- 377B Diverted between St Albans Hill, Hemel Hempstead and High Street Green via Leys Road, Peascroft Road, Bennetts End Road, St Albans Road, Maylands Avenue and Swallowdale Lane.

This was also the day when route 165 was re-routed to serve Mungo Park Estate. Between Wood Lane and Cherry Tree Lane it now ran via Mungo Park Road and South End Road, instead of Rainham Road.



The trolleybus is still in full command at Stratford at the beginning of 1959 but the 695 will not survive the first week of the New Year and the 663 will follow, albeit replaced by motor buses, within months. SA2 class trolleybus 1740 approaches the western extremity of the operational area of these classes at Bow, leading N1 class 1595. J2 class 977 is on the middle of the road stand for the terminating services. *Michael Dryhurst*



Another casualty of the post-strike cuts was the long route 664 to Edgware. C2 class 219 shares the barely recognisable Paddington Green stand with C3 No. 324 just before both vehicles were withdrawn in 1958. Note the bus stop with points served—a characteristic trolleybus feature. *Alan B. Cross*



A shorter route of more questionable value, the 683, also disappeared after January 6th. Stamford Hill's K2 class Leyland 1202 stands at the City terminus at Finsbury Square. *Brian Bunker collection*



The 695 was partly replaced by a short-lived extension of route 663 from Ilford to Chadwell Heath. The BRCW bodied N1 class of AEC trolleybus was particularly associated with Bow depot whose 1613 takes the corner from The Grove, Stratford into Romford Road on a miserable damp winter day.
W.J. Haynes

Movement in the fleet during January was mainly disposals. The first twenty (ten 14T12; ten TD) of a series of shipments to the Ceylon Transport Board took place on January 5th, followed by another batch on January 21st. These consignments were to continue throughout the year until 159 vehicles had gone, comprising: twenty-two 14T12; seven 15T13; forty-three TD; eighty-six RTL; and one RT. Fifty-two trolleybuses of eleven different classes, were delicensed on January 12th following the service cuts but none was disposed of just yet.

A growing problem in 1959 was shortage of staff. The acceleration of recruitment to overcome it required an increase in the number of training buses. Starting with four on January 7th, an additional twenty-one RT2 trainers were therefore licensed. Unfortunately it was to be nearly a quarter of a century before the problem was finally put to rest.

The last day of Central Bus service of the T class was January 20th after which the three green 15T13s then running on route 201 from Norbiton were replaced by spare RFs. The very first Ts had entered service at Hornchurch garage almost exactly thirty years earlier, several years before route 201's predecessor had been invented.

February was quite a month. On the 4th there were two minor Country Bus changes: some 331s were extended from Hertford to Sele Farm Estate and some 335s were re-routed via Gold Hill Common between Gerrards Cross and Chalfont St Peter. On the same day route 143 was diverted between The Wellington and East Finchley Station to run via Aylmer Road and The Bishops Avenue. This restored a service to Aylmer Road lost when route 58 had



Morley of Whittlesey benefited from the continuing disposal of redundant RTs. Former RT321 lays over in Whittlesey Market Square before returning to Peterborough. Sharing the Peterborough to Whittlesey route was one of the last of the pre-war STL class still working in passenger service. Canhams provide 22-year-old former STL1836 as their contribution to the service. *K.W. Glazier*



West Croydon provides a 'trolleyscape' with one or two almost vintage motor cars. BRCW bodied Leyland B1 492 approaches the former South Met tram terminus in Tamworth Road on its way to 'Sutton Bushey Road'.
C. Carter

been withdrawn the previous August about which there had been much criticism. This was part of a continuing process of restoring some of the cuts where the services had become inadequate or where, as in this case, the loss of a service had caused unacceptable inconvenience. Another attempt to respond to such criticism was a curious little extension which took place later in the month (on the 18th) when route 250 had three afternoon journeys on Mondays to Fridays extended to Corbets Tey. Ostensibly to restore the service lost with the withdrawal of the 249 in August 1958 it did nothing of the kind and was consequently short-lived. It ran for the last time on April 14th, being replaced formally the following day by a Monday to Friday peak hours only version of 249 but now numbered 248A, operated by Hornchurch with one RLH. This had started as an unscheduled operation on April 6th. As a further contribution to solving the same problem, route 722 began to carry local passengers between Upminster and Corbets Tey at a fare of 3d. Also on February 18th, two journeys in each peak on route 86A were diverted to run to the Remploi Factory at Chadwell Heath. These replaced an un-numbered special service which had been running since the withdrawal of route 86 the previous August. There were some augmentations too; the first had come on January 21st with one RT added to the 217. In February, four RTLs and one RTW were added to other routes. A small trickle continued through the year by the end of which the scheduled fleet had been increased by seventeen RT, thirty RTL, seven RTW and four RF. Twenty-five of these had replaced unscheduled extras which had been running at the beginning of the year. One other small February change to record occurred on the 17th when some school journeys on route 801 were extended from Longmeadow to Stevenage Girls Grammar School via Oaks Cross, Shephall Way and Six Hills Way.

Disposals from the bus fleet during February were few but tended to be direct sales. Two RTs went to East London municipality, Cape Province South Africa and one each to the East Anglian independents Morley (Whittlesey) and C. J. Smith (March).

The dominant reason for the slow down in major activity in the fleet was the imminence of the trolleybus conversion programme. The first stage finally arrived on March 4th. When the scheme had been planned in 1954 the first changeover had been set for January 1st 1958 which was then reckoned to be as long as the oldest trolleybus would last. Later that year it was decided to bring the Bexleyheath and Carshalton routes forward to July 1955, using RTs made surplus from that year's substantial mileage reductions. This idea was subsequently abandoned because it was more profitable to sell the surplus buses on the open market and keep the trolleybuses running. By the end of 1955 it was already apparent that there would be delivery delays for the RMs and the starting date was put back to January 1st 1959. By the middle of 1958 it was clear that this would have to be delayed again to March 1959 and possibly even later. The debate on the use of surplus RTs was re-opened. When in September 1958 a "firm" delivery programme allowed the first conversion using RMs to be at the end of April, it was finally decided to use surplus RTs for Stage 1.

So it came about that Bexleyheath and Carshalton depot's trolleybuses ran for the last time on the night of March 3rd 1959, just over twenty-three years after they had replaced trams.

Trolleybus overhead abandoned at this time amounted to 34.45 miles comprising: the entire network between Woolwich and Dartford via Welling and Erith; and the route from Sutton Green to Crystal Palace except for the



Carshalton depot on the last day of trolleybus operation. No. 89 waits to do its last stint during the evening peak flanked by training bus RT148 and the evidence of reconstruction work. Inside the depot the motor buses, mostly roof-box RTs, are ready to take over.
Michael Dryhurst

short 0.8 mile long section between Tamworth Road and West Croydon, still used for the time being by route 630. The last fragile physical links with the old municipal tramway systems of Dartford, Erith and Bexley, retained until now through the electrical distribution system, were now finally and irrevocably severed. Three routes disappeared: the 654, 696 and 698. The replacing bus routes were more complicated. To cover the 654 a new route 154 was introduced with a Monday to Saturday extension from Sutton Green to Morden Station via Rose Hill and St Helier Avenue. It was scheduled at less than half the frequency of the trolleybus service. The frequency over the busiest section was built up by the extension of route 157 from Wallington to Crystal Palace. To avoid the low bridge in Manor Road the 157 had to follow the 154 from Park Lane, thus omitting Parkgate Road and Wallington Station, which was not liked by its users. A further boost was given between Croydon and Anerley by the extension of route 64 on Monday to Saturdays from West Croydon to Elmers End garage, following route 154 as far as The Robin Hood. Some journeys on 64 were further extended to Eden Park Station to relieve an inadequacy on route 194 caused by increased school traffic.

Carshalton ran the whole of the 154 and a share of route 157, which retained a Merton allocation. It became the smallest Central Bus garage with a maximum scheduled requirement of 23 RTs. Because of its awkward position in relation to the network it never prospered. Route 64 remained a wholly Croydon allocation using four additional RTs.

The replacement routes at Bexleyheath were:

- 96 Woolwich (Parsons Hill) – Dartford (Market Street) was a direct substitute for the 696. During Monday to Saturday peak hours part of the service was extended to Woolwich Road (Victoria Way); on Mondays to Fridays these journeys ran to and from Welling or Bexleyheath only. Bexleyheath: 36 RT.
- 124 Extended on Sunday afternoons from Eltham to Bexley Hospital, replacing 132.
- 132 The loop working through Bexleyheath and Old Bexley was dismantled and the Crook Log side of it diverted at Bexleyheath to run to Erith via Erith Road and Bexley Road. There was no evening or Sunday service between Bexleyheath and Erith. Sidcup: 6 RT (– 2).
- 177A NEW ROUTE: Woolwich (Parsons Hill) – Abbey Wood Estate (Grovebury Road) via Plumstead and Eynsham Way. Mondays to Saturdays only. Abbey Wood: 3 RT. (Although included in the publicity for the conversion and planned as part of it, the 177A did not replace directly any trolleybus service. It covered only a small part of the 698.)
- 195 NEW ROUTE: Woolwich (Parsons Hill) – Eltham (Well Hall) via Plumstead, Wickham Lane, Welling, Bexleyheath, Bexley and Blackfen. Partly replaced 696 and the Old Bexley side of the 132 loop. Bexleyheath: 11 RT.
- 229 Extended from Bexleyheath to Woolwich (Parsons Hill) via Erith, Lower Belvedere, Abbey Wood and Plumstead; part of the service (normally to or from Sidcup or Bexleyheath) was further extended peak hours Mondays to Friday to Woolwich Road (Victoria Way). Replaced route 698. Bexleyheath: 14 RT. Sidcup: 10 RT (+ 2).



Above left Bexleyheath depot had many of the 'suffix' trolleybuses because its fleet had been all but wiped out by a V1 bomb in 1944. 397C was one of those rebodied by Northern Coachbuilders. Along the route 696, on which it is seen pulling away from the Beresford Square stop, it was withdrawn after March 3rd. *K. W. Glazier* **Above right** Representing the East Lancs rebuilds, former D2 Leyland 407B stands at the Parsons Hill (Woolwich) terminus before returning to Bexleyheath on the 698. In the background is an H1 Leyland on route 696. *Brian Bunker collection*

Sunday March 8th 1959. The trolleybuses needed no more are parked in spare space inside and outside Bexleyheath garage, as it is now known. Some of the overhead has already been removed and remnants hang at odd angles bereft of the tension of the running wires. Vehicles of D2, D2B, D2C and H1 can be seen. *K. W. Glazier*





The new office block goes up over Morden Station alongside the newly established stand for route 154. Carshalton's RT2714 has an RT3 body, as did many used for this conversion. Another Carshalton RT3 on route 157 stands further back. *K. W. Glazier*



Nelson tipped cigarettes are 3s 6d for 20 (17½p) and all seems at peace in the world as Bexleyheath's roof-box RT2813 stands alone and deserted at Orpington Station. The fittings are in place ready for the trafficator 'ears' to be added. *Alan B. Cross*



Westgate Road, Dartford is new territory for Central Road Services and for Bexleyheath staff. Newly overhauled RT1913, two days after the changeover. *Alan B. Cross*



Bexleyheath's RT2798 was not as smart as most used for the first conversion stage. Two days after the changeover the overhead is still in place in Welling, as the newly invented 195 makes it circuitous way to Eltham. *Alan B. Cross*



On its way onto the stand at Parsons Hill, Abbey Wood's RT664, another RT3, provides its share of the new 177A to the developing Abbey Wood Estate. *Peter J. Relf*

Whereas the Carshalton conversion had left frequencies about the same or slightly lower (except between Croydon and Anerley), the Bexleyheath services were much busier and had been operated by 70 seaters; there were therefore some sizeable augmentations. The most ambitious increase was given in Monday to Friday peak hours between Woolwich and Welling. This stretch had enjoyed a basic frequency of 19 trolleybuses an hour; the combined frequency of the 96 and 195 was 32 buses an hour. On the other hand, the Dartford service dropped from 19 to 16 an hour.

Earlier plans for this stage has envisaged the 160 being extended from Welling via Bexleyheath to Woolwich as the main replacement for the 698 and route 229 being extended only to Belvedere in peak hours. Also, the original number chosen for the Abbey Wood Estate service was 229A, which gives a clue to why it became part of the scheme.

It will be noted that the new replacement bus services were given vacant numbers from the established bus series. This had not always been the intention. As late as the middle of 1958 it was decided to retain the trolleybus route numbers because there was a shortage of spare numbers in the bus series. It is not clear when or why this decision was reversed but it may well have had something to do with the sudden abundance of spare numbers created by the route withdrawals in August and November.

The special slip boards used on route 132 to differentiate the route followed around the Bexley loop were no longer required after March 3rd. *K.W. Glazier*

A south London allocation reappeared on route 13 after a lapse of only four months, from March 4th. Rye Lane's RT259 occupies the old route 13 stand in Railway Approach, London Bridge in June. Note the partly completed fitting of trafficators, a process which continued throughout the year. *Alan B. Cross*



The buses for the new service all came from store at various garages and depots around the fleet, with the largest number coming from Garston and Rye Lane. Bexleyheath received sixty RTs and Carshalton twenty-four. They were all in good condition, many of them having been in store since their last overhaul. Among them were a fair number of roof box bodies, which gave the occasion a special flavour. Most of the trolleybuses were set aside for disposal but eight H1s in good condition were sent from Bexleyheath to Walthamstow where a similar number of C3s were released for scrapping. Many of the vehicles withdrawn at Bexleyheath had been re-bodied between 1945 and 1948 following bomb damage and were therefore, nominally, among the most modern vehicles in the fleet. Thirty-two of the withdrawn trolleybuses were earmarked for "cannibalisation" to keep the rest of the fleet on the road. The entire stock of remaining B class vehicles was taken out of service at this stage.

Overshadowed by these major events, two other changes took place on the same day. Route 73A, which had been introduced only the previous November, was withdrawn and replaced by the extension of more 73s from Richmond to Hounslow. The Cricklewood allocation of route 13 was withdrawn and replaced by four additional runnings from Hendon and an allocation of ten RT from Rye Lane. This was a response to the increasingly severe staff shortages in North West London. A similar move was made on the 18th when route 112 was taken out of Alpertion and given a Willesden allocation.



Another of the several route restorations following the 1958 cuts was the Corbets Tey – Upminster Station service which reappeared on April 15th in the new guise as RLH-operated 248A. RLH55 at Upminster Station.

Malcolm E. Papes collection



Illustrating the change from partial to complete double-deck operation of route 233 (now the W3), West Green RF478 waits at Clifton Terrace, Finsbury Park on the single-deck through working to Northumberland Park, whilst West Green's RTL1573 is operating the double-deck short working to Alexandra Park. *Alan B. Cross*

In the Country area further development of the Gadebridge area of Hemel Hempstead New Town sparked off the extension of some 320s from Warners End starting on February 18th. On the same day, further inroads were made into Central Bus single deck operations with the replacement of the remaining RFs on route 233 by RTLs. West Green lost fifteen RF and received 12 RTL in their place. The displaced RFs were not used immediately to replace older vehicles but were sent to replace operational RFs in the series which had been earmarked for modification to omo configuration.

It was during March that eight RTLs were sold to Jersey Motor Traction; they were despatched on March 6th.

Stage 2 of the Trolleybus replacement programme involving Clapton and Lea Bridge depots took place on April 14th/15th. There had still not been a single production Routemaster delivered and it was therefore necessary to use RT family vehicles again. This had been decreed with great reluctance because of the combined effects of the smaller capacity of the buses and the loss of their resale value made such conversions relatively uneconomical. As recently as September 1958 the date for this stage had been set as April 29th to coincide with the expected availability of RMs. It was not until December 1958 that the Executive decided, in the light of the latest delivery forecasts, not to defer Stage 2 any further but to use RT types. One of the determining factors in this decision was that the routes involved in Stage 2 had the worst financial performance in the fleet. This had affected its position in the programme. In the original plans it was to have been Poplar and West Ham which went first with Clapton and Lea Bridge in correct geographical sequence at Stage 6. (Ironically, this would have occurred on April 1st 1959!) However, pressure for economy in the mid-fifties led to this change in sequence to give priority to the bad financial performers.

Only one new route number came into being to replace the three routes withdrawn at this stage. Route 277 was a direct replacement of the 677 trolleybus between Smithfield and West India Dock with a short extension from there into Cubitt Town (Stebondale Street). This extension had been a late addition to the plan and was intended to provide a more reliable service to the western side of the Isle of Dogs than could be maintained by route 56 (Poplar – Limehouse) which was then bedevilled by unpredictable delays at the swing bridge in the then still thriving Docks. Route 277 needed twenty-six RTLs from Clapton.

Route 555 was replaced by a long extension of route 170 from Hackney (Well Street) to Leyton Green (continuing to Downsell Road in peaks and on Saturday afternoons) via Clapton and Lea Bridge Road. The number 170 now re-appeared on Sundays running only between Bloomsbury and Leyton Green. Wandsworth retained its allocation of nineteen RTL but Clapton became the dominant partner with twenty-eight.

Route 581 was covered by changes to routes 38 and 38A. Both routes were substantially augmented and route 38A was re-routed between Dalston and Clapton to run via Graham Road and Lower Clapton Road. Interestingly, this was the route followed by both 38 and 38A until the summer of 1943 when they were re-routed via Cricketfield Road as a wartime economy measure. Route 38 retained an exclusively Leyton allocation, which increased by twelve from forty to fifty-two buses. Route 38A received a Clapton allocation of twelve RTL which joined Leyton (increased from two to twenty RT) and Loughton (up, by three, to twenty RT).



Leyton garage is being rebuilt alongside Clapton's all-Leyland K2 1249 on route 555 waiting to return to Bloomsbury on the last day of trolleybus operation by Clapton depot. J.H. Aston



Left The Smithfield inspector prepares to lower the booms on all-Leyland K2 class 1240 on route 677, to allow a late-running vehicle to overtake on March 29th. *K.W. Glazier* **Right** K2 1337 on an engineer's test run turns out of the Napier Arms terminal loop late in March. *K.W. Glazier*

A total of 6.95 miles of trolleybus overhead was abandoned at this stage, comprising the sections: between Theobalds Road and St John Street; Goswell Road from Clerkenwell Road to City Road, Islington; Essex Road, Balls Pond Road and Graham Road; and Whipps Cross to Waterworks Corner. The former Leyton Corporation depot at Lea Bridge (originally "Leyton") which had been in use as a trolleybus depot since 1939 but had latterly operated a schedule of only twenty-one trolleybuses, was closed. Its staff were transferred to Leyton, whose scheduled bus requirement rose from 126 to 156 to make it the second largest in the fleet after New Cross.

Sixty-seven RTLs were relicensed from store for Clapton, thirty RT (including three RT3s) from Leyton and two for Loughton. These ninety-nine motor buses displaced eighty-four trolleybuses and unleashed a major switch of vehicles, the more modern vehicles from Lea Bridge and Clapton going to replace older machines elsewhere. The vehicles delicensed were: thirty D2, thirteen D3 (all at Hammersmith); forty H1 at Wood Green; and a K1A at Clapton. Forty of them were earmarked for cannibalisation. The D2 and D3 vehicles were the last of those classes still in service. Hammersmith received as replacements K1 and K2 class vehicles from Clapton, Edmonton, Lea Bridge, Stamford Hill and Walthamstow. Wood Green acquired thirty-five K1 and K2 from Clapton and five more from Lea Bridge and Highgate. The holes left by the transfers from depots' not otherwise involved were filled by other displaced K class vehicles which were presumably expected to survive longer.

A small change associated with this upheaval affected route 106. This had always made a detour via Timothy Road and St Pauls Way to avoid the railway bridge in Burdett Road but was now re-routed to run direct, in common with route 277. The hazard allegedly presented by the bridge had presumably been partly illusory since trolleybuses had operated through it satisfactorily; but special road markings were now laid down to guide buses through the centre of the arch.

Left Lea Bridge was the first depot to close completely, after April 13th, but remains in use as a terminal loop for route 661 until August 18th. In the background RTs are in store ready for the changeover as No. 1351 prepares to work a trip to Bloomsbury on the 581. *Michael Dryhurst* **Right** Panton Street was the approach to Red Lion Square terminus from the Theobalds Road/Southampton Way junction in trolleybus days, and before the major road reconstruction which created Procter Street and the Holborn gyratory system. K1 1299 pauses at the alighting point before returning on a short working to anachronistically-titled 'Hackney Station'. *J.H. Aston*





Clapton's last service trolleybus, K1 (for a change) 1262, waits in the pouring rain at West India Docks just before midnight on April 13th. *Michael Dryhurst*



Whipps Cross became a regular terminal for the first time on April 14th as a more rational substitute for Woodford 'Napier Arms'. Clapton's RTL22 is at Victoria on route 38A on the last day of 1959, alongside the still surviving original LGOC bus stop posts and lamps. *Peter J. Relf*



The only new route in stage 2 of the conversion scheme was the 277. This view of RTL359 at Islington was taken a couple of years later. *Gerald Mead*



Hitchin garage had been built for Green Line operations in 1933 and had originally been too low for double-deckers. An RT can just be made out in the gloomy interior shortly before the garage closed in April. *K. W. Glazier*



The stark newness of Stevenage Bus Station forms a clinical backcloth for RF119 during the last weeks of Hitchin's operations in 1959. *K. W. Glazier*

It was now the turn of Country Buses to join in the search for economy, although in keeping with the continuing expansion of trade in their area, in their case it was linked with the opening of a new garage and extended services. Garston garage had never been used to its full potential as an operational centre and had always had plenty of space to accommodate stored vehicles, most recently in preparation for trolleybus replacement. As there was no likelihood of any expansion in the area to make use of this space it was decided to close the older, though better placed, garage in Watford High Street and concentrate all activity at the newer establishment. Watford High Street had been opened in 1925 by the National Omnibus and Transport Company, who had an operating agreement with LGOC, and had hitherto been the main operating base in the town. It closed its doors after traffic on Tuesday April 14th; routes 306, 311, 312, 335, 345, 346/A/B, 385/A/B and its fleet of forty-five buses, comprising exclusively RTs, were transferred to Garston.

While this was going on Hitchin garage was also closing its doors for the last time. Opened in August 1933 it was originally suitable only for single-deckers and was now totally inadequate for the needs of the area. This had led to the opening of a temporary garage in Fishers Green Road in 1955, which also now closed. Both were replaced by a brand new garage in the centre of Stevenage New Town built to a standard design evolved by London Transport for its Country Area New Town requirements. It retained the code SV which had been used for Fishers Green Road. The first such garage had opened at Hatfield on February 18th. In that case the entire allocation had merely moved across the road to the new building. In addition to SV's own buses which moved down the road, the new garage acquired ten RTs from Hitchin, three GS, three bus RFs and seven coach RFs. Two of Hitchin's bus RFs went to Luton along with route 364.



Most of Hitchin's buses were kept in an open park across the road in its later years. GS2 and RT3614 (on Green Line relief duties). *K.W. Glazier*



Two-man operation of route 364 ceased on the same day that Hitchin garage closed. RF548 loads up in St Mary's Square, Hitchin. *K.W. Glazier*



A typical LPTB shelter of the 1930s, with untypical seat, sets off this peaceful Saturday scene in St Mary's Square as GS15 takes on a load for route 383. *K.W. Glazier*

Below left Somebody has carelessly left the radiator cap off RT1079 in the yard of Hitchin garage during its off-peak layover from route 303B, which disappeared when Hitchin closed. *K.W. Glazier*

Below right Mence Smith has long since gone, RT453 is now no more and when this photograph was taken, Watford High Street garage was about to close. This placid Sunday afternoon scene is set in Watford Market Place. *K.W. Glazier*





Luton local route 356 disappeared into the maw of route 364 as an OMO conversion measure in April. Shortly before that, RT1029 works a Sunday afternoon journey. *K. W. Glazier*

Smartly repainted in readiness for its new role, RF576 representing the new order, works a short between Luton and Flamstead, the full extent of the former 356. *Malcolm E. Papes collection*

The programme of changes associated with the garage closures included some additional one man operation:

WATFORD AREA

306, 311, 312,
335, 336, 346, } All "extended" to Garston Garage.
346A, 385A
335 and 336

Diverted in Watford to terminate at Copeswood Road instead of High Street garage (reversing the change which had occurred when Leavesden Road garage had closed).

345 Extended from WA garage to Bushey & Oxhey Station.

385/A/B Diverted via Hagden Lane instead of: Euston Avenue on journeys to Tolpits Estate; or Whippendell Road on journeys to Met Station. Journeys to and from Croxley Green operate direct between Queens Avenue and Whippendell Road.

HITCHIN AND LUTON AREAS

303B Withdrawn: covered by 801A.

356 (Luton – Flamstead) Withdrawn: covered by 364.

376 (Luton – Kensworth) Withdrawn: covered by 364A.

376A (Dunstable – Studham) renumbered 343A.

364 (Hitchin – Luton) extended via 356 to Flamstead.

364A NEW OMO ROUTE. Hitchin – Kensworth via routes 364 and 376.

392 Extended from Six Hills Way to Gunnels Wood Road.

392/A, 801,
808, 811 } Diverted via Southgate and St. George's Way.

392A and 802 Extended from Hydean Way to Bandle Hill via Shephall Way.

801 Journeys extended from Queen Street to Hitchin Station via Walsworth Road.

801A NEW (RT operated) ROUTE. Hitchin Station to Longmeadow via St Ippolyts, Hitchin Road, Julians Road, Fairview Road, Argyle Way, Gunnels Wood Road, Six Hills Way and route 801.

811 Extended from Longmeadow to Girls Grammar School via Oak's Cross, Shephall Way and Six Hills Way.

716A Withdrawn between Stevenage Bus Station and Fishers Green Road.

The changes at Luton effectively converted the 356 and 376 to one man operation. Luton therefore lost four RTs and received four RFs in exchange.

Earlier in April the first two Central Bus RFs fitted for one man operation had been licensed at Norbiton (RF515 and 516). They were, however, still two man operated and were destined to remain so for 5½ years. The programme of vehicle modifications had started earlier in the year and first to appear (reclassified 2RF5/3) was

RF528 on March 4th. The programme continued until the last batch of conversions emerged from Works on May 8th. Altogether thirty-seven buses were treated in one continuous numerical sequence from 502 to 538. Most went into store and although three more were licensed on May 1st (again at Norbiton) all six were delicensed again on May 13th. What had happened was that the plan to convert routes 216, 218 and 219 to omo with the summer schedules for 1959 had fallen through because no agreement had been reached with the Trade Union. No such problem existed in the Country Bus department, where the thirty-five remaining bus RFs had been modified between February 5th and March 11th.

The summer schedules for the Central department were introduced from the week commencing May 13th. They included all the seasonal extensions except routes 39 and 91, which no longer had Sunday services. The 91 was covered in part by a modified extension of the 112 which, instead of going to Kew Green, left its old line of route at Great West Road to follow the 91 to London Airport Central (Heathrow). The 62A to Chigwell Row and the 150 to Lambourne End now ran all year but were augmented for the summer. There was one entirely new seasonal service. Route 57A was extended from Victoria to Hampstead Heath via Hyde Park Corner, route 74 to Camden Town, then route 24.

A full programme of Bus Excursions and Coach Tours started from the following Sunday (Whit Sunday May 13th) and the Circular Tour, which had started its Sunday operation on Easter Sunday (March 29th), ran daily from Saturday May 16th.

Although there was an increase in scheduled operations on Sundays of about the usual 11% from the winter, this was compared with a much reduced winter level. In fact the summer 1959 Sunday schedules needed 141 fewer buses (about 3½%) than had the WINTER of 1957. This led to a little needed but important change of policy. Since at least the 1920s, each summer a plan had been prepared for reductions to be made in the event of bad weather. These were known as "Storm Cuts" and amounted simply to a list of scheduled runnings which were withdrawn when the weather was bad. By the summer of 1959 some of the services had become so infrequent that it became necessary to consider advertising which journeys were likely to be cut in these conditions. After weighing the advantages and disadvantages, among which was the likelihood that people would steer clear of the designated journeys just in case they did not run, the Central department decided to abandon this age-old device once and for all. This did not affect the other, more formal, method of a "supplementary" schedule, which continued to be a feature of Bank Holiday operations, albeit on a dwindling scale, for at least another two decades.

The first phase of the Country Bus summer programme coincided with these changes and the complete list of changes to basic routes was:

71	Extended Saturdays from Kingston to Sunbury via route 216, replacing short-workings on that route.
77A	Sundays: re-routed between Parliament Square and Albert Embankment to run via Westminster Bridge and Lambeth Palace Road. Renumbered 77C. (Restored service to St. Thomas's Hospital lost when route 168 was withdrawn on Sundays in November 1958.)
208A	Immediately re-routed to avoid the low bridges in Kenworthy and Wallis Road to run via Ponsford Street and Morning Lane, instead of Kenworthy Road, and via Chapman Road and White Post Lane instead of Berkshire Road and Wallis Road. Renumbered 178. RF type replaced by RLH.
304, 355, 365, 382	} On journeys towards St. Albans City Station, diverted via Hatfield Road and Upper Lattimore Road between St. Peters Street and Victoria Street, instead of direct.
323	
328, 328A	Withdrawn between Woodside Estate and Bulphan (replaced by 399).
348, 348A, 397	Withdrawn between Orsett (Whitmore Arms) and Bulphan (replaced by 399).
374	Some journeys extended from Chesham to Amersham garage.
375	Converted to omo.
399	Withdrawn between Rainham (White Post Corner) and Rainham (Clock Tower). Converted to omo. The truncated service was destined to be short-lived. It ran for the last time on June 30th.
804	NEW OMO ROUTE. Bulphan – Rainham via Orsett, Socketts Heath, Southend Road, Grays, South Stifford, West Thurrock, Stonehouse Lane, Uplands Estate and Wennington Road.
439A	NEW MONDAY TO SATURDAY ROUTE. Harlow New Town (Western Industrial Area) and Epping via Bus Station, Second Avenue, Tripton Road, Tendring Road, Tawneys Road, Southern Way and Potter Street. The basic service was between the Bus Station and Bush Fair with peak hour extensions to Pinnacles and garage runs to Epping.
440, 440A	Converted to omo.
	Extended from Redhill to Woldingham via route 447 (converting that section of 447 to omo).

- 441A NEW SUNDAY ROUTE. Windsor to Britwell (Wentworth Avenue) via Eton, Slough, Farnham Road, Northborough Road, Long Readings Lane, Monksfield Way and Doddsfield Road.
- 452 Converted to omo.
- 467A REINSTATED SUNDAY ROUTE. Sidcup to Dartford (Bow Arrow Lane) via route 467 to Dartford, Dover Road and St Vincent's Road (replacing 499, withdrawn).
- 468 Extended peak hours Leatherhead to Effingham.
- 487, 487A Extended in Swanscombe from Craylands Lane to Alkerden Lane via Milton Street.
- 723B, 805A, 806 WITHDRAWN Sundays.
- 851 Local stopping and ordinary fares introduced between Horley (Post Office) and Smallfield Hospital.



Route 208A has less than twelve hours left to run before double-deck 178 takes over. The Traffic Notice announcing the change can be seen on the nearside window behind the doorless entrance of RF455 at Clapton Pond.
K. W. Glazier

The double-decking of route 208A in the new form of 178, was to be the last major conversion using the RLH class but it was not then the intention that it should be. At that time there was a firm plan to put RLHs onto route 213 once they were displaced from route 410. By the time the 410 was finally switched to RT operation in 1964, however, the circumstances had changed and it had become possible to use RTs on the 213.

Seven of Dalston's RFs were sent to Norbiton where they replaced the six omo RFs already mentioned. The other six were delicensed at Dalston. Thirteen RLHs were brought in from various storage places. Grays imported four omo RFs and lost all five of its 15T13s. This left only one of the class in regular service, at Tring where it worked the 387 on Mondays to Fridays and the 352 on Saturdays. The allocation of sufficient RFs for omo work in the Country Area had been a problem for some time; there was in fact a shortage. This had been overcome by operating double-deck as scheduled duplicates wherever possible on the Green Line so as to release the valuable RFs.

Two days before this programme was launched, the long-awaited arrival of the first production RM at last took place. This honour went to RM6, which arrived on May 11th. It was joined on May 25th by RM9 and 11. From then deliveries were continuous and, although slow at first, built up to the rate of nine a week by the end of the year.

The summer extension of route 313 to Whipsnade Zoo started on Sundays from May 24th and the daily operation of 726 started the following Wednesday. The Monday to Friday service on 313 followed on July 22nd, with the main summer augmentation programme. The 474 did not reappear this year.

- Hemel Hempstead New Town featured prominently in the next batch of Country Bus changes on June 10th.
- 307B Converted to omo.
 - 314A, 314B, } Extended in Warners End from Stonecroft to Birch Green via Boxted Road. Part of the service
 - 334A } on 314A and 314B ran via Gadebridge Road and Galley Hill.
 - 316 Withdrawn between Hemel Hempstead Bus Station and Highfield (replaced by 322). Extended
 - on Saturdays from Bus Station to St. Paul's Road via The Parade, Queen Street and Highfield
 - Lane.
 - 319A, 319C Extended from Abbots Langley to Garston garage via Trowley Bottom, College Road,
 - Horseshoe Lane and St. Albans Road.
 - 322 Extended from Marlowes to Highfield via High Street and Fletcher Way. Converted to omo.
 - 322A NEW SUNDAY OMO ROUTE: Watford Junction and Warners End (Birch Green) via 322 to
 - The Parade, Bury Road, Warners End Road, Gadebridge Road and Galley Hill replacing the
 - 320 which was cut back on Sundays from Gadebridge to Martindale Road.
 - 322B NEW SATURDAY AFTERNOON ONLY OMO ROUTE: Watford Junction to Kings
 - Langley (The Nap) via 322 to Kings Langley Station Road, then Water Lane, Langley
 - Waterside, Church Lane and High Street.
 - 337 Seasonal Sunday diversion via Whipsnade Zoo.
 - 342 (New Barnet – Hertford): Withdrawn (see 350/A).
 - 350, 350A Extended from Hertford to Potters Bar (daily) New Barnet (Mondays to Saturdays) via Letty
 - Green and Essenden. Converted to omo.
 - 371A Some journeys extended from Dock Road to Tilbury Ferry.
 - 377 Renumbered 377A.
 - 381 Two journeys extended from Epping to Roydon Temple via Epping Upland, Epping Green and
 - Tylers Cross (omo RF replaced GS).
 - 393 Lost its last link with its pre-New Town country lane origins by being diverted to run direct
 - along First Avenue instead of via Netteswell Road, Netteswell Cross and School Lane.
 - 384, 384B Diverted in Stevenage to serve the bus station via Great North Road and Danestrete instead of
 - running direct via Letchworth Road to High Street.
 - 386 Extended from South Street, Bishops Stortford, to Havers Lane Estate via Havers Lane,
 - Elizabeth Road, Piggots Way and Ward Crescent.

Later in the month, on June 24th, the 36B indulged a little more consolidation by being extended on Mondays to Fridays from Victoria to West Kilburn. It still terminated at Victoria on Saturdays, however.

The production RM in original condition on 'pre-service trials'. Riverside's RM52 does a good trade in Butterwick, Hammersmith on a Saturday in late October while Tottenham's RM49 occupies the traditional route 76 stand on the offside of the outer island of the bus station at Victoria. A new style intermediate point blind with only three lines of larger type appeared for the first time on these vehicles. *K.W. Glazier*



The first production RMs to be allocated to a garage went to Clayhall as trainers for the trolleybus conversions although training at West Ham and Poplar did not start until June 17th. The first to be allocated for passenger service were RM7 and 24 at Willesden, where they arrived on June 4th. RM5 went to Willesden, and RM14 to Riverside on June 5th; and so it continued until Battersea (route 22), Cricklewood (route 2), Hackney (route 22), Riverside (route 11), Turnham Green (route 91—27 on Sundays) and Willesden (route 8) each had a small batch of six. The first to enter service did so at Cricklewood (route 2) on June 24th. The purpose of these allocations was to give the production RMs intensive service trials before they were used for a big changeover. This had always been intended and had an interesting history. The Engineers had wanted a trial run with a fairly large batch on one route to get as close to real large scale operation as possible. Consequently, in 1957, the practicability of converting route 698 in advance of the rest of the first stage routes was investigated. This proved to be impracticable because of the complications caused by dual operation from Bexleyheath. The self-contained operation of route 654 was then considered but turned down by the Engineers who wanted more rigorous operating conditions. They suggested route 611. In the end the problem of doing it this way proved too great and it was decided to operate several small batches at established motor bus garages instead. The trials were not as long as the Engineers would have liked because of the fairly slow rate of delivery at first and because the Executive was not willing to defer the fourth stage of the replacement programme. The last of the trial RMs did not enter service until the middle of October and all were withdrawn after service on November 10th although only two of these were used for service in the conversion of November 11th.

The first large scale operation of production Routemasters coincided with London Transport's final victory in its long-fought battle for the acceptance by the traffic authorities of 8' wide buses in London. The famous Central London RTW trials of 1950 had persuaded the Traffic Commissioner and the Metropolitan Police to accept rather grudgingly the operation of 8' wide buses anywhere in the Capital but they retained control over where they could run by insisting that approval for each route must be separately sought, each such operation separately licensed. In June of 1959, the Traffic Commissioner finally yielded to the pressure from London Transport to be treated as other operators were, by agreeing that 8' wide vehicles could operate anywhere unless a specific restriction was laid down. From the same date the Route Approvals (the London version of a Road Service Licence) no longer specified the type of bus.

Returning to the vehicle scene in June, there were important changes on the 10th, many associated with the Country Bus changes on that day. To release sufficient omo RFs there was a major switch round involving their replacement by coach RFs on two-man operated routes. The coach RFs had been in use as scheduled duplicates and were replaced in this role by RTs, as already mentioned, five of them licensed for the first time from store. In the Central Area twenty-two of the stored omo RFs were licensed; thirteen at Norbiton and nine at Uxbridge. Twenty-one TDs were delicensed. The RFs replaced TDs on routes 224, 224A and 224B at Uxbridge (completed by June 12th) and routes 206 and 264 at Norbiton. This left only Edgware, Kingston and North Street operating the TD class.

Left The newly fitted door can be seen through the windscreen folded open for two-man operation on Uxbridge RF507. *Malcolm E. Papes*
Right Mann Egerton TD31 stands totally empty, apart from a lonely conductor, on the Hampton Court Station stand, in the last days of operation of the class on route 206. *Peter J. Relf*



The operation of route 64 beyond West Croydon to Elmers End garage and Eden Park ceased after July 7th. The Eden Park journeys were replaced by augmentation on route 194 but the remainder had proved an unnecessary supplement to the 154 and 157 and there was no compensating change. Croydon lost four RT. Another modification to the Stage 1 routes occurred the following weekend when (from the 12th) a Sunday service was introduced on the 177A. On July 8th, also, Marks Gate Estate was given a service with the diversion of route 62 to run via Rose Lane and Billet Road.

Country Buses also made some changes on July 8th. The Slough – Wexham Court Farm Estate circular route 457B was substantially augmented and extended from Slough to Britwell Estate via Farnham Road, Northborough Road, Long Readings Lane, Monksfield Way and Doddsfield Road. The lengthened route was renumbered 400. The extension replaced the service previously provided on 484/A/B which were now curtailed back to Farnham Road (George). The journeys which ran to Trading Estate numbered 484C now took the appropriate number from the 484/A/B series. Windsor needed two additional RTs.

On July 22nd route 23B was given a short extension in Thames View Estate from Bastable Avenue to Chelmer Crescent.

July was another month which saw some important vehicle changes. To release enough RTs for use at Barking, Forest Gate and Seven Kings in Stage 3 of the trolleybus replacement scheme, a start was made on changing over Victoria's entire stock from RT to RTL. On July 1st thirty RTL were relicensed and a similar number of RT, directly or indirectly, were delicensed and put into store. The switch was completed a month later on August 1st when another thirty RTs were released for storage by the relicensing of RTLs. Another sixteen TDs were replaced on the same day when Hornchurch received five RFs for route 250 and Kingston eleven for route 216.

The Green Line experimental Routemaster CRL4 left Hertford for a training stint at Epping on July 8th followed by a similar move to Windsor on the 15th, in readiness for a period of operation on route 718.

The Country Bus summer augmentation programme was carried out with the help of buses from the Central fleet. The three coach RTs needed for the enhanced service on 726 were released from Stevenage by three red RTs from store. Reigate received five red RFs which allowed coach RFs, then in use as buses, to be sent to Epping, Staines and Northfleet. Windsor's customary large influx of RTs (thirteen in number) all came from Northfleet where they were replaced by red RTLs on July 24th. Northfleet was forbidden to use the RTLs on route 480 so that they would not operate over Central Area routes. The month came to a close with the return from Great Yarmouth of the five GS which had been on extended loan. They had been replaced by Albion Nimbuses.

August is usually a quiet month for service changes but this year (exactly one year after the traumatic first stage cuts of 1958) it was marked by the third stage of the so-called Trolleybus Conversion Scheme encompassing the routes run by Bow and Ilford depots. As in the case of the routes involved in Stage 2, those for Stage 3 had been brought forward in the programmed sequence to enable economies to be made as quickly as possible. The Bow routes had originally been allocated to Stage 7 (July 1959!), whilst Ilford had been at the very end of the programme so as to avoid re-allocating the non-standard (but among the newest) trolleybuses operated by that depot. The decision to bring Bow forward to an earlier date had been made in 1955 at the same time as the decision about Lea Bridge and Clapton. However, it was not until 1958 when the need for economy became even more

Left Victoria's long association with the RT, dating back to the early war years, came to another temporary halt at the beginning of August with the changeover to RTL. Saunders RT1383 passes the National Temperance Hospital in Hampstead Road during the summer. *Malcolm E. Papes*
Right The arrival of the RTL sealed Victoria's distinction of being the only garage to operate every type of bus of the RT family, including the RT2. RTL1517 turns right at Clapham Common Station. *Alan B. Cross*



pressing that the decision was made to bring Ilford forward two years to coincide with the Bow changeover. The problem of re-allocating the vehicles was solved by deciding to scrap them. The conflation of the two conversion had been made easier in the meantime by a reduction of no fewer than forty-one scheduled trolleybuses operated by the two depots.

Until as late as March 1959 it had still been the intention to use RMs in this stage. Only a month earlier a proposal to defer the changeover by one month to permit this, had been canvassed. At the end of March, with still no sign of the first RM deliveries, it was finally decided to use RT and RTL. The total number of RMs needed for the trolleybus conversion had now dropped from an original 1679 to 1087, five hundred and ninety-two fewer.

The Bow routes, like those in Stage 2, had a great deal of parallel running with existing motor bus services and the replacement services reflected this:

- 25 Substantially augmented between Aldgate and Ilford to replace part 663 (14 additional buses BW + 17 RTL G – 3 RT).
- 26 NEW DAILY ROUTE directly replacing trolleybus 661 between Aldgate and Leyton (BW 21 RTL).
- 32 NEW MONDAY-SATURDAY ROUTE: Victoria to Wanstead via route 25 to Stratford then route 10. Partly replaced trolleybus 661 between Aldgate and Leytonstone. (Evening Service: Bow to Wanstead.) BW 16 RTL.
- 86A Upminster – Chadwell Heath short workings extended to Bow to replace Chadwell Heath service on 663 (thus severing the through service started only in January). Renumbered 86. (10 additional buses: G – new allocation + 9 RT; U + 1 RT; no change at RD and NS.)
- 169 NEW DAILY ROUTE directly replacing 691 between Barking (London Road) and Barking. (Barking: 21 RT.)
- 169A NEW MONDAY-SATURDAY ROUTE between Barking and Bow Church (extended Monday-Friday peaks to Mile End Gate) replacing short-working journeys on 663 and 691 and incidentally providing a new “round-the-corner” service at Ilford. (BW 6 RTL; AP 5 RT.)
- 193 NEW DAILY ROUTE, directly replacing the 693 between Barking and Chadwell Heath (AP 7 RT). Extended on Saturday afternoons to Hornchurch garage replacing some 86s.

There was also some augmentation on route 10 requiring one additional RT at Leyton. Altogether 101 motor buses had replaced ninety-three scheduled trolleybuses but the additional buses had been used to run more frequent services into central London. Consequently there were some substantial reductions in frequency, notably, between Ilford and Chadwell Heath where the combined peak hour frequency had dropped from twenty-six (mostly seventy seaters) to eighteen (entirely 56 seaters) per hour. (A year earlier it had been twenty-eight.)

Left Bow and the N1 class had been virtually inseparable since the start of trolleybus operation at that depot. On the last Sunday of route 661 No. 1637 calls at a stop in Lea Bridge Road. *K. W. Glazier* **Right** N1 class 1617 runs alongside the depot-connecting wires as it passes Fairfield Road on the last Saturday of Romford Road trolleybus operation. *K. W. Glazier*





Above left The darkened upper halves of the opening windows can still be seen on SA1 class 1727 on its terminal loop at Barking. Near the end of its days in London. The recess for the opening door, never fitted, is also distinct.

London Trolleybus Preservation Society
Above The generous supply of half-drop windows of the SA2 class, intended for the heat of Durban, is being put to good use on the hot last Saturday of electric traction in Ilford and Barking. No. 1734 is on the stand at London Road, Barking.

K. W. Glazier

Left Although basically the same body, the SA3 class had a more refined appearance because of the masking valances over the front dome, helped by the less severe looking destination equipment. No. 1763 completes a trip on route 691 as it pulls away from the Fairlop roundabout.

Les Stinson collection

Below left This rear view of SA2 1746 shows the similarity with London designs of the period and the special style of destination and side blinds adapted for the class. *K. W. Glazier*

Below The SA3 class appear now to have been ahead of their time in having only a route number at the rear. Note the similarity except in detail to the SA2 rear end. *K. W. Glazier*





Although the route did not change, the number 86A was removed in favour of what somebody presumably thought was a tidier 86. Hornchurch RT1672 has just passed Fairfield Road, Bow on Saturday 15th August. *K.W. Glazier*

A deserted Aldgate 'Lay By' and an empty RTL1390 give added poignancy to the contemporary advertisement alongside: 'You're never alone with a Strand'. The bus, impeccably turned out and correctly dressed is a credit to Bow garage. *K.W. Glazier*



Left A curiosity of the third stage Trolleybus Conversion was the 32 which provided the minimum of new links with maximum effort. RTL1093 was one of those which spent some time at Northfleet before passing to Bow. *Alan B. Cross* **Right** The trolleybus overhead is still intact two months after the conversion on the Lea Valley section of Stratford High Street. Two recent newcomers to the area follow each other: Bow's RTL1310 on the new 169A and Victoria's Metro-Cammell RTL619 on route 10. *Peter G. Mitchell*

Left The last E3C class trolleybus in service was 578C which was displaced from West Ham by the Stage 3 reshuffle. *London Trolleybus Preservation Society* **Right** Temporarily displaced from Riverside by the Routemaster trials, RTW245 joined with others to provide the rolling stock for the new recruit to the RTW class, the 185. Vauxhall Bridge Road terminus at Victoria is the scene. *Alan B. Cross*



Ilford trolleybus depot was closed and its operations transferred to Barking and Seven Kings garages. It had been opened as a tram depot in 1903 by Ilford Urban District Council, and had passed to the LPTB in 1933. It was modified and substantially modernised in 1937-38 for trolleybus operation, which started in 1938. By the end of its days it was responsible for only thirty-one trolleybuses. A total of 17.4 route miles of trolleybus wiring was abandoned at this stage, comprising the sections: from Mile End Gate to Forest Gate (Princess Alice) (excluding the Stratford gyratory system); Green Street to Chadwell Heath; Barkingside to Ilford; Ilford to Barking; and Thatched House, Leytonstone to Bakers Arms, Leyton via Green Man.

Bow received sixty-one RTLs, mostly those displaced from Victoria, a mixture of Park Royal and Met-Cammell bodied versions. Twenty-one RTs were relicensed at Barking, twelve at Seven Kings and six at Forest Gate.

The trolleybuses withdrawn included the two remaining SA1 class vehicles and the entire SA2 and SA3 classes (33 vehicles) from Ilford; thirteen E1, the last remaining E3C, two E2/A, one H1, one J1, sixteen C2 and thirty-one C3. (Trolleybus 260 was among these and was earmarked for the Clapham museum.) Bow's trolleybuses were among the most modern of the pre-war models in the fleet and were consequently re-allocated to replace the withdrawn vehicles. Twenty-three N1 went to Colindale, six to West Ham, two to Walthamstow and thirty-five to Stonebridge.

On the other side of London, route 105 was extended during Monday to Friday peaks only from Hayes Station to Hayes North via Church Road, Uxbridge Road, Lansbury Drive, Kingshill Avenue, Adelphi Crescent and Weymouth Road. (One extra RTL at Shepherds Bush.) Journeys towards Hayes North were broken for the crews' layover, at Blyth Road.

Vehicle changes in the month of August had started with a landmark: the last RT to enter service was licensed on August 1st when RT4773 went to Northfleet. All the other green RTs which had been in store at the beginning of the year had been put into service progressively, starting with RT4757 at Reigate on March 1st. They had been used to make up deficiencies caused by the transfer of a number of older RTs to the Central Area for trolleybus replacement.

Together with some transfers, RT4773 displaced four of Northfleet's RTLs (two of which went to Bow later in the month for trolleybus replacement). More red RTs went to Stevenage on August 6th to release green RTs for use elsewhere. This is of interest in connection with developments later in the year because the move would not have been necessary had the RTLs remained at Northfleet. In fact the Country Bus drivers did not like the RTLs and were making their feelings known. Another indication of future developments was the sale of an RT2 (RT73) on August 10th; this was to prove to be the start of a major clear out of the vehicles of this class still in use as trainers. An interesting disposal at the end of the month was a group of five RTL to Walsall Corporation.

There were no significant service changes during September. The only event of any importance was the closure of Eccleston Bridge for nine months from September 27th. This important "coach station" dealing with at least thirty-six departures every hour throughout the week, with augmentation above that in the peaks and on fine Sundays, was transferred lock stock and barrel to Elizabeth Bridge.

The rest of Northfleet's RTLs were cleared out on September 1st, 21st and 23rd when Windsor's summer requirements came to an end and RTs could be transferred. On September 3rd a start was made on a programme for disposing of the RT2s from the training fleet. These were now in very poor condition and the cost of keeping them roadworthy had become too great. The RT2s which were in use as Aldenham staff buses, however, were in better condition and the decision was made to transfer these into the training fleet and use redundant RTLs as staff buses. The first four RTLs so treated were licensed on September 3rd and the changeover continued for the next three weeks until thirty-eight RTLs had been transferred. Thirty-nine RT2s were earmarked for disposal and all of them went on October 21st.

On September 21st Middle Row lost its small allocation of RTW for route 18B when all eleven were exchanged for RTLs from Walworth which put the RTW onto route 185. This had been done to help Middle Row's engineers who were having problems maintaining the RTWs because there were no spreadover buses available for them to work on. At Walworth they joined others of the type which had been deployed there temporarily having been displaced from Battersea, Hackney, Tottenham and Willesden by the trial RMs. A more significant event on the same day was the emergence of RTL1256 from Aldenham adorned in the Lincoln Green and Cream livery of the Country Bus department. When the problem of providing enough RTs for Central Bus requirements had been discussed earlier in the year the Country Bus management had offered to take an allocation of RTL in exchange for RTs. Eighteen had been treated by the end of October and all went straight into store. None entered service in 1959. The drivers did not like them and it was to be nearly a year before they were persuaded to accept them.

Route alterations in October were all done at the same time, on October 14th. The Central Bus winter schedules were introduced and all Bus Excursions, Coach Tours, seasonal extensions and augmentations were withdrawn. The excursions to football grounds had been reintroduced at the start of the football season in August. This year they were joined by express services to Spurs ground from Manor House Station, Wood Green (Underground) Station and Walthamstow (Crooked Billet); and to Chelsea from Clapham Junction. The fare was 1/- (5p) adult

and 6d (2½p) child on each. The non-seasonal route alterations on both Central and Country buses were:

- 7A Renumbered 7.
- 54 Withdrawn Sundays between Woolwich and Plumstead Common.
- 72 Re-routed on Sundays only to run via Ducane Road instead of Westway (to serve Hammersmith Hospital) and renumbered 72A.
- 74A Withdrawn outside peak hours.
- 163 Extended on Sundays from Woolwich to Woodlands Estate via Monday-Saturday route 192. Renumbered 163A. This gave a Sunday service to those areas for the first time.
- 178 Diverted between Homerton High Street and Chapman Road to run via Marsh Hill, Homerton Road, Lee Conservancy Road and Eastway (instead of Ponsford Street, Morning Lane and Wick Road).
- 309 Extended from Rickmansworth to Chorley Wood via route 361 (which was withdrawn) but most journeys diverted in Chorley Wood from Shire Lane to run via Lower Road, Cavel Way and Hubbards Road to Furze View (instead of The Gate).
- 337 Diverted in Studham via Common Road, Valley Road and Church Road.
- 341A, 389 Diverted between Bishop's Rise and St Albans Road to run via Cavendish Way instead of Meadow Dell and Roe Green Lane.
- 346E Some journeys extended from Aldenham Road to Garston (St. Michael's School) via Hartspring Lane, Watford By-Pass and St. Albans Road.
- 362A NEW SUNDAY ROUTE: High Wycombe – Ley Hill via 362 to Terriers then Widmer End. Brimmers Hill, Cosy Corner and route 362. Replaced Sunday service on 366, withdrawn.
- 367, 379 Southbound journeys in Chadwell St. Mary diverted via Link Road.
- 388 Some Monday-Saturday journeys to or from Sawbridgeworth or Hertford diverted at Digswell Water to run via Black Fan Road, Tewin Road, Bridge Road and Stonehills to Welwyn Garden City Station. This part of Welwyn Garden City was just beginning to develop.
- 392A Diverted between St. George's Way and Bedwell Crescent via Cuttys Lane instead of Six Hills Way and Homestead Moat.
- 393 Diverted between Linford End and First Avenue via Third Avenue, Central Avenue and Bus Station instead of Harberts Road and Fourth Avenue.
- 407/407B Renumbered 446B without change of timetable (existing 446B continued unchanged and thus became Colnbrook or Windsor to Trading Estate via Slough).
- 426A Withdrawn from Ifield (Bonnets Lane) and diverted to the Station.
- 487 Extended from Gypsy Corner, Singlewell to Hever Court Estate via Church Road and Hever Court Road (one extra RT at Northfleet).

Left The short route 361 between Rickmansworth, where GS76 is seen here, and Chorleywood via delightful sounding The Swillett, was swallowed by an extended 309 in August. *Alan B. Cross* **Right** One of five sold in August to Walsall Corporation, RTL1487 is seen here with its new owner at Cannock Bus Station five years later by which time it had settled into the characteristically scruffy condition of the Walsall fleet. *K.W. Glazier*



A new route 722A had been included in the published changes but was cancelled at the last minute. It would have run from Chase Cross to Aldgate via Collier Row, Romford, Oldchurch Road and route 722 and would have been created by the diversion of Hornchurch Station short-workings. The cancellation is believed to have been the result of objections from the Central department.

A curiosity of the new timetables at Grays was the reversion of routes 374 and 399 to two-man operation, after only five months as omo. The loss of route 375 in July may have had some bearing on this. This had the effect of releasing the five red RFs from Reigate as they could now be replaced by those released from Grays. The red RTs at Stevenage had also been replaced by now and the Country department was once again self-sufficient in its vehicle fleet.

Only one more event in the service change calendar remains to be chronicled. The fourth stage of the trolleybus replacement took place on November 11th amidst much excitement because this was the first changeover at which the bus specially designed for the purpose was to be used. It was also of significance because the trolleybus routes involved, the main trunk network along Barking Road, had been the last to replace trams in the tram to trolleybus conversion of the 1930s. Trolleybus routes 567, 569 and 665 were replaced by the following new or altered bus routes:

- 5 NEW DAILY ROUTE: Bloomsbury (Red Lion Square) to Barking Garage. This was the direct replacement for route 665 with the short extension in Barking (PR 22 RM; WH 8 RM).
- 5A NEW MONDAY TO FRIDAY ROUTE: Clerkenwell Green to West India Dock. This replaced the West India Dock – Aldgate peak service on 567 and some of the Clerkenwell Green short workings of 665 (PR 6 RM).
- 9 Sunday service augmented between Poplar and Aldgate, and Poplar allocation, using RM, introduced.
- 15 Extended between the peaks and in the evenings on Mondays to Fridays from Poplar to East Ham.
- 23 (Monday-Saturday route) Augmented between Aldgate and Barking by the extension of Becontree Heath – Barking short workings to Aldgate (BK lost 2 RT; PR allocation introduced: 9 RM).
- 23B (Becontree Chittys Lane – Thames View Estate) WITHDRAWN. (BK 6 RT) (See 169, 193, 238).
- 40 Localised on Mondays to Fridays to operate: Wanstead to Aldgate (all day); Wanstead Flats to Herne Hill (peaks); Poplar to Camberwell Green (off peaks). This had the effect of augmenting the service between Forest Gate or Poplar and Aldgate. (U + 4 RT).
- 48 NEW DAILY ROUTE: North Woolwich to Waterloo via Silvertown, Canning Town, Poplar, Limehouse, Aldgate, Bank, St. Pauls and Strand. Replaced 569 and part of the main road 567/665 service. The service ran as follows:
 Monday to Friday peaks: Waterloo – North Woolwich.
 Monday to Friday between peaks: Waterloo – Poplar.
 Saturday: early morning and lunch time only: Aldgate to North Woolwich.
 Sunday: early morning: Aldgate to North Woolwich.
 Between 10 am and 2 pm: Aldgate and Poplar.
 (There were also short working buses between Waterloo and St. Pauls on Mondays to Fridays; this was a response to the growing peak traffic arriving at Waterloo Station.) (PR 15 RM).
- 169 Some Monday to Friday journeys extended from Barking to Remploy Factory (previously on 23B).
- 193 Extended daily from Barking to Thames View Estate via East Street, Movers Lane and Bastable Avenue, replacing route 23B (AP + 2 RT).
- 238 NEW ROUTE: Monday to Saturdays, Becontree (Chittys Lane) – Canning Town (replacing 23B and part of the 567/665 main road service). Extended Monday to Friday peak hours to North Woolwich via Silvertown (PR 5 RM; WH 6 RM).
- 284 NEW NIGHT ROUTE: Charing Cross to Poplar via Piccadilly Circus, Shaftesbury Avenue, Bloomsbury, and day route 5. One early morning journey continued to Barking.

The scheduled allocations at Barking, Seven Kings and Upton Park remained the same as balancing re-allocations were made on routes 145 and 147.

In the original version of the plan the night service would have been a direct replacement of the 665, taking the day route number 5, between Poplar and Bloomsbury. In the course of planning the service, however, it was discovered that the night trolleybus was still poodling around on wartime blackout running times. They were actually allowed ten minutes more on a round trip than the day service! It was therefore found possible to extend



Left The morning of the last Saturday of the Barking Road trolleybuses was affected by a typical London fog, still a hazard in the late 1950s. L3 class trolleybus 1500 threads its way across the Gardiners Corner junction, under the complex and heavy overhead special work. *K. W. Glazier*
Right Later in the day the fog lifted but the services were still disrupted, causing 1442 seen here at Aldgate to be turned short at Canning Town. *K. W. Glazier*



Left L3 1512 in Abbott Road, Poplar on the depot access route on November 7th. *K. W. Glazier*
Right Work on the building of the second bore of Blackwall Tunnel caused a diversion around the entrance ramp area in the later days of trolleybus working. N2 1654 runs through St Leonards Road in May 1959. *Les Stitson collection*

Left Red Lion Square, Bloomsbury had been a busy trolleybus terminus but lost its last services in November. L3 1471, one of five given sliding windows when new, on route 665 leads K1 1296 on route 555 in April. *K. W. Glazier*
Right Four days to go and the RMs have already arrived at Poplar depot. *K. W. Glazier*





Poplar's first motor bus, RM82, passes West Ham's last 567 in Commercial Road at around midnight on 10th/11th November. *Michael Dryhurst*



The first conversion to be blessed with a ceremony was at Poplar. The last trolley in, led by a torchlight procession of depot staff, was L3 1964, which went to Finchley for further service.

Michael Dryhurst

Route 23B disappeared in the Stage 4 conversion changes. In June Barking RT1216 prepares to turn from Ripple Road into East Street, Barking.

Alan B. Cross





Route 48 caught the imagination of the Press and LT's pundits but was doomed to ultimate oblivion. RM84 works a short at Aldgate; in the background is the mobile staff canteen. K.W. Glazier

the service to Charing Cross while maintaining virtually the same number of journeys as before. The changes to the 15, 23 and 40 and the new 48 and 238 each illustrated in different ways the policy of using the opportunity opened up by the use of motor buses to give new links. The strengthening of through services from Barking Road to the City and West End on the one hand and beyond Barking into the Becontree estates on the other had not been possible with trolleybuses.

Poplar depot ceased trolleybus operation at about 12.30 am on November 11th with the arrival of the last service of the Tuesday schedule. Motor bus operation had started about three-quarters of an hour earlier with the departure of the first night service 284 to Charing Cross. West Ham depot was to continue to run trolleybuses for a while yet but now received its first allocation of buses.

Trolleybuses were withdrawn from 6.2 miles of road, with the close of electric operation at Bloomsbury; from there to Canning Town; and from East Ham to Barking.

Seventy-three RMs were needed for Poplar and West Ham and there was a net increase of four in scheduled RTs. These seventy-seven motor buses replaced sixty-seven trolleybuses. Some of this discrepancy is explained by the loss of efficiency of vehicle utilisation at West Ham where more trolleybuses were now needed for the morning peak than the evening peak; the opposite was true in the case of motor buses. Also, roughly six or so of the buses were used to provide new facilities away from the main line of the trolleybus routes. What a far cry from the days when 118 trolleybuses had been needed to maintain the Barking Road peak service! The mixed operation of RM and RT on route 23 came about because the policy was not to use RMs to replace RT family vehicles at this time.

Most of the displaced vehicles were re-allocated for further service elsewhere and, indeed, were destined to survive until the closure of the system. Poplar's L3s went to Finchley (41) and West Ham (20); in turn West Ham sent seven N1 and thirteen N2 to Stonebridge. There were some other minor shufflings but the end result was the withdrawal for disposal of sixty-seven vehicles of classes C2 (3), C3 (22), E1 (5), E2 (1), E3 (9), H1 (1), N1 (1) and J2 (25). The H1 was 796, earmarked for the Paris museum. The twenty-five C class vehicles had been the last of the type in service.

As already mentioned, the service trial Routemasters were all withdrawn but only two were sent to West Ham. Nearly all of them were delicensed for use at a later stage. At the same time the prototypes RM2 and RML3 became trainers and were never again used as service buses. This was to be RM1's destiny too but at this time it was at Aldenham being overhauled. It arrived at Upton Park as a trainer on December 10th. The only prototype still in service was CRL4. To replace the RMs at Hackney, Riverside, Tottenham and Willesden, RTWs were recalled from Walworth which received RTLs in their place. Cricklewood and Turnham Green were sent RTs from store.



Another route destined not to last was the 5A, which replaced a handful of peak bifurcations off the 567 with an all-day service. RM10 is on the Clerkenwell Green stand, *Peter J. Relf*



The first regular operation of RMs on established routes started with the Poplar conversion when route 23 was augmented. The driver carries out an unfamiliar task on RM115 at Aldgate. *Peter J. Relf*

Below left The C-classes ran for the last time on November 10th. Colindale C2 236 works a short to Bromyard Avenue at Craven Park in July. *K.W. Glazier*

Below The last 'spatted' trolleybus disappeared in November. Stonebridge C3 306 in Nether Street, North Finchley. *K.W. Glazier*





It is August and the coalman is delivering the winter supplies at summer prices to the residents of Old Ford Road as Clayhall's RTW292 waits to pass.
K. W. Glazier

There was another important event nearby, although unconnected with the Barking Road occurrences. Clayhall garage closed, bringing the total of garage closures for the year to five. Routes 8, 8A and 25 (plus route 10 on Sundays) were moved into Bow garage together with the Clayhall allocation of the special PLA bus service. Route 56 went into Athol Street. Bow's scheduled allocation increased from 60 to 102 and it also had the distinction of being the first and ultimately only former trolleybus depot to operate the RTW class. Thirty-seven of them were sent down the road from Clayhall, with five RTL. Clayhall's remaining nine RTL went from the frying pan into the fire by being sent to the doomed Athol Street.

There was a major upheaval at West Drayton starting on November 11th when work began on increasing the headroom under the railway bridge. Eventually this was to allow double-deck operation but the immediate effect was to prevent buses running through at West Drayton. Routes 224, 224A and 224B were withdrawn between Uxbridge and the south side of the Railway Bridge and route 222 was split to run in two sections: Uxbridge to West Drayton (with extra buses to cover the loss of 224) and West Drayton (south side) to Hounslow Central. Through booking was permitted. Although this needed no extra buses for the schedule, the revised arrangements starved the Engineers at Uxbridge of spreadover buses on which to work and eventually an additional RF was allocated.

Another west London change took place on November 25th when a new Monday-Friday route 203A started between Twickenham Station and Ashford Station. It followed the 203 as far as Bedfont Road then ran via Chase Road, Town Lane, Stanwell Road and Woodthorpe Road. No additional buses were needed.

Two other things happened in November, one a far away event with strong London connections, the other very much a London affair. The latter happened on November 1st when the main part of the general fares increase was introduced. An interim increase of 6d (2½p) fare to 7d had been made from August 28th. Now it was the turn of all fares over 8d (about 3½p). Fares up to 2s 1d were increased by 1d; 2s 2d to 3s 2d by 2d; 3s 3d to 3s 11d by 3d; 4s to 4s 2d by 4d; and 4s 3d to 4s 8d by 5d. Green Line fares above this level were increased by 6d, 7d or 8d. Early morning single fares were increased by 3d. The application to charge double fares on night services was rejected. The application for the general increase had been lodged with the tribunal on September 1st 1958. The public hearings had taken place at intervals between December 18th 1958 and June 23rd 1959 and a decision announced on July 8th, eleven months after the scheme was first submitted. One of the decisions of the Tribunal was that the obligation to issue Early Morning Single tickets would cease after 1960.

No concession tickets, other than Rovers, had been issued on road services during 1959. The 1/- Sunday morning maximum fare had not been a success in previous years and neither had the experimental Cheap Day Returns on the Green Line.

The far away event was in Leeds. The tramway system in the City finally closed on November 7th and with it went the last remaining London tramcars still in service, some of the Felthams which had been sold to them in the early 1950s.



Clayhall's closure was to return route 56 to its spiritual home at Athol Street, close to the terminus at Blackwall Tunnel where RTL1536 is seen. *K. W. Glazier*



The last London trams in regular service were withdrawn with the closure of the Leeds system on November 7th. Feltham numbered 514 in the Leeds fleet waits at Crossgate terminus to work a journey on the evocatively appropriate route 18. *K. W. Glazier*



It is just possible to make out the blanked out section of blind which should have borne the number 630 on Carshalton RT543 in Station Road, West Croydon on Christmas Day.
K. W. Glazier



Ice creams are advertised at 3d and 4d, the 1 mile and 2 mile bus fares, at the Palm Beach cafe, Hershams as TD97 makes an August Sunday afternoon trip to Weybridge. This class operated only on routes 215, 218, 219 and 240A at the end of the year. *K. W. Glazier*

The year, as they say, drew peacefully to a close with Christmas the only major event left to affect public transport. The traditional arrangements applied in 1959 with special services up to 4 pm on most routes on Christmas Day and a full Sunday service on Boxing Day. Christmas Day was marked by an interesting quirk appropriately caused by the trolleybus replacement programme. It had always been the practice for Carshalton depot to run a service on trolleybus route 630 so as to ensure an afternoon service at the Croydon end of the route. In 1959 Carshalton was a motor bus garage whereas the 630 was still unscathed. With some trepidation the operators decided to put a motor bus supplementary service on the trolleybus route, operated by Carshalton. Special blinds were supplied but somebody at Carshalton either lost his nerve or thought there had been a mistake and painted out the route numbers. They therefore lost their opportunity to be one of only two motor bus garages to operate part of a trolleybus route. Carshalton never again shared this operation. By the following Christmas the world had moved on and the 630 had gone.

Appendix A: THE SCHEDULED FLEET

		31.12.58			31.12.59		
		M-F	SAT	SUN	M-F	SAT	SUN
CENTRAL	BUSES						
	RLH	16	14	8	29	21	8
	RT	3,266	2,946	1,758	3,388	3,027	1,790
	RTL	998	906	502	1,235	1,086	626
	RTW	499	462	313	499	452	289
	RM	2	2	2	71	58	40
	RML*	1	1	1	—	—	—
	RF	190	189	140	201	201	154
	T	3	3	3	—	—	—
	TD	76	76	39	43	38	19
CENTRAL BUS TOTALS		5,051	4,599	2,766	5,466	4,883	2,926
TROLLEYBUSES		1,340	1,190	757	1,010	908	586
CRS TOTALS		6,391	5,789	3,523	6,476	5,791	3,512
COUNTRY	BUSES						
	RLH	37	37	25	38	36	25
	RT	707	632	347	705	629	338
	15T13	5	2	1	1	1	—
	RF (omo)	106	107	51	136	131	65
	RF (tmo)	52	42	31	33	29	20
	RFW (PH)	—	—	—	2	2	2
	GS	57	51	20	53	50	20
COUNTRY BUS TOTALS		964	871	475	968	878	470
GREEN LINE							
	CRL	1	1	1	1	1	1
	RT ²	70	50	61	82	64	99
	RF ³	241	227	252	244	238	255
GREEN LINE TOTALS		312	278	314	327	303	355
COUNTRY BUS & COACH TOTALS		1,276	1,149	789	1,295	1,181	825
MOTOR BUS & COACH TOTALS		6,327	5,748	3,555	6,761	6,064	3,751
GRAND TOTALS		7,667	6,938	4,312	7,771	6,972	4,337

*RML 3

²includes duplication on RF operated routes³includes 11 "Traffic Spares" under all headings.

Appendix B: SUMMARY OF PASSENGER VEHICLES OWNED

	31.12.58	31.12.59	
GS	84*	84	
RF	700	700	
RFW	15	15	
RLH	76	76	
RM	2	185	+ 183
RMC	1	1	
CRL	1	1	
RT	4,564	4,522	- 42
RTL	1,449	1,376	- 73
RTW	500	500	
T	12	5	- 7
TD	85	48	- 37
BUS TOTAL	7,489	7,513	+ 24
TROLLEYBUSES	1,594	1,199	- 395
GRAND TOTAL	9,083	8,712	- 371

*Five temporarily on loan to Great Yarmouth Corporation.

Letter to the Editor

The Kingston Story

Sir,

Firstly may I congratulate the LBM team on reaching the 50th issue. I have been a subscriber since the first issue, back in 1972, and am pleased to note that a consistently high standard of publication has been maintained throughout the 50 issues.

Secondly I would like to make a few observations on Green Line operation in the second part of Brian Bunker's Kingston Story. Sadly, no mention was made of the introduction of the very first cross-country Green Line route—the 725—on 1st July 1953. The route ran between Gravesend and Windsor and was worked by RFs from ST and NF. So successful did this hourly route prove that from 28th April 1954 it was increased to half-hourly over the Windsor-Dartford section and gave the first regular coach allocation to DT since pre-war days. Upon conversion to omo on 15th February 1969 (not 25th as stated on page 41) part of the ST allocation was transferred to WR. The remaining ST allocation went to WR on 5th February 1972 in exchange for route 718.

The introduction of RMCs on routes 716 and 716A took place on 2nd January 1963 as far as I can establish and I have seen no record of route 716A waiting a further month as stated on page 41. Upon its introduction the 715A was worked by both GF and HG thus the latter's vehicles regularly served Kingston from 1971 rather than from 1977 as stated on page 44.

Yours faithfully,

L.E. Akehurst, M.C.I.T., Watford Herts.

Brian Bunker replies . . .

Many thanks to Laurie Akehurst for his comments. Mr Akehurst's additions are welcome. Indeed, so successful was the introduction of the 725, that despite its immediate RF allocation, 10T10 reliefs were needed especially at weekends, and for the western section of the route, RLHs borrowed from Addlestone (WY) were common. The month gap between the introduction of RMCs on 716 and 716A certainly appears in my records, and I'm glad to see that the late Albert McCall in his book 'Green Line' on page 197 agrees with me.

For completeness, may I add that it should be recorded that on 30th November 1968, K returned to run the *whole* 71 for the first time in 18 years, for as the May 1959 schedules show, K had operated 5 RTs on Saturdays reducing to 3 in summer 1960, and disappearing on 20th July 1960. Also for the summer of 1959, K took over the Sunday working from NB on 131 operating 7RTs. As K only had a maximum of 4 weekday RTs, borrowing must have taken place at weekends.

Continuing research on the termini in Kingston is throwing up some anomalies in Part One. Traffic Circulars suggest that routes 61, 62, 79 and 115 operated from the Bus Garage upon its opening in January 1922, although, if that is the case, what on earth B5008 is doing in the Market Place is anyone's guess. It appears that the Bus Station opened on 17th October 1928, but route 171 plus the Horse Fair routes joined the rest upon the official opening date on November 7th.

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