

London Bus Magazine

Autumn 1985

Number 54



London Omnibus Traction Society

THE
LONDON BUS REVIEW

1984



London Omnibus Traction Society

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London Bus Magazine

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

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Front cover: During the month of August a Volvo Citybus Demonstrator, B108CCS, was loaned by LRT to London Buslines Ltd for use on route 81. In its blue and white livery, it is seen here on the Bath Road heading for Hounslow, with a locally produced black on yellow destination display. *Gerald Mead*

Back cover: London Sightseeing Tours Ltd are running a number of tours around central London from various key points using ex-London Transport DMSs in a red, white and blue livery. Some of these vehicles carry 'route' numbers at the front and rear—11, 12, 14 and 15—and coincidentally these numbers also happen to be route numbers of some important LRT routes. It is hoped that this is not designed to make tourists think that these are London buses. *Malcolm E. Papes*

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PRODUCTION JULIAN BOWDEN-GREEN

SUBSCRIPTIONS MANAGER DAVID CATTELL

ISSN 0140 8380



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

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

Subscriptions Annual subscriptions to the London Bus Magazine are available at the rate of £8.00 post paid. Members of LOTS qualify for the post-free rate of £6.00. Details of Membership of LOTS can be obtained from the Subscriptions Manager.

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

Around and About



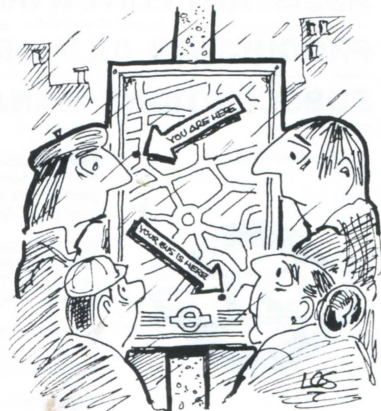
The Poplar allocation on the 15 with its Titans and special blinds is now to be shortlived as Poplar garage will close after 1st November. T547 is seen near The Tower on 31st August.
Colin Fradd

Tourist Bus Expansion

Following on from the special treatment for the 15, routes 52 and 188 have been selected as the next candidates. It is expected that they will receive the yellow and blue blinds, along with the large vinyl route numbers at the front, and the RMs on the 52 are already receiving yellow waistbands. In view of the changes to route 1 in November, which will link Greenwich with Trafalgar Square, and Oxford Street, Madame Tussaud's and The Planetarium on Mondays to Fridays, it is surprising that this route has not also been selected. 'The One' could have become an outstanding tourist attraction.

More Information for Passengers

A passenger information system is being tested by London Buses. Electronic indicators were installed at three trial sites, and the route number and waiting time was displayed to passengers. The stops involved were at Marble Arch, Victoria and Lewisham. The test is costing £50,000 and is a spin-off from the Busco experiment on routes 36, 36A and 36B. The indicators receive information from a central computer which records the location of all the buses on the 36 group of routes. Specific information is then transmitted to the indicators where it appears in word form to passengers.





The ex-West Midlands Titans are starting to be put to work for Selkent Travel, the 'coaching division' of Selkent District. Here at Trafalgar Square we see T1128 on the 177 Express, while the same vehicle closely pursued by T1129 in Downham is seen on the 606A excursion to Folkestone. *Colin Fradd*

The coach seats have a special blue and white moquette, as shown by this upper deck interior view. *Lewis Photos Ltd.*



One of Selkent's standard Titans, T916 from Bexleyheath garage, is seen in more rural surroundings at Badger's Mount on the 607A to Hastings. *Colin Fradd*

With the conversion of the 77A to one-man operation, V3 has had to move to a different crew route and it is seen here at Trafalgar Square on its now regular haunt, the 77, until that route itself goes over to omo.
Malcolm E. Papes



Travel Information Service Expands

LRT's Travel Information Service opened three new centres during August. Heathrow Airport got its fourth LRT travel office, at Terminal 3, to handle trans-Atlantic arrivals seven days a week, and the existing centre at Terminal 2 is now open additionally on Sundays. A new office has been set up on the concourse of Euston British Rail station to help passengers arriving from the Midlands, north-west, and Scotland, and to promote sales of LRT travel, while at Charing Cross underground station the old enquiry office has been re-opened. An autumn opening is planned for a full Travel Information service at the new bus station at West Croydon.

No Concessionary Fares Scheme Yet

LRT does not yet know which concessionary fares scheme for the elderly, blind and handicapped will be operated after the abolition of the Greater London Council. The financing of the scheme is being devolved to the London Boroughs who have yet to agree a single scheme. The LRT Act does, however, contain reserve powers to guarantee by law concessionary travel if the boroughs are unable to agree a scheme.

Ghost Bus on Television

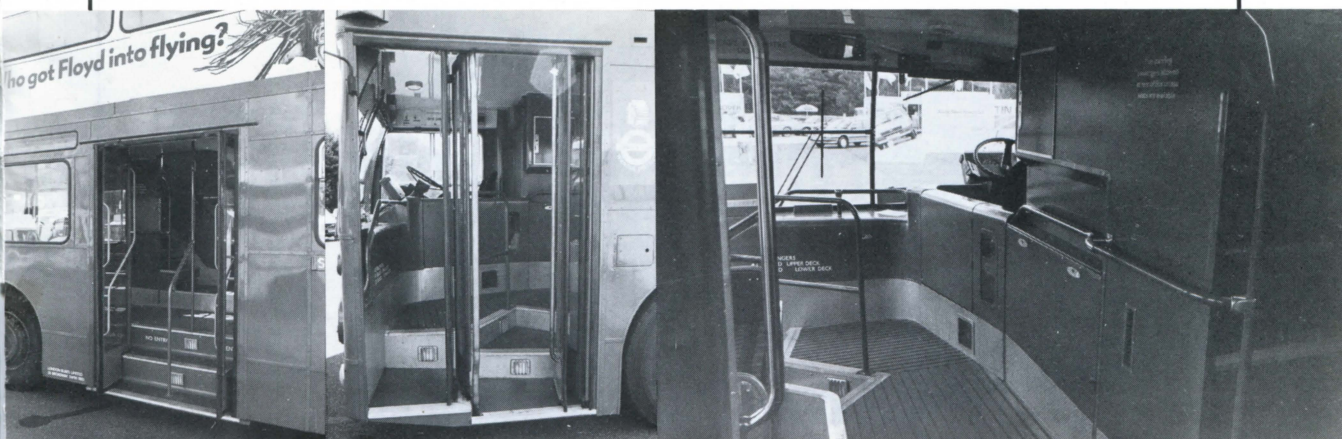
A recent TV advertising campaign about fraudulent travel and assaults on staff involved the use of an apparently driverless bus. RM499 was converted by a team of engineers and craftsmen at Aldenham Works to be driven from the upper deck. On the top deck was a steering wheel, brake, throttle and indicator controls, and the driver could see out through the route indicator which is painted onto glass. He was aided by a video screen and camera giving a view outside. The bus was driven through empty London streets and then taken to Wormwood Scrubs prison as a reminder to people of where those who assault staff can end up.

Best Kept Bus Station?

West Croydon Bus Station, recently opened, is the London Buses entry in the nationwide best-kept bus and coach station competition. The competition is organised by the Bus & Coach Council. There appears to be no truth in the rumour that Stratford Bus Station is to be entered as the worst-kept bus station!

Travelcard Success

More than 750,000 LRT passengers now use pre-paid tickets, helping to cut boarding times on one-man buses. Travelcards are now used by over half a million passengers.



DMS2456 with its bodywork modifications has now entered service from Stockwell garage, and these photographs clearly show some of the changes.
Mike Banks

The new Sunday allocation on route 65 from Hanwell garage is RML operated, and buses carry a different 'via' blind from those at Norbiton. RML2336 is seen turning at Chessington Zoo, but it won't take you to Piccadilly! *Ramon Hefford*



New Sunday allocations of omo buses on central London routes has resulted in Ms on the 74 and Ts on the 171. Both routes will no doubt go over to omo in the not too distant future, and here at Camden Town M853 represents the shortlived AF allocation which will be withdrawn in November. In Aldwych, T918 from NX heads for the normal 171 Sunday terminus at Tottenham garage. *Malcolm E. Papes*



Route 70 is frequently subjected to change, and again the route has been reduced to single-deck operation. LS232 is seen on a busy morning peak run to Victoria, while one of the two scheduled Ts on the route is represented here by T844 bound for the new southern terminus.
*Malcolm E. Papes/
 Colin Fradd*

No to Showbuses!

London Buses have said that those vehicles which carry liveries representing the earlier years of London Transport will have to be repainted back into standard livery. While they have no objection to staff at garages taking an interest in vehicles, and putting a great deal of effort into them in their spare time, they say that these liveries cause confusion to passengers. We are now seeking routes worked by other operators on behalf of LRT, more and more special tourist bus liveries, and others—Docklands Clipper, Selkent Travel, wrap arounds for LT Advertising etc. but these, presumably, do not confuse passengers.



One of the showbuses which has had to succumb to the instruction to revert to standard livery is RM89, and it carries white waistband and roundels here at Trafalgar Square.
Malcolm E. Papes



The days of modern coaches on the popular 724 are remembered here at Windsor Castle where DL10 lays over in last year's summer sunshine. *Colin Stannard*



Green Line route 799 (and sister route 711) are beginning to see greater use of LRs, presumably due to heavy use at certain times. Here at Aldgate LR60 heads for Victoria, already having set down most of its passengers. *Colin Fradd*

Green Line 724 to go

The Express 724 from Windsor to Harlow is to be withdrawn after 25th October. It will be partially covered between Welwyn Garden City and Heathrow Airport by changes to the 733, albeit on a reduced frequency, and the link from Watford to Harlow will be retained as an express bus route 524. Green Line 724 started as long ago as 10th July 1966 running from High Wycombe to Romford via Amersham, Watford, Hatfield, Hertford, Harlow and Epping. It was the first omo Green Line coach service and was originally worked by LT garages at High Wycombe and Romford (London Road), both long since closed.



Above left: Since August the 156 has worked its way nearer to central London bringing the number back to Vauxhall once again after very many years. DMS2361 is seen at Morden soon after the changes. *Colin Fradd*

Above: One-man operation has at last arrived on the once busy 243 (and Sunday 243A) and here at Holborn Circus M799 approaches its rest in Charterhouse Street. *Ramon Hefford*



Left: The reluctance by Forest District to put omo double-deckers into Leyton garage causes more problems as time passes. As a result of the move of the 48 into Walthamstow garage, the 275 had to go into Leyton garage with single-deckers as shown by LS149 in Tomswood Hill bound for Barkingside. Now that the 275 has been put out to tender by LRT, we can only hope that the end result will see a return of double-deckers. *Malcolm E. Papes*

LRT Fares up soon

London Regional Transport has announced a fares increase from Sunday 12th January 1986 of around 6.5 per cent, although prices of seven-day and longer period Travelcards will rise by less than the average to encourage more passengers to switch to pre-paid tickets.

On the buses, the present short-hop fare of 25p in the inner and outer zones will be abolished, while in the central zone it will be retained but will rise to 30p. The abolition of the short-hop fare in the suburbs will effectively make 170 bus routes 'flat-fare'.

The central zone fare of 40p will rise to 50p, and the two- and three zone fares of 55p and 80p will rise by 5p and 10p respectively, bringing them into line with similar underground fares. Children's fares of 15p will be unchanged apart from an increase before 9.30 am on Mondays to Fridays to 20p. Red Arrow fares will rise from 30p to 40p.

Changes are also being made to the range of one-day tickets to make them more attractive. A new adult four-zone ticket will offer unlimited travel on the Underground in zones 1, 2, 3a and 3b, and on virtually all London Bus and other services operated as part of the LRT network in Greater London. At £1.70 it will offer more travel opportunities than the present Red Bus Rover (priced £2) which is being withdrawn. The five-zone ticket, giving Underground travel also in zone 3c, remains unchanged at £2 (children reduced from £1 to 80p). These and other off-peak tickets will be available a half-hour earlier on Mondays to Fridays, from 9.30 am instead of 10 am. There are no time restrictions at weekends.



The extension of the 278 to North Woolwich now takes buses across the narrow single-file bridge for the first time, facilitated by the introduction of traffic signals. T626 is seen leaving the bridge on 3rd September. *Paul Carpenter.*

Late News

Out-County Routes up for tender

LRT have announced the routes which will be put out to tender as part of the second round of this programme. Affecting routes running across the GLC border into the counties of Surrey and Essex, it includes the 116, 117, 197, 203, 293 and London Country 403 (in Surrey) and 20, 167, 206 and 217B (in Essex). Routes 201 and 250/A, which operate almost entirely in Essex, are to be put out to tender by the County Council themselves rather than by LRT. Routes running over the boundary with Hertfordshire are expected to be offered for tender shortly.



As a part replacement for the 104 on Sundays, new route 263A commenced between North Finchley and Liverpool Street providing a useful link to the Petticoat Lane Market. East Finchley is the location of M1296 taken on 24th August. Incidentally, the vehicles are still built by MCW! *Ramon Hefford*



Some of the special services now run by London Buses are illustrated here in these recent photographs. A tourist link between the British Museum and the Museum of Mankind is depicted here by M1035 at Oxford Circus, while a shoppers' free bus to the new Brent Park Tesco Superstore is represented by an older Metrobus, M30, on route T2. *Colin Fradd* Another Touristlink by Abbey District is the service between The Tower of London and Madame Tussaud's by way of Monument, St. Paul's and Piccadilly. M1170 running as 'Touristlink Extra' is seen at Monument, while home-made full blinds are carried by M1161 a little further on as it crosses London Bridge. *Ramon Hefford/ Colin Fradd*

Corrections to LBM53

Page 7 — For clarity, it should be noted that the bus lane referred to is the *with-flow* northbound bus lane.

Page 14 — The TC allocation on the 159 should read *STL*.

Page 20 — The photograph of RT1139 was taken by *W.J. Haynes*, not as stated.

Page 30 — The rerouting of the services via Effra Road and Matthews Road on 26th April 1960 was in the *southbound* direction only, and affected the entire *59 group* of routes.

Page 31 — The reference on line 4 to route 133 should read 153.

A New Bus Network for Orpington

In July London Regional Transport announced details of the proposed bus routes in the Orpington area following a review of the existing services. A leaflet was produced which gave some idea of the new network, albeit in a rather vague fashion, and the rear of the leaflet with the reasons for the need to make changes is illustrated here. A summary of the routes involved is shown below.

Changes to existing services

Route	Terminals	Remarks
London Buses 51	Orpington Station – Woolwich	No change
London Buses 61	Bromley North Station – Eltham Station	Service split into two sections: 61A Bromley North Station to Orpington, every 15 minutes (10 peak hours), 61B Orpington to Eltham Station, every 30 minutes (15 peak hours).
London Buses 208	Orpington – Surrey Docks Station	No change.
London Buses 229	Green Street Green – Erith	Withdrawn between Sidcup and Green Street Green (see route L1).
London Buses 261	Orpington – Lewisham	Withdrawn between Bromley South Station and Orpington.
London Buses 284	Orpington – Petts Wood Station	Withdrawn (see route L3).
Metrobus 353/357	Orpington – Croydon	No change.
London Country 431/432	Orpington – Sevenoaks	Withdrawn (see routes 477, 706 and L6).
London Country 471	Orpington – Knockholt Pound (circular)	Withdrawn (see routes L5 and L6).
London Country 477	Chelsfield – Dartford	No change except for a short extension in Chelsfield from the 'Five Bells' to the Maypole area.
London Country 493	Ramsden Estate – Green Street Green	Withdrawn (see routes L2 and L3).
Green Line 706	Victoria – Tunbridge Wells	No change to the hourly service except that most journeys diverted via Halstead and Knockholt Pound.
Crystals 858	Orpington – Biggin Hill	No change.

New Local Services to be worked by 'smaller-type' buses

Route	Description
L1	St. Pauls Cray Estate to Green Street Green via route 229. Every 5-6 minutes.
L2	Ramsden Estate to St. Pauls Cray East via route 493, Main Road and Chalk Pit Avenue. Every 15 minutes (12 peak hours). Every 30 minutes all day between Orpington and St. Pauls Cray East.
L3	Petts Wood Station to Chelsfield via route 284, Sevenoaks Road, Repton Road, Eton Road and The Highway. Every 20 minutes.
L4	Locks Bottom to Orpington via route 261 to Farnborough Hill, then Farnborough Way and Tubbenden Lane. Every 15 minutes (12 peak hours).
L5	Green Street Green circular via Cudham, Knockholt Pound and Pratts Bottom (route 471). Every hour. At peak times some additional services will run through to Orpington.
L6	Green Street Green circular via Badgers Mount, Halstead, Knockholt Pound and Pratts Bottom (routes 432 and 471). Every hour. At peak times some additional services will run through to Orpington.

It can be assumed that Saturday services will be broadly similar to the Monday to Friday services outlined above, and that Sunday services are only likely to be provided where they are today.

It is interesting to reflect, however, that on the basis of recent surveys carried out by London Buses certain changes in frequency are planned for existing routes from 2nd November, e.g. improved interworking between routes 51 and 229 to Orpington. But LRT's Orpington proposals actually reverse some of these adjustments, and one is inclined to question whether it is possible for both sets of changes to be based on the same surveys!

Although not stated in so many words, clearly the final network is likely to be put out to tender to any interested bus operators. The requirement for 'smaller-type' buses might well appeal to the smaller operators such as Crystals and Metrobus, and perhaps even to London Country now that NBC subsidiaries are not unwilling to move into the midibus era, but it will remain to be seen whether London Buses tender for any of the new local routes on the basis of smaller vehicles, or at all. Now seems an appropriate time to look at the new network from the passenger viewpoint.

Nothing stays the same for ever. It's a fact of life and is certainly true of people's travel patterns.

Circumstances change. New housing estates are built, shopping areas become more popular, work areas change. Public transport demands exist where they are not met. Or others become over-provided for.

With this in mind it is vital that London Regional Transport continually modify, improve and monitor bus services in our capital city.

We've recently conducted an in-depth review of the bus services provided in the Orpington area - your area. This leaflet sets out our initial proposals.

The proposed new network combines a good blend of new local services with the important long distance trunk routes.

An exciting feature of the local routes will be the use of smaller buses which will

be able to run more frequently, penetrating new estates and areas previously unserved by buses. In essence, getting the buses closer to the people.

In the centre of Orpington we propose to focus all routes on the High Street or the station at peak times. And, at some major junctions, we shall install the latest modern bus shelters, complete with their own seats.

To sum up, we hope that our proposed new bus network for Orpington will give an improved and more frequent service than at present. We intend that travelling by bus in and around the Orpington area will become an easier and more pleasant experience.

We are more than interested in your views on our proposals.

Please write to:
Group Planning Office,
London Regional Transport,
55 Broadway, London
SW1H 0BD.



785/13797/15M(649A)

Printed by Chigwell Press

The rear cover of the leaflet produced by London Regional Transport.

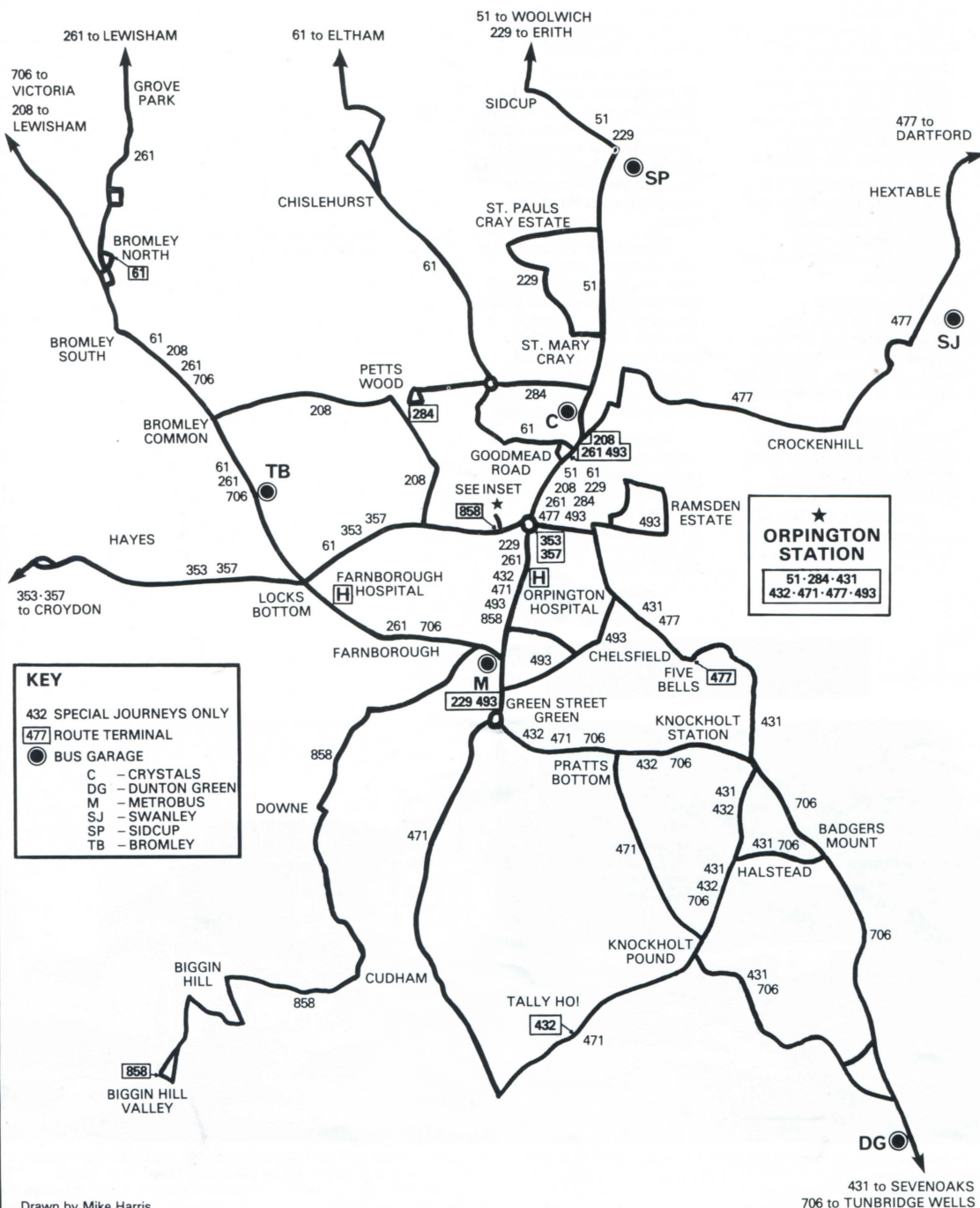


The limited operation on the 432 between Knockholt and Orpington is due to disappear in favour of the L6, but except during peak hours passengers for Orpington will have to change onto the L1. In picturesque surroundings at Knockholt we see London Country's SNB257 a few years ago. *Colin Fradd*

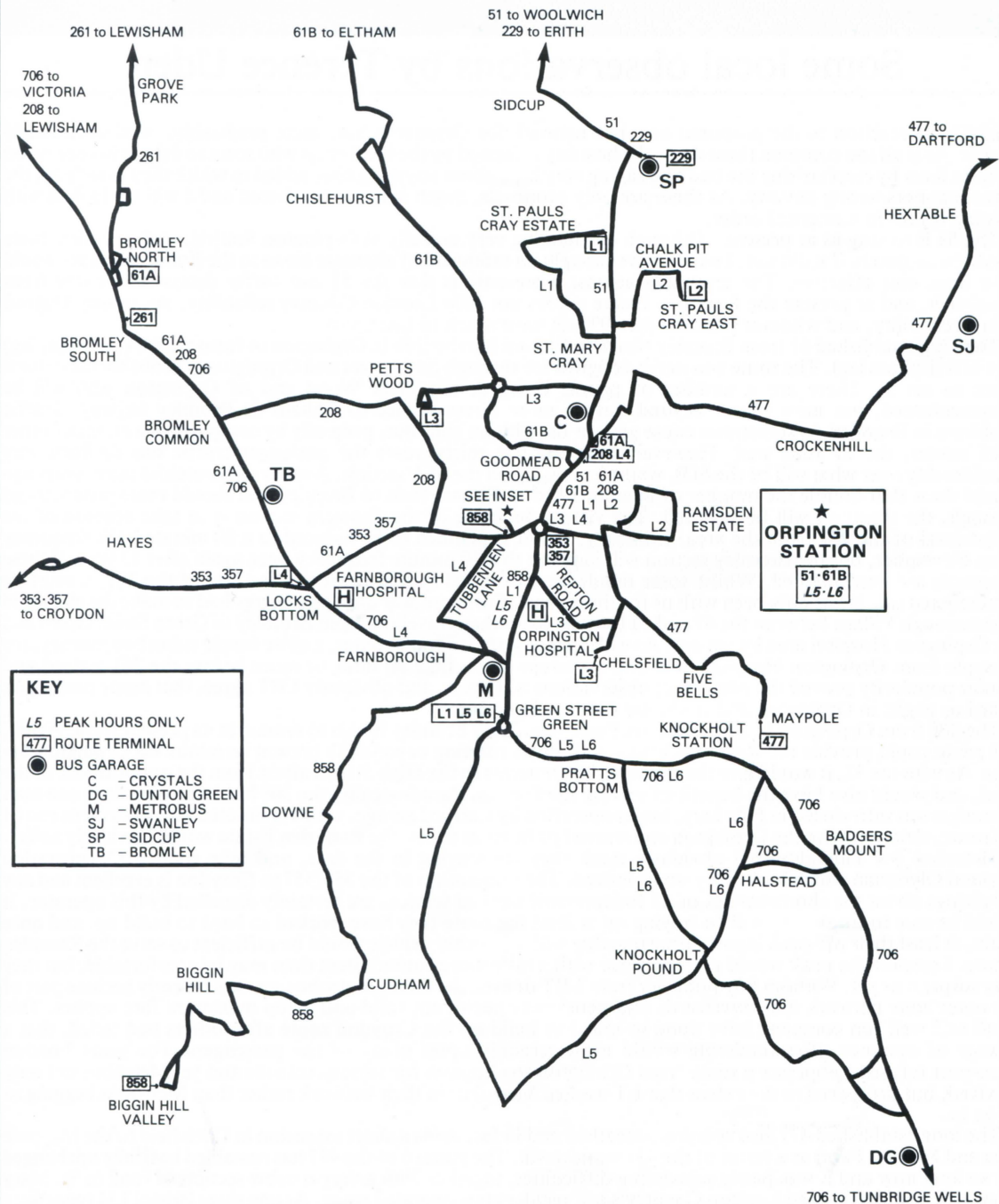


The main replacement for the withdrawn 261 route between Green Street Green and Bromley will be the hourly Green Line 'coach' route 706. Although part of the proposed network, LRT passes are not valid on the route and this is cause for concern to passengers. How the 706 is expected to cope with its existing longer-distance passengers, and the 261 passengers, on an hourly frequency has also not been thoroughly thought through. Here in Bromley SNB156 works a short journey one Saturday. *Colin Fradd*

THE PRESENT BUS NETWORK IN ORPINGTON



THE PROPOSED BUS NETWORK FOR ORPINGTON



The New Network

Some local observations by Terence Uden

Initial local reaction to the proposed new bus network for Orpington has, quite predicably, been immediately hostile. As is all too common these days, the hostility is fanned by the local press who seem to delight in preying on peoples fears by emphasising the bad and saying very little about anything else, added to which they usually get the route numbers wrong anyway. As these are only proposals, much may yet be altered and I will try to deal with existing routes in numerical order.

The 51 is to stay as at present. Although terminating very usefully at Orpington Station, and doubtless there would be an outcry if it did not, I would have thought an extension of alternate buses to the Ramsden Estate would have been cost effective. The argument against I presume is that the 51 can suffer delays on its way from Woolwich, and at present the Ramsden Estate enjoys not only London Country reliability, but mostly Dunton Green reliability, and whoever replaces the 493 will have much to live up to.

The long established 61 from Bromley North to Eltham is to be split in Orpington to form the 61A (Bromley leg) and 61B (Eltham leg). The route was never designed for through passengers and Orpington is probably the natural place to cut it. There are a number of people living at the Petts Wood end of Orpington who will be inconvenienced, but most places beyond have a more direct service to Eltham or Bromley anyway. Traffic problems in Bromley do sometimes cause gaps at the Eltham end, but, generally by comparison with many other LRT routes, the 61 runs well. However, over the last thirty years the passenger traffic has declined very considerably over what will be the 61B, whilst increasing on the 61A section. A study of timetables thirty years ago would show that double the number of buses worked to Eltham than to Bromley and should these proposals go through, the situation will be reversed. The virtual doubling of the Bromley section is to take account of the withdrawal of the 261 from the area. Ironically, the 61 is planned to be reduced to a 20 minute peak frequency from November, but the Bromley section will improve to a 10 minute frequency once again after 13 years if these proposals are implemented. Whilst some hands have been held up in horror at the loss of the 261, it must be remembered that it has only been with us for three years. From pre-war days passengers had to make the change in Farnborough Village between the 47 and 51 (latterly 229) when travelling from Bromley to Green Street Green and the Orpington Hospital area by red bus. As with so many of London's routes, a quite simple suburban journey, for example from Orpington Hospital to Bromley Garage could take an hour or more before the 261 arrived and instant popularity proved the need. But, observations will show, and obviously LRT agree, that many passengers board or alight in Orpington and could use either a 61 or 208.

The 208 from Orpington to Lewisham via Petts Wood and Bromley is also to remain in its present form. Again, this route could provide the Ramsden Estate with buses running beyond the present terminus via Orpington by-pass. As with the 51, it would give the residents better access to the High Street, albeit from the opposite side of the road, and would also have the benefit of serving the Station. Paradoxically, the 208 has improved since one-man operation was introduced in February, but as operation by Catford garage, which is situated at the northern end of the route, tends to leave the Orpington end starved of buses at times, the Ramsden Estate would inevitably suffer.

Metrobus (ex Tillingbourne) obviously think they are staying in the area, and now sport a C-registration Leyland Olympian which looks very smart indeed. Their operation of the 353/357 to Croydon is excellent and any misgivings about the shortcomings of all Independent worked services are certainly dispelled by this operator. It would be nice to think they will be staying on at least the route they have worked so hard to build up, and once again, at least their off-peak layover time together with one other vehicle would be sufficient to serve the Ramsden Estate. I suspect the peak would provide them with a little more commitment than may be comfortable, but they may surprise us yet. Without any publicity from LRT or even the GLC, Metrobus services recently became part of the outer zone network and travelcards and pensioners passes are valid and a 30p maximum fare applies. This small and well run company have done so much to build up the Croydon route after others had failed, that a change of operator after tendering would most certainly upset many of the passengers. For years London Transport refused to operate a route from Orpington to Croydon for various reasons and yet Metrobus not only survived, but prospered to the extent that LT wanted Metrobus in their network rather than Metrobus begging to be let in.

The long established 477 also remains unscathed and in fact gains a short extension in Chelsfield to the Maypole area and Hewitts Farm as a result of the 431 withdrawal. The pattern of the 477 has remained basically unchanged for so long now and it was partly scheduling difficulties, together with a very narrow section of road in St. Mary Cray which caused it to be London Country's last regular crew operated route. At one stage Bristol LH types were considered to replace the magnificent ex Green Line Routemaster coaches which had in turn generally replaced the

faithful RT in 1972. When full one-man operation finally commenced, to save what would have cost an extra bus, the practice of running the whole service to/from Orpington Station ceased and the Monday to Friday off-peak service resembled the Saturday service with buses travelling directly from Dartford to Goddington Lane and Chelsfield Village saving vital running and stand time. It always seemed rather odd that double-deckers, and until recent times crew operated, ran the very rural southern end of the 477 totally paralleling the 431, when single-deck one-man vehicles were operating the 493 to the much busier Ramsden Estate.

As the vehicles from the 477 perform this function during evenings and on Sundays it seems strange they were not used during busier times when their capacity would be better utilised. Part of the reason was to provide as much work as possible for Dunton Green garage, the Sevenoaks area having more cars than people resident!

The 431 to Sevenoaks is now but a shadow of its former self. Once a trunk route with an A/B/C/D variation, it provided many works journeys to Fort Halstead from both ends and it was inevitable that operating in what is generally a very affluent area, the rate of passenger decline should now cause complete withdrawal. The 431 has passengers at either end, but very few in the middle. The 477 can easily cope at the Orpington end and the Green Line 706, already operating some journeys over the 431 road from Knockholt Station to Sevenoaks, is to replace the rest and will actually give a more regular service for Halstead and Knockholt Pound from Sevenoaks, and provide a better link to Bromley which is a better traffic objective than Orpington with its vastly superior shops.

Another 'as you were', the 858 operated by Crystals, runs from Orpington to Biggin Hill via Downe. Crystals, having just taken over the 146 from London Buses, do not operate any normal size vehicles on stage, the largest seating just over 30 and the narrowness of the lanes in the Downe area suit small buses even if the economics are questionable. Whilst the 146 did see Routemasters at times only six years ago, the 858 has never seen normal size vehicles and until Crystals took over, had a chequered career with changes in route and operator, starting in 1962 as London Transport 479 on Saturdays only from Dunton Green using GS type 26-seaters. Although no changes are proposed to the 858, it is tempting to speculate on a mix or merge with the 146 at a later stage. At present the 858 has its own fare structure even though supported by LRT. Why it is not part of the 'network' is not clear, but it seems even the free spending GLC have held back on this one.



The 229 is to be cut back from Orpington under the new proposals, and replaced by a new route L1 between Green Street Green and St. Mary Cray. Although identical to the southern end of today's 229, the L1 is planned to be worked by midibuses with the consequential reduction in seating capacity. Through running from Erith to Green Street Green is represented here by T656 at Orpington last summer. *Colin Stannard*



The often overlooked London Bus operation by Metrobus on the 353/7 is represented here in Orpington by their Leyland Fleetline BHL 609K seen on its way to Croydon. No change is proposed for the services, but one imagines that LRT will put the service out to tender despite Metrobus having worked so hard to build up the service's reputation. *Colin Fradd*

At this juncture we leave normal size buses and the 858. We still have the 51, 208, 353/7, 706 and 858, a split 61 and an extended 477. We also have a withdrawn 229, 261, 284, 431/2, 471 and 493. Six new routes to 'be operated by smaller type buses' are proposed. They are as follows: L1 St. Mary Cray – Orpington – Green Street Green running every 5-6 minutes. From Green Street Green to Orpington this, together with the hourly 858 will be the only regular route replacing the 229, 261, 432 and 471. The very attractive frequency should stem complaints, although depending on which vehicles operate, I imagine capacity will stay much the same if not less. As referred to earlier, half the people carried down the Sevenoaks Road from Orpington are on the 261s bound for Bromley and belong to the more direct 61 or 208. The service beyond Orpington to St. Mary Cray Estate, replacing the 229, will be a vast improvement over the present off peak frequency of 30 minutes. However, passengers wishing to travel from the Estate in the other direction to Sidcup will have to change at some point to the 51 and this will be none too popular. As the actual L1 terminus is only three stops away from Foots Cray Post Office and interchange with the 21, 161 and shortened 229 would be more acceptable, it seems a pity that this has not been proposed.

The L2 will run from the Ramsden Estate to Orpington and St. Pauls Cray (East) replacing the 493 Ramsden section and travelling to new territory in St. Pauls Cray as well as partly paralleling the 477 along its busiest section. Ramsden Estate frequencies stay much the same in the peak and they are one bus an hour better off in the off-

peak. It is therefore questionable whether midi-buses will be able to cope. The new section to Chalk Pit Avenue is a 30-minute service all day and as a result provides better links from Ramsden along the High Street than at present on the 493. It would be far more sensible to send the 477 to Ramsden and let the L2 serve Chelsfield and Hewitts Farm on a straight through 30-minute frequency as proposed for its northern end.

The L3 is to run from Petts Wood via the 284 to the War Memorial, then down the Sevenoaks Road, Repton Road, Eton Road and The Highway to Chelsfield Station, the present 493 Green Street Green section being abandoned. A 20-minute frequency rather than the hourly 284 and 493 is obviously attractive although it is not clear if the 161 will still be running to Petts Wood. It seems a great pity that the very welcome 'shopping bus' link from Green Street Green to Chelsfield Station via the very steep Worlds End Lane and Windsor Drive will be lost, presumably because it does not fit comfortably into the new schedules.

The L4 is probably the most illogical of the proposed routes. Running from Locks Bottom it will travel through Farnborough Village down Farnborough Hill to the by-pass, which is but one stop from the edge of Green Street Green, where it will then travel northwards along the by-pass turning right down Tubbenden Lane to Orpington, declaring in the publicity that this is 'a first time bus service for Tubbenden Lane'. Actually Tubbenden Lane did have a bus sometime around the Great War when single-deck B-types from Streatham Garage(!) ran a service from Farnborough to Erith or Woolwich primarily for munitions workers. However, few would remember that. The proposed frequency is even more amazing than the route with a 12-minute peak service and 15 off-peak. I would be quite surprised if the total number of passengers reached that per day. The residents of Farnborough will or rather have made lots of complaining noises as they have never forgiven London Transport for taking off the 47. It was not that the 47 at that end of the route was particularly good, in fact it was often particularly bad. It was the fact that they could hear it coming, watch it turn round in the neat little triangle outside the 'George' and sit on it in relative comfort whilst indulging in the time honoured practice of making detrimental remarks about the behaviour of bus crews and how awful their last journey was. Crews could escape in good weather with a pleasant stroll in the fields and woods beyond the churchyard, but in bad weather were trapped. . . . The 261 was acclaimed by all except Farnborough Village residents for reasons outlined above (although they were never the reasons given) and their reaction now should be interesting to say the least. Catching a 'midi' to Locks Bottom and then having to cross the A21 probably only to see the rear of a departing 61A, should ensure the 706 stays with us for a very long time. Why the L4 cannot at least carry on the last 1000 yards to Bromley Common Garage where better connections would be made and main roads would not have to be crossed only leaves one to speculate that perhaps Bromley Garage will not be there after the Orpington scheme? The L4 also breaks the link established by the 261 between Farnborough Hospital and Orpington Hospital. Buses and Hospitals have become very emotive subjects in recent years and are often over played by the media and various political forces without any reference to facts such as loadings and usage and I fear this will be one such case.

Whilst the 706 Green Line is to stay running basically hourly as at present with an extra slotted in at the peak time, there will be need for restoration of the Bromley - Green Street Green 'shorts' which ran at one time. After the 402 withdrawal, stops and fares on the 706 were brought into line completely with parallel red buses (except for one stop on Farnborough Hill only yards from its neighbour). It took a while for it to sink in, but now it does result in some very good loadings between Bromley and Green Street Green at times. Even as I write this at 1630 on Tuesday 27th August, the 1519 ex Victoria has just passed with at least 10 standing and suitcases piled high on a very full RB. Loadings would be even heavier if the range of LRT passes were available, but without a frequency increase freehold passengers both to London and south of Green Street Green would be unable to board at times if this were the case. The 706, as with all Dunton Green runnings, is very reliable and passengers would enjoy better reliability, even if fewer buses, should the 706 fully replace the 261, L4 or no L4.

The remaining two, L5 and L6 may also turn out to be white elephants (or perhaps red ones). The L5 is a direct replacement for the 471 but only serving Orpington in the peak period, terminating in Green Street Green at other times. The L6, again only serving Orpington in the peak, will travel along the A21 to Badgers Mount, then Halstead, Knockholt and, as the L5, back to Green Street Green. Once again, the average passenger does not like changing buses and may accept having to get off at Green Street Green going, but will not like the return journey, when, laden with heavy shopping, will be praying they do not miss the connection. It will be nice indeed to see what will be a return to a regular hourly service round the extremely rural and picturesque 471 route and it seemed only yesterday that each circuit enjoyed a 30-minute frequency for most of the day. However, I suspect that being tipped out at Green Street Green will not lure them all back and as no one seems to want to pay for their public transport these days, the very rural nature of these services will not allow them to continue for ever if usage remains at the present level. I would have thought the L6 running totally in the path of the 706 and L5, both hourly, would have been superfluous, but then I have not seen the results of the surveys conducted last year and recently on which these revised routes are presumed to be based.

In conclusion I must say that whilst there has been a very definite attempt to improve services in the area and in most cases will result, if run properly, in a better service for most passengers, some of the proposed local midibus routes should be looked at again as they all contain flaws. I remain very unconvinced about the economics of the current midi/mini craze, although I do fully realise that only gimmickry will lure the average person back onto public transport, buses in particular and this scheme obviously has this in mind. Away from this cynical viewpoint, I would highly recommend all enthusiasts and anyone else who just enjoys a bus ride, to spend a day in the area. With Southend Transport and Eastern National working on the 795, there are four other operators to study in very pleasant surroundings and those unfamiliar with the area would never guess how near to London they are.

Amersham in the Seventies

The Amersham and Chesham areas have seen many changes in the structure of their local bus services over the last decade. The low subsidies afforded to the area, coupled with high car ownership and predominantly rural routes have all played their part in the decline of the local network.

Originally two London Country garages served the area; one at High Wycombe which has subsequently closed, while Amersham garage still functions. Eyebrows were raised in some quarters as to the merits of the closure of High Wycombe! Many thought that if there had to be a sacrificial lamb to the County Council, then Amersham garage would have been the more likely candidate. Now all of the High Wycombe town services have to be worked from Amersham, about ten miles away. Such is progress. The following selection of views shows the Amersham and Chesham scene of the '70s.



Above left: Amersham garage was the first London Country garage to become 100 per cent omo, the last crew routes being the 353, 362 and 362A. SMs were the new order and here we see SM477 on route 362A outside Amersham garage. Points to note are the combination of 'provincial-style' blinds and the LCBS 'flying polo' emblem. The 362A was subsequently renumbered 364 to facilitate the introduction of vehicles fitted with three-track number blinds. *Steve Fennell*



Above: Route 372 was an offshoot of the 362 running to the schools in Stanley Hill (Amersham). Originally introduced as an RF route, it was soon promoted to RML operation to cope with the demand before settling down to MB or SM operation. Shown here is SM457 in Lincoln green and yellow livery in Stanley Hill. *Steve Fennell*

Left: Although the Amersham operations on the 353 were converted to omo back in 1972, the journeys provided by Windsor garage were crew operated as late as 1977. One working which survived until 1976 was a Monday to Saturday return journey from Windsor through to Berkhamsted using an RML. At this time this was the only double-deck bus to be seen in Chesham, and shown here is RML2348 pulling away from Amersham garage on its return to Windsor. *Steve Fennell*



Amersham and Windsor garages also operated certain journeys on route 335, although these left the main 335 route at Chalfont St. Giles to run to or from Amersham. During the morning peak WR37 ran from Windsor as a 353 to Amersham garage before returning to Windsor on the 335. Although latterly scheduled for RML operation, an RT frequently put in a rogue appearance as shown by RT2722 arriving at Amersham, having already had its masked RML blinds set for the return. *Steve Fennell*



The rural routes surrounding Amersham and Chesham were worked by RFs until the advent of the BL. RF307 is seen at Amersham on school bus 332 awaiting a driver during a crew change. One assumes that the schools were on holiday when this photograph was taken as the loadings appear to be somewhat minimal! *Steve Fennell*



RF303 at Chesham Broadway picks up shoppers on the circular route 348. This service was subsequently decimated with half the route being withdrawn, and the remainder being reduced to a mere handful of journeys a day. *Steve Fennell*



Departing from Chesham we see RF561 bound for a rural journey on route 394 to Tring garage. Although the service still runs, Tring garage has long since been another victim in the quest for operating economies. *Steve Fennell*



During the mid-seventies SM availability was at an all time low. Amersham garage was badly affected, the combination of small engines, steep hills and poor availability of spare parts all taking their toll. At one stage Amersham could only muster five serviceable SMs out of a fleet of almost twenty, and here leaving Chesham RF304 deputises for an SM on the busy 362 to Ley Hill. *Steve Fennell*



Bristol LHs arrived on the scene in 1973/74 to replace RFs, although their entry into service was somewhat protracted as all drivers had to be trained and tested on manual transmission. Amersham garage was the last to receive the wider version of the class which were classified BL, and BL6 is seen in the lanes at Coleshill on the 332. *Steve Fennell*



BL21 is seen here at Hyde Heath on the remains of the 348 route. Note the level of patronage compared with that in the earlier photo of RF303! *Steve Fennell*



Interworking sometimes brought unfamiliar vehicles to some routes, such as the case of BL17 working on the 305, normally the province of SMs. Apart from the service to Jordans Village on the 305, BL journeys were limited to three or four per day. *Steve Fennell*



Although the 348/349/394 group of routes were predominantly worked by BLs and RFs, interworking on Saturdays with route 336 brought SMs to some of these rural routes. Such is the case here with SM479 at the less rural Hilltop Estate in Chesham on the 349. *Steve Fennell*



Not strictly a traditional Amersham route, but interesting nevertheless, is this view of BL16 on the 309. Scheduled on paper at least, as one of London Country's last RF routes, the service was reallocated to Amersham garage to avoid having to train all the drivers and engineers at Garston garage on BL types. *Colin Fradd*

To Brill and Back with Wandle District

by Bob Turner

One of the more notable excursions operated by London Buses this summer was Wandle District's Special Bus 623 between Mitcham and Brill via Quainton Road which ran on Sundays 2nd June and 7th July. Described by Wandle as an 'innovative service', the 623's dual purpose was to commemorate the Quainton Road to Brill branch of the Metropolitan Line which the LPTB closed 50 years ago; and to provide a convenient way for rail fans to visit The Quainton Railway Centre.

The excursion incorporated some unusual features, not least of which was that, in addition to the main journey from Mitcham to Brill, there was a scheduled short-working between Quainton Road and Brill calling at the Brill Branch station-sites for brief exploration. Also, there were some local journeys in the Brill area, two of which were numbered 623B. Full blind displays were used for each individual journey and the whole service operated to an advertised timetable and definitive routeing throughout. The 7th July timetable differed slightly from that on 2nd June. The 623 was also unusual in picking-up outside the operating District's territory at Victoria, Baker Street and Harrow. Stockwell's RML 2602 performed on both dates sporting running number SW50.

At £6 per seat both trips attracted a satisfactory number of passengers, with some 35 booked on for 2nd June and 55 for 7th July. All in all the 623 produced a curious but entirely pleasing blend of interest for both rail and bus enthusiasts, and was enjoyed by everyone on board.

Wandle District management have already expressed interest in running a limited number of similar enthusiast services during summer 1986. One of these is likely to be the 623A to Quainton Road and Verney Junction to mark the 1936 closure of this section of the Metropolitan Line. Another may be the 649 to Coryton and other bygone LT bus terminals of the Thames Estuary area.



RML2602 pauses to pick up passengers at Clapham Common Station at 0840 hours. Bob Turner



Seen at the Brill LT Station terminus, RML2602 awaits its departure on the 1224 hours 623B journey to Brill Common. Bob Turner



Another local journey within Brill was the 1400 hours trip to Brill LT Station from Brill Common, where the bus is seen with Brill Windmill behind. Bob Turner

BUS 623 (Mitcham & Brill)

SUNDAYS 2nd JUNE & 7th JULY, 1985

TIMETABLE for 7th JULY

(INCLUDING JOURNEYS ON BUS 823 VIA BRILL/BRILLHILL FARM)

towards BRILL

Service	623	823	823	823
BRILL COMMON THE PHARMACY	0830	0830	0830	0830
Quinton Road Station (Stop 1)	0835	0835	0835	0835
Quinton Road Station (Stop 2)	0840	0840	0840	0840
Quinton Road Station (Stop 3)	0845	0845	0845	0845
Quinton Road Station (Stop 4)	0850	0850	0850	0850
Quinton Road Station (Stop 5)	0855	0855	0855	0855
Quinton Road Station (Stop 6)	0900	0900	0900	0900
Quinton Road Station (Stop 7)	0905	0905	0905	0905
Quinton Road Station (Stop 8)	0910	0910	0910	0910
Quinton Road Station (Stop 9)	0915	0915	0915	0915
Quinton Road Station (Stop 10)	0920	0920	0920	0920
Quinton Road Station (Stop 11)	0925	0925	0925	0925
Quinton Road Station (Stop 12)	0930	0930	0930	0930
Quinton Road Station (Stop 13)	0935	0935	0935	0935
Quinton Road Station (Stop 14)	0940	0940	0940	0940
Quinton Road Station (Stop 15)	0945	0945	0945	0945
Quinton Road Station (Stop 16)	0950	0950	0950	0950
Quinton Road Station (Stop 17)	0955	0955	0955	0955
Quinton Road Station (Stop 18)	1000	1000	1000	1000
Quinton Road Station (Stop 19)	1005	1005	1005	1005
Quinton Road Station (Stop 20)	1010	1010	1010	1010
Quinton Road Station (Stop 21)	1015	1015	1015	1015
Quinton Road Station (Stop 22)	1020	1020	1020	1020
Quinton Road Station (Stop 23)	1025	1025	1025	1025
Quinton Road Station (Stop 24)	1030	1030	1030	1030
Quinton Road Station (Stop 25)	1035	1035	1035	1035
Quinton Road Station (Stop 26)	1040	1040	1040	1040
Quinton Road Station (Stop 27)	1045	1045	1045	1045
Quinton Road Station (Stop 28)	1050	1050	1050	1050
Quinton Road Station (Stop 29)	1055	1055	1055	1055
Quinton Road Station (Stop 30)	1100	1100	1100	1100
Quinton Road Station (Stop 31)	1105	1105	1105	1105
Quinton Road Station (Stop 32)	1110	1110	1110	1110
Quinton Road Station (Stop 33)	1115	1115	1115	1115
Quinton Road Station (Stop 34)	1120	1120	1120	1120
Quinton Road Station (Stop 35)	1125	1125	1125	1125
Quinton Road Station (Stop 36)	1130	1130	1130	1130
Quinton Road Station (Stop 37)	1135	1135	1135	1135
Quinton Road Station (Stop 38)	1140	1140	1140	1140
Quinton Road Station (Stop 39)	1145	1145	1145	1145
Quinton Road Station (Stop 40)	1150	1150	1150	1150
Quinton Road Station (Stop 41)	1155	1155	1155	1155
Quinton Road Station (Stop 42)	1200	1200	1200	1200
Quinton Road Station (Stop 43)	1205	1205	1205	1205
Quinton Road Station (Stop 44)	1210	1210	1210	1210
Quinton Road Station (Stop 45)	1215	1215	1215	1215
Quinton Road Station (Stop 46)	1220	1220	1220	1220
Quinton Road Station (Stop 47)	1225	1225	1225	1225
Quinton Road Station (Stop 48)	1230	1230	1230	1230
Quinton Road Station (Stop 49)	1235	1235	1235	1235
Quinton Road Station (Stop 50)	1240	1240	1240	1240
Quinton Road Station (Stop 51)	1245	1245	1245	1245
Quinton Road Station (Stop 52)	1250	1250	1250	1250
Quinton Road Station (Stop 53)	1255	1255	1255	1255
Quinton Road Station (Stop 54)	1300	1300	1300	1300
Quinton Road Station (Stop 55)	1305	1305	1305	1305
Quinton Road Station (Stop 56)	1310	1310	1310	1310
Quinton Road Station (Stop 57)	1315	1315	1315	1315
Quinton Road Station (Stop 58)	1320	1320	1320	1320
Quinton Road Station (Stop 59)	1325	1325	1325	1325
Quinton Road Station (Stop 60)	1330	1330	1330	1330
Quinton Road Station (Stop 61)	1335	1335	1335	1335
Quinton Road Station (Stop 62)	1340	1340	1340	1340
Quinton Road Station (Stop 63)	1345	1345	1345	1345
Quinton Road Station (Stop 64)	1350	1350	1350	1350
Quinton Road Station (Stop 65)	1355	1355	1355	1355
Quinton Road Station (Stop 66)	1400	1400	1400	1400
Quinton Road Station (Stop 67)	1405	1405	1405	1405
Quinton Road Station (Stop 68)	1410	1410	1410	1410
Quinton Road Station (Stop 69)	1415	1415	1415	1415
Quinton Road Station (Stop 70)	1420	1420	1420	1420
Quinton Road Station (Stop 71)	1425	1425	1425	1425
Quinton Road Station (Stop 72)	1430	1430	1430	1430
Quinton Road Station (Stop 73)	1435	1435	1435	1435
Quinton Road Station (Stop 74)	1440	1440	1440	1440
Quinton Road Station (Stop 75)	1445	1445	1445	1445
Quinton Road Station (Stop 76)	1450	1450	1450	1450
Quinton Road Station (Stop 77)	1455	1455	1455	1455
Quinton Road Station (Stop 78)	1500	1500	1500	1500
Quinton Road Station (Stop 79)	1505	1505	1505	1505
Quinton Road Station (Stop 80)	1510	1510	1510	1510
Quinton Road Station (Stop 81)	1515	1515	1515	1515
Quinton Road Station (Stop 82)	1520	1520	1520	1520
Quinton Road Station (Stop 83)	1525	1525	1525	1525
Quinton Road Station (Stop 84)	1530	1530	1530	1530
Quinton Road Station (Stop 85)	1535	1535	1535	1535
Quinton Road Station (Stop 86)	1540	1540	1540	1540
Quinton Road Station (Stop 87)	1545	1545	1545	1545
Quinton Road Station (Stop 88)	1550	1550	1550	1550
Quinton Road Station (Stop 89)	1555	1555	1555	1555
Quinton Road Station (Stop 90)	1600	1600	1600	1600
Quinton Road Station (Stop 91)	1605	1605	1605	1605
Quinton Road Station (Stop 92)	1610	1610	1610	1610
Quinton Road Station (Stop 93)	1615	1615	1615	1615
Quinton Road Station (Stop 94)	1620	1620	1620	1620
Quinton Road Station (Stop 95)	1625	1625	1625	1625
Quinton Road Station (Stop 96)	1630	1630	1630	1630
Quinton Road Station (Stop 97)	1635	1635	1635	1635
Quinton Road Station (Stop 98)	1640	1640	1640	1640
Quinton Road Station (Stop 99)	1645	1645	1645	1645
Quinton Road Station (Stop 100)	1650	1650	1650	1650

towards MITCHAM

Service	623	823	823	823
BRILL COMMON THE PHARMACY	1600	1600	1600	1600
Quinton Road Station (Stop 1)	1605	1605	1605	1605
Quinton Road Station (Stop 2)	1610	1610	1610	1610
Quinton Road Station (Stop 3)	1615	1615	1615	1615
Quinton Road Station (Stop 4)	1620	1620	1620	1620
Quinton Road Station (Stop 5)	1625	1625	1625	1625
Quinton Road Station (Stop 6)	1630	1630	1630	1630
Quinton Road Station (Stop 7)	1635	1635	1635	1635
Quinton Road Station (Stop 8)	1640	1640	1640	1640
Quinton Road Station (Stop 9)	1645	1645	1645	1645
Quinton Road Station (Stop 10)	1650	1650	1650	1650
Quinton Road Station (Stop 11)	1655	1655	1655	1655
Quinton Road Station (Stop 12)	1700	1700	1700	1700
Quinton Road Station (Stop 13)	1705	1705	1705	1705
Quinton Road Station (Stop 14)	1710	1710	1710	1710
Quinton Road Station (Stop 15)	1715	1715	1715	1715
Quinton Road Station (Stop 16)	1720	1720	1720	1720
Quinton Road Station (Stop 17)	1725	1725	1725	1725
Quinton Road Station (Stop 18)	1730	1730	1730	1730
Quinton Road Station (Stop 19)	1735	1735	1735	1735
Quinton Road Station (Stop 20)	1740	1740	1740	1740
Quinton Road Station (Stop 21)	1745	1745	1745	1745
Quinton Road Station (Stop 22)	1750	1750	1750	1750
Quinton Road Station (Stop 23)	1755	1755	1755	1755
Quinton Road Station (Stop 24)	1800	1800	1800	1800
Quinton Road Station (Stop 25)	1805	1805	1805	1805
Quinton Road Station (Stop 26)	1810	1810	1810	1810
Quinton Road Station (Stop 27)	1815	1815	1815	1815
Quinton Road Station (Stop 28)	1820	1820	1820	1820
Quinton Road Station (Stop 29)	1825	1825	1825	1825
Quinton Road Station (Stop 30)	1830	1830	1830	1830
Quinton Road Station (Stop 31)	1835	1835	1835	1835
Quinton Road Station (Stop 32)	1840	1840	1840	1840
Quinton Road Station (Stop 33)	1845	1845	1845	1845
Quinton Road Station (Stop 34)	1850	1850	1850	1850
Quinton Road Station (Stop 35)	1855	1855	1855	1855
Quinton Road Station (Stop 36)	1900	1900	1900	1900
Quinton Road Station (Stop 37)	1905	1905	1905	1905
Quinton Road Station (Stop 38)	1910	1910	1910	1910
Quinton Road Station (Stop 39)	1915	1915	1915	1915
Quinton Road Station (Stop 40)	1920	1920	1920	1920
Quinton Road Station (Stop 41)	1925	1925	1925	1925
Quinton Road Station (Stop 42)	1930	1930	1930	1930
Quinton Road Station (Stop 43)	1935	1935	1935	1935
Quinton Road Station (Stop 44)	1940	1940	1940	1940
Quinton Road Station (Stop 45)	1945	1945	1945	1945
Quinton Road Station (Stop 46)	1950	1950	1950	1950
Quinton Road Station (Stop 47)	1955	1955	1955	1955
Quinton Road Station (Stop 48)	2000	2000	2000	2000
Quinton Road Station (Stop 49)	2005	2005	2005	2005
Quinton Road Station (Stop 50)	2010	2010	2010	2010
Quinton Road Station (Stop 51)	2015	2015	2015	2015
Quinton Road Station (Stop 52)	2020	2020	2020	2020
Quinton Road Station (Stop 53)	2025	2025	2025	2025
Quinton Road Station (Stop 54)	2030	2030	2030	2030
Quinton Road Station (Stop 55)	2035	2035	2035	2035
Quinton Road Station (Stop 56)	2040	2040	2040	2040
Quinton Road Station (Stop 57)	2045	2045	2045	2045
Quinton Road Station (Stop 58)	2050	2050	2050	2050
Quinton Road Station (Stop 59)	2055	2055	2055	2055
Quinton Road Station (Stop 60)	2100	2100	2100	2100
Quinton Road Station (Stop 61)	2105	2105	2105	2105
Quinton Road Station (Stop 62)	2110	2110	2110	2110
Quinton Road Station (Stop 63)	2115	2115	2115	2115
Quinton Road Station (Stop 64)	2120	2120	2120	2120
Quinton Road Station (Stop 65)	2125	2125	2125	2125
Quinton Road Station (Stop 66)	2130	2130	2130	2130
Quinton Road Station (Stop 67)	2135	2135	2135	2135
Quinton Road Station (Stop 68)	2140	2140	2140	2140
Quinton Road Station (Stop 69)	2145	2145	2145	2145
Quinton Road Station (Stop 70)	2150	2150	2150	2150
Quinton Road Station (Stop 71)	2155	2155	2155	2155
Quinton Road Station (Stop 72)	2200	2200	2200	2200
Quinton Road Station (Stop 73)	2205	2205	2205	2205
Quinton Road Station (Stop 74)	2210	2210	2210	2210
Quinton Road Station (Stop 75)	2215	2215	2215	2215
Quinton Road Station (Stop 76)	2220	2220	2220	2220
Quinton Road Station (Stop 77)	2225	2225	2225	2225
Quinton Road Station (Stop 78)	2230	2230	2230	2230
Quinton Road Station (Stop 79)	2235	2235	2235	2235
Quinton Road Station (Stop 80)	2240	2240	2240	2240
Quinton Road Station (Stop 81)	2245	2245	2245	2245
Quinton Road Station (Stop 82)	2250	2250	2250	2250
Quinton Road Station (Stop 83)	2255	2255	2255	2255
Quinton Road Station (Stop 84)	2300	2300	2300	2300
Quinton Road Station (Stop 85)	2305	2305	2305	2305
Quinton Road Station (Stop 86)	2310	2310	2310	2310
Quinton Road Station (Stop 87)	2315	2315	2315	2315
Quinton Road Station (Stop 88)	2320	2320	2320	2320
Quinton Road Station (Stop 89)	2325	2325	2325	2325
Quinton Road Station (Stop 90)	2330	2330	2330	2330
Quinton Road Station (Stop 91)	2335	2335	2335	2335
Quinton Road Station (Stop 92)	2340	2340	2340	2340
Quinton Road Station (Stop 93)	2345	2345	2345	2345
Quinton Road Station (Stop 94)	2350	2350	2350	2350
Quinton Road Station (Stop 95)	2355	2355	2355	2355
Quinton Road Station (Stop 96)	2400	2400	2400	2400
Quinton Road Station (Stop 97)	2405	2405	2405	2405
Quinton Road Station (Stop 98)	2410	2410	2410	2410
Quinton Road Station (Stop 99)	2415	2415	2415	2415
Quinton Road Station (Stop 100)	2420	2420	2420	2420

WELCOME ABOARD THE 623!

References to the 623 in the text are as follows:

- 623: The bus number.
- 623B: The bus number with a suffix.
- 623C: The bus number with a suffix.
- 623D: The bus number with a suffix.
- 623E: The bus number with a suffix.
- 623F: The bus number with a suffix.
- 623G: The bus number with a suffix.
- 623H: The bus number with a suffix.
- 623I: The bus number with a suffix.
- 623J: The bus number with a suffix.
- 623K: The bus number with a suffix.
- 623L: The bus number with a suffix.
- 623M: The bus number with a suffix.
- 623N: The bus number with a suffix.
- 623O: The bus number with a suffix.
- 623P: The bus number with a suffix.
- 623Q: The bus number with a suffix.
- 623R: The bus number with a suffix.
- 623S: The bus number with a suffix.
- 623T: The bus number with a suffix.
- 623U: The bus number with a suffix.
- 623V: The bus number with a suffix.
- 623W: The bus number with a suffix.
- 623X: The bus number with a suffix.
- 623Y: The bus number with a suffix.
- 623Z: The bus number with a suffix.

MAP OF ROUTE

London Transport Museum is planning a special tour of the 623 in 1985 to mark the 100th Anniversary of the opening of the Metropolitan Railway. The tour will be a special journey from Brill to London, following the route of the 623. The tour will be a special journey from Brill to London, following the route of the 623. The tour will be a special journey from Brill to London, following the route of the 623.

Many of you will realise that the choice of route number 623 for the 623 is no coincidence. It is derived from the Metropolitan Railway. The 623 is a special journey from Brill to London, following the route of the 623. The 623 is a special journey from Brill to London, following the route of the 623. The 623 is a special journey from Brill to London, following the route of the 623.

Passengers alighting from the bus to independently explore the course of the railway are asked not to trespass on private land or to cause inconvenience to local residents. Much of the land used for the 623 is privately owned but by way of contrast, the course of the 623 railway line from Wotton Station to Church is in the hands of a public authority.

For anyone spending the whole afternoon in Brill there are some great local walks to be made. For example, the 623 is a special journey from

The Tendered Routes

A Review of the Services by Mike Harris with the assistance of Brian Bell

The Background

Towards the end of 1984 London Regional Transport announced its intention, under the 1984 LRT Act, to seek competitive tenders for the provision of 13 existing stage services. The routes selected in this first stage are by now well known, but an outline of the scale of their operation was given to prospective tenderers as follows:

Route	Terminals	Approx. length of route (miles)	Approx. miles per day		
			Mon-Fri	Sat	Sun
81	Hounslow – Slough	11	1000	950	430
84A	Turnpike Lane Station – Arkley	9	600	600	—
146	Bromley North Station – Downe	6	300	250	—
152	Mitcham – Surbiton Station/Chessington Zoo	10	1100	700	380
193	Romford – Hornchurch <i>Hacton Lane</i>	3	400	350	—
215	Kingston – Esher – Lower Green	9	400	450	—
228	Eltham <i>Well Hall Station</i> – Chislehurst	6	500	300	—
258	Watford Junction – South Harrow Station	10	600	600	—
313	Potters Bar <i>Cranborne Road</i> – Chingford Station	11	600	700	—
H2	Golders Green – Hampstead Garden Suburb	5	300	300	—
P4	Brixton Station – Lewisham	7	400	400	—
W9	Enfield – Muswell Hill Broadway	9	500	550	—
493	Ramsden Estate – Green Street Green	5	350	250	20

The basis for the contract was that all Contractors must possess and maintain a valid Operator's Licence, and that vehicles must meet statutory standards of road worthiness. LRT would pay the Contractor for providing the specified service, and all revenue from the sale of tickets by the Contractor would be paid to LRT. LRT fares would apply at all times, including concessions, privileges, ticket types and values and passes, and LRT would provide the fare collection equipment to the Contractor for use in operating the service. Failure to operate the services satisfactorily would result in the Contractor incurring penalties. Contracts would generally be for three years. The Contractor would be required to identify its vehicles as operating on the specified service on behalf of LRT, and all marketing of the services would be carried out by LRT.

Information produced by the ticket issuing equipment would be passed to LRT in support of revenue amounts tendered by the Contractor. LRT would operate inspection/monitoring systems on fare collection, ticket issue and service operation, and would reserve the right to conduct surveys. The Contractor would be required to install tachograph equipment, for mileage recording purposes only, on all its vehicles used in the operation of the service, and records of the use of this equipment would be made available for inspection by LRT.

During April 1985 LRT announced the results of the tendering process, and said that on the basis of the tendered prices, the total annual cost of running the services (excluding the 493) was currently nearly £4 million, and that this would progressively reduce by more than £750,000 per year. In addition total mileage operated on the twelve routes would increase by 2½ per cent. Route 493 was deleted from the first batch of routes pending a more detailed review of all services in the Orpington area (see *A New Bus Network for Orpington* in this issue). Of the remaining twelve routes, half remained with London Buses Ltd, while two passed to London Country Bus Services Ltd (the 313 and P4), two to Eastern National Omnibus Co. Ltd (the 193 and W9), and one to each of two private sector companies — Len Wright Travel Ltd (route 81) and Crystals Coaches (route 146).

Contracts for routes 81, 193, 228, 258, 313, H2 and W9 started on 13th July, while those for routes 84A, 152, 215 and P4 started on 3rd August. Owing to late deliveries of the vehicles specially ordered for the service, the start date for route 146 was postponed until 10th August, although prolonged delays resulted in the service commencing with other vehicles. Now that the services have been 'under contract' for a few months, it seems an ideal time to look at the operation of the services, the timetables, and the changes that have been made to them.

General

LRT continues to produce timetables and faretables for all of the tendered routes, along with the advance bus stop notices and leaflets. Timetables for the routes are in the standard style, except that the operator's logo is included, with a brief indication that the service is run on behalf of London Regional Transport. The route number is printed in the colour of the operator, except black, not red, is used for London Buses. Excepting routes 228 and H2, where no special information was produced, advance publicity 12" bus stop notices were displayed on buses and bus stops, and leaflets were distributed to all households in the vicinity of the routes, apart from the 152. The advance notices and leaflets were printed in colours related to the fleet livery of the operators—red for London Buses, green for London Country, and Eastern National 193, green and cream as part of the special promotion on Eastern National W9, brown and yellow for Len Wright Travel, and blue for Crystals Coaches.

Local News

from London Regional Transport

A brand new look for Bus 146

STARTING 10th AUGUST

From Saturday 10th August, Bus 146 will be operated by Crystals of Orpington (a familiar local bus and coach operator) on behalf of London Regional Transport. You'll find buses on Route 146 will look different too—they'll still be single-deckers but smaller and in a blue and ivory livery.

The Route's the same
The route itself will stay the same—still linking the villages of Downe and Keston with the shops and stations of Bromley on Mondays to Saturdays, and providing a combined service with Bus 119 from Hayes Lane.

The Service is Unchanged...
The timetable will be more or less unchanged, apart from a few extra journeys at school starting and finishing times.

...and so are the Fares
Fares on Bus 146 are just 30p for adults (or 25p for 'Short Hop' rides of up to about a mile) and 15p for under 16s to 10pm (14 and 15 year olds must have a Child Photocard).

Bus Passes, Travelcards, Capitalcards, Elderly and Handicapped Persons' passes and all other similar tickets will, of course, continue to be accepted.

A reminder:
Crystals already provide one local service for Downe residents—the 858, which runs on Mondays to Fridays from Biggin Hill to Orpington.

Operated by **Crystals**
for London Regional Transport

A brand new look for Bus 193

STARTING 13th JULY

From Saturday 13th July, Bus 193 will be operated by Eastern National on behalf of London Regional Transport.

A new look...
You'll find buses on Route 193 will look different too—they'll still be double-deckers but in the green and white livery of this well-known bus company.

...For an unchanged route
The route itself will stay the same—still linking Hacton Lane and Hornchurch with Romford's shops and market.

New times
Buses will run every 30 minutes throughout the route on Mondays to Saturdays—to match demand to and from Hacton Lane, and there will continue to be the alternative services between Hornchurch and Romford on Buses 226, 244, 248, 256, 370, 371 and 403. See timetable on reverse for full details.

Fares stay the same
Fares on Bus 193 are just 30p—or 25p for a 'Short Hop' ride of up to about a mile. Under 16s pay 15p for any journey up to 10pm (14 and 15 year olds must have a Child Photocard).

Bus Passes, Travelcards, Capitalcards, Elderly and Handicapped Persons' Passes and all other similar tickets will continue to be accepted.

Operated by **EASTERN NATIONAL**
for London Regional Transport

Local News

from London Regional Transport

Now the W9 is the W Niner

STARTING 13th JULY

From Saturday 13th July, Bus W9 will be operated by Eastern National on behalf of London Regional Transport, using the name W Niner.

A Brand New Look
You'll find the buses on Route W9 will look different too—they'll be single-deckers in Eastern National's smart green and cream W Niner livery, with extra comfortable coach seats.

The Route's the Same
There will be no change to the route itself—it will still link Enfield Town's busy shopping centre (but from stop W instead of stop S in Cecil Road) with Highlands Hospital, Southgate and Muswell Hill Broadway every half hour on Mondays to Saturdays—but there will be an experimental later evening service of two extra buses provided each way, and though these won't serve Highlands Hospital's grounds they will serve the main entrance. Please remember that some sections of route have no stops—if you want the W Niner give a clear signal to your new drivers.

The Fares are Unchanged
Fares on the W Niner are just 30p for any journey for adults and 15p for under 16s until 10pm (14 and 15 year olds must have a Child Photocard).

Bus Passes, Travelcards, Capitalcards, Elderly and Handicapped Persons' Passes and all other similar tickets will continue to be accepted.

We think the new look W Niner will suit U down to the ground.
Try it and see.

Operated by **EASTERN NATIONAL**
for London Regional Transport

Generally, on the services retained by London Buses, there is no external change to the vehicles from the passenger viewpoint, and the fare collection equipment is not in fact different from before. On the remaining services, all carry special notices on the front of the vehicles reading 'LONDON REGIONAL TRANSPORT SERVICE' in red on white together with a Roundel, and an 'LRT passes accepted' notice by the driver. Route numbers are carried at the rear and on the nearside. Destination blind details are more informative than generally found on other company's buses, although London Country have failed to remove the masking from the blind boxes on the Leyland Nationals used on the P4 with the result that the 'via points' are not visible. The vehicles initially used on the 146 carry a destination board inside the front windscreen, and no side number, but this is presumably because the buses are a stop-gap measure, and it is hoped that the new vehicles will be more in keeping with the LRT specification. The ticket machines used by the other operators, but not London Country, are of the self-auditing Wayfarer type which are capable of providing far more detailed information on receipts, recording pass-touchers, and providing waybill details at the end of drivers' duties. All vehicles used on tendered routes should carry tachographs, for mileage recording purposes only, in accordance with the LRT requirements, although it is known that one of London Buses' garages do not strictly adhere to this demand.

The Services

Route 81 (Hounslow – Slough)

London Buslines Ltd is a wholly-owned subsidiary of Len Wright Travel formed specially to provide the service on route 81, using ex-London Transport DMs. Nine vehicles were thoroughly overhauled after disposal by LT, and were modified by the removal of the automatic device on the gearbox, thereby creating a semi-automatic transmission. The vehicles which work the route are DMs 928, 1007, 1019, 1033, 1040, 1064, 1078, 1083 and 1088, all delivered new during 1974-75. In order to provide the extra workforce for the service, London Buslines advertised in local newspapers for bus drivers, advertising earnings for a five-day-week as being approximately £150-160, with some opportunities for *additional* overtime.

As part of the tender, an improved service is provided on Mondays to Saturdays, with the frequency during the day being increased from every half hour to every 20 minutes. The half-hourly evening and hourly Sunday services are retained. An interesting point to note regarding the new service is that all journeys run the full length of the route, and there appears to be no provision on the bus blinds for curtailments in the event of late running. It is not known how traffic delays are combatted, but all vehicles are fitted with two-way radio control. In London Buses' days, certain additional peak hour journeys ran from Hounslow to Heathrow Airport North or Hatch Lane, and on Saturdays some extra journeys during shopping hours ran between Hounslow and Colnbrook.

Overall, there can be no doubt that the revised service is far better, but despite this there are a couple of anomalies which could easily be resolved. Firstly, although departure times from the terminals have been standardised during the day on Monday to Saturdays, for no obvious reason buses leave Slough five minutes earlier on Saturday evenings compared with Mondays to Fridays, which could result in passengers unnecessarily missing the bus. More curious still is the withdrawal of the last bus from Slough on Mondays to Fridays, which now runs about half an hour earlier than at weekends or under London Buses' operation. Yet the bus still runs *to* Slough, returning out of service to London Buslines' base at Hounslow. Observations on the last day (a Friday) of London Buses' operation revealed that fifteen passengers used this journey from Slough.



The 81 has now become the province of ex-London Transport DMs, a class which never worked the route in LT days, and a route which had only been blessed with double-deckers since omo on odd occasions towards the end of the last fifteen years. Here leaving Slough Bus Station ex-DM1064 shows the excellent blinds in full LT Johnston style, something which recently London Buses are unable to provide on their own routes. The fleet livery is yellow with two dark brown bands. The 'London Buslines' fleetname is carried beneath the destination and at the front of the lower deck. *David Stuttard*

Route 84A (Turnpike Lane Station – Arkley)

Although this route was retained by London Buses (Leaside District), LRT did take the opportunity to improve the service, particularly on Saturdays when the frequency was stepped up during shopping hours from every half hour to every 20 minutes. This increase was partly paid for by the withdrawal of the Saturday service between Barnet Church and Arkley Hotel where alternative facilities exist on route 107. On Mondays to Fridays buses continue to run to Arkley, an earlier facility now being provided, whilst school journeys to Barnet *Chesterfield Road* are retained. On Mondays to Saturdays the last bus in each direction now runs 30 minutes later.



As a stop-gap measure before the arrival of new vehicles for the 146, Crystals Coaches had to use vehicles from their existing fleet. Here at Downe we see the two buses initially used, a 29-seat Leyland Cub, on which the destination slip board is about to be changed by the woman driver, and a 25-seat Mercedes 608D. Both carry Crystals' normal cream livery with black (and blue on the Mercedes) stripes along the sides. The improvised route number, blue vinyl stuck onto the windscreen, is most unsatisfactory, but unavoidable while the delivery of the new 33-seat HTI-Maxetabodied Leyland Cubs is delayed. *Mike Harris*

On the first day of Crystals' operation on the 146, the use of the smaller vehicles, coupled with the reduced frequency, resulted in a duplicate running for part of the day in case demand was high. The extra vehicle used was a Ford Transit minibus B867 NMX, seen here in Keston on a short journey. The other vehicles were in fact able to cope and this operation proved to be a 'one-off'. *Ramon Hefford*

Route 146 (Bromley North Station – Downe)

As mentioned earlier, the 146 got off to an unhappy start owing to the late delivery of the new HTI-Maxeta-bodied Leyland Cubs. Consequently, the service commenced using a 25-seat Mercedes 608D, and a 29-seat Reeves Burgess-bodied Leyland Cub which were previously used on their 858 service. The vehicles work from the company's Orpington depot out of service and pick up or leave line of route at Bromley North, Downe or Keston. In London Regional Transport's advance publicity and leaflet, it was claimed that the 'timetable will be more or less unchanged, apart from a few extra journeys at school starting and finishing times', but as we shall see, the timetable could not have been more different! Of the vehicles, the advertised livery of blue and ivory is perhaps a little misleading—the vehicles are ivory-coloured, but only the Crystals fleetname is blue.

As for the timetables, it is difficult to know where to start. It is true to say that the service to and from Downe on Mondays to Fridays is improved—20 journeys compared with 16 under London Buses, but on Saturdays the number is reduced from 19 to 16. Most buses now run through from Bromley to Downe, the only short journeys which remain to Keston are the afternoon school bus, and the last bus on Mondays to Fridays. It is unfortunate that the times of many Saturday buses vary by 30 minutes from their Monday to Friday equivalent. Previously, the Saturday service had been provided by two vehicles giving a service about every 37 minutes, but now, after a 90-minute gap in service out of Bromley at midday, the afternoon shopping service is down to hourly. Similar breaks in service of 90 minutes also occur on Mondays to Fridays from Downe between 1500 and 1630 on schooldays, or between 1600 and 1730 on non-schooldays despite a bus leaving Downe at 1700 which runs dead to Bromley. Last buses to Downe are a little later on Mondays to Fridays, and almost an hour later on Saturdays.

One peculiar aspect of Crystals' scheduling is the running time allocated to individual journeys whereby some evening journeys are allowed three minutes longer than those during the midday, even on Saturdays despite Bromley's notorious traffic jams.

As a result of having to use smaller buses than planned, on the first day a minibus duplicate, Ford Transit B867 NMX, was also used in case of overloading. In the event the fears were unfounded and this proved to be an isolated occurrence.

It is interesting to note that some weeks after the commencement of the service, buses were fitted with notices inside stating that no standing passengers are carried, and now the new vehicles are similarly adorned.

Route 152 (Mitcham – Surbiton Station/Chessington Zoo)

Apart from bringing to the attention of passengers that this service is now operated by Wandle District on behalf of LRT, the new timetable introduced on Mondays to Saturdays resulted in only very minimal changes to the times of some journeys.



The 193 between Romford and Hornchurch is now operated by Eastern National using Bristol VRTs from their Brentwood depot which are dedicated to the 193 by the addition of LT roundels at the front of the upper deck, standard 'LRT service' notice under the windscreen, and a route number on the white band at the rear, all riveted onto the vehicles. The blinds are as informative as in London Buses' days, and here in Romford 3094 heads for Hacton Lane, while the rear of 3080 was caught here in Hornchurch. *Colin Fradd*

Route 193 (Romford – Hornchurch *Hacton Lane*)

The transfer of the 193 to Eastern National Omnibus Co. Ltd. was not entirely surprising as they already work a good many services in the Romford area, and have depots at Brentwood and Basildon. The vehicles used are Bristol VRTs from their Brentwood (BD) depot in the standard livery of National green with white waistband, and the particular buses involved carry the 'LRT service' sign beneath the windscreen, Roundels either side of the front blind box, and a rear route number.

The service offered under the tender contract was reduced, in accordance with LRT's agreement, in order to reflect current usage to and from Hacton Lane and the availability of alternative services between Hornchurch and Romford. The news was accompanied by a 'flyer leaflet', smaller than the 'Local News' leaflets provided for other services. Apart from the reduction in frequency from every 20 minutes to half-hourly, there is very little change to the timetables, with the first and last being maintained apart from the last bus *from* Hacton Lane which now runs 52 minutes earlier; it is doubtful whether much use was made of a journey at 2327 from the estate in any case.

Route 215 (Kingston – Esher – Lower Green)

Another service to be retained by London Buses, now operated by Cardinal District *for* London Regional Transport, also saw some improvement, although one's point of view will vary depending on where on the route one lives. Departures from Kingston are still half-hourly, and first and last buses are unchanged apart from the first bus from Kingston to Esher running almost an hour later. The main difference to the service, however, concerns the pattern of operation. Previously, all buses ran through from Kingston to Esher, with two shoppers' buses diverted in Claygate to serve Holroyd Road en route. However, now only half of the service (hourly) runs through to Esher with school buses to Lower Green, the remainder being curtailed in Claygate, but all of these short journeys now serve Holroyd Road and Coverts Road providing an hourly service to this part of Claygate. Bearing in mind that other services provide the link between Kingston and Esher, it is only Claygate residents wishing to go to Esher that have suffered a reduction in service, and this is no doubt in accordance with demand. Overall, the same number of buses provide a generally better service for most passengers. However, the service could have easily been rescheduled to give a half-hourly service to Esher throughout, with half of the service (hourly) running via Holroyd Road, thereby offering a better service than that now provided at no extra cost.

Route 228 (Eltham Station – Chislehurst)

LRT has obviously decided that there was nothing to say about London Buses retaining route 228, for not only was the route completely unaltered, no indication was given that this service is now operated by Selkent District on behalf of LRT.

Route 258 (Watford Junction-South Harrow Station)

More improvements by LRT were coupled with the tendering process on the 258. Although on Mondays to Fridays the service was unaltered, on Saturdays, throughout the shopping period, the service has been increased from half-hourly to every 20 minutes, increasing the allocation from four to six vehicles but still retaining double-deck operation. First buses remain unaltered on all days, but the last bus in each direction between Watford and Harrow runs 30 minutes later providing improved late-night facilities.

Route 313 (Potters Bar *Cranborne Road*-Chingford Station)

The takeover of the 313 by London Country Bus Services Ltd brought back green buses to the route once again after only three years of red bus operation. It is now worked by Leyland Olympians from Hatfield garage which carry a 'slot-in' 'LRT service' board at the front, and a rear route number. No side route number appears to be carried. Surprisingly, standard London Country Almex ticket machines are used, rather than the Wayfarer type which are more suited to an accurate breakdown of receipts where buses work a number of routes.

The service itself was considerably altered with buses to Potters Bar now terminating at the station, certain journeys continuing beyond the station as a 'double-run' on to Cranborne Road. Previously buses ran either to Potters Bar garage, or Cranborne Road by-passing the station. On Mondays to Fridays, the hourly service to Potters Bar (half-hourly peaks) is largely unchanged, as are the additional buses which combine to give a 30-minute service between Chingford and Chase Farm Hospital during the day. Unfortunately, the through buses to and from Potters Bar now run on the opposite half-hour compared with previously giving a seemingly unnecessary complication.

On Saturdays, the service to and from Potters Bar is reduced from half-hourly to hourly, but between Chingford and Chase Farm Hospital additional buses now give a service every 20 minutes over this section. First and last buses on all days are more or less unaltered. In Enfield Town, coinciding with the changes, the bus stop for the 313 towards Chase Farm Hospital was moved from Sydney Road to Cecil Road so that no longer is there a common stop with the W8, and no longer a need for westbound 313s to circuit the town centre.

The operation of the buses used on the 313 is most complicated. Buses run to and from Hatfield garage in various ways—sometimes in service on routes 300/303 to Potters Bar and sometimes out of service, either to Potters Bar or even over line of route to Chase Farm Hospital. There is even one 'dead' journey on Mondays to Fridays from Hatfield to Enfield Town over line of route which then picks up service and continues to Chingford! It seems a pity that there has to be so much empty running between Potters Bar and Chase Farm/Enfield, when the service run have been reduced by half, especially as there are now numerous dead runs on the W8 over the same roads. Clearly, the school of thought which says that if a bus *has* to run, it might just as well be able to carry passengers does not apply to this tendered route.



Above left and above: London Country, who have re-acquired operation of the 313, now work the route from Hatfield Garage using Leyland Olympians. The destination blind details are satisfactory, and a route number is carried at the rear, inside the lower deck window. The only other addition is the 'LRT service' notice which slots into runners beneath the windscreen, designed to be removed when the vehicles leave the 313 for other services. However, drivers seem unable, or unwilling, to do so, and reports are frequently received of LRT working local services in Welwyn Garden City (the 'G' routes) or as far north as Hitchin (on the 300)! Here in Enfield Town we see the front of LR40 to Potters Bar, then rear of LR38. *Ramon Hefford/Malcolm E. Papes*



Left: One notable appearance on the 313 is LR34 which carries an all-over advertisement for Hartsman Draught Lager. Mainly blue in colour, it must at least cause heads to turn on the route which until a few years ago was worked by green buses, then red, then green again. It is seen here in Enfield Town on 10th August. *Ramon Hefford*

Route H2 (Golders Green Station-Hampstead Garden Suburb)

Again, as in the case of route 228, no publicity was produced to say that London Buses (Leaside District) had retained the operation of minibus route H2. No changes were made to the timetable.

Route P4 (Brixton Station-Lewisham)

With London Country Bus Services Ltd taking over the operation of the P4 came a number of unique situations. Using standard B-series Leyland Nationals, the allocation of the route was transferred to the National London premises at Catford, and the vehicles (SNBs 399, 411, 412 and 476) are manned by their drivers. Two additional buses are drafted in from Chelsham on Saturdays to provide the increased frequency on that day. The National London vehicles appeared to be freshly repainted in National green, and entered service without London Country fleetnames. The standard 'LRT service' slipboards are carried along with rear route numbers. Like the 313, standard Almex ticket machines are used rather than the Wayfarer type, and there are no side route numbers.

The special leaflet produced for house-to-house distribution was a little different from the other tendered routes in so far as it included a 'Free Bus Ticket', valid for any one journey on the P4 during the month of August. On the reverse of the ticket was a list of the many shopping attractions in Lewisham and Brixton. The description of the 'brand new look for Bus P4' quoted a green and white livery, but in fact the vehicles on the route do not have any white, other than some which have white bumpers.

The service itself is much the same on Mondays to Fridays, but on Saturdays the frequency has been stepped up from half-hourly to every 20 minutes throughout the day. Although buses are based at Catford, the Lewisham end of the route, most buses actually start and finish at the Brixton end, and it appears that more attention has been paid to matching the new service to the old, rather than providing the best service within the new framework. First and last buses are broadly the same if not better, although the first from Brixton is now 30 minutes later as far as Forest Hill, but the early evening service is rather poor. As previously, there is not late evening service.

To quote specific examples, there is now a gap in service from Brixton between 1854 and 2018 on Mondays to Fridays, during which time there are two arrivals from Lewisham which then proceed to run back empty to the garage at Catford, following *line of route* for at least part of the way. The last bus from Brixton on all days runs only to Brockley Rise, as under London Buses' operation, before returning to Brixton, and then continuing back to the garage out of service. The reason for this in London Buses' days was because the garage (Stockwell) was at the Brixton end of the route. Now it is at the other end it would be better for the short journeys to run through to Lewisham in service in the first place.



The operation of route P4 was taken over by London Country using Leyland Nationals working from the National London premises at Catford. On Saturdays two additional vehicles are required, and these are drafted in from Chelsham, but all P4s are staffed by National London drivers. The vehicles are freshly painted in standard National green but carry no London Country fleetname. They do have the standard 'LRT service' notice at the front, and a route number at the rear. Unfortunately, on NL vehicles the destination blinds are most uninformative as the masked apertures do not permit the display of the 'via points' which are carried on the blinds. Here in Dulwich Village we see SNB366 heading for Lewisham, showing the newly allocated garage code—NL, and the rear of SNB412 waiting at Brixton. Ramon Hefford/Colin Fradd



Route W9 (Enfield-Muswell Hill Broadway)

The new operation of the W9 by Eastern National Omnibus Co. Ltd. has resulted in one of the most attractive services under LRT contract. The service is worked by Bedford YMQS buses with Wadham Stringer Vanguard bodies, seating 33 passengers in high-backed coach seats. The buses carry a special green and cream livery and the service is being promoted locally as the 'W-Niner'. Standard 'LRT service' notices are carried at the front, and there are both rear and side route numbers. Wayfarer ticket machines are used compared with 'Farebox—No change given' under London Buses. Blinds are informative, and a particularly nice feature is the 'SORRY—NOT IN SERVICE' blind which is displayed when buses run back to their Enfield base (code ED) at Carterhatch, an outstation of Brentwood ENOC depot. Before the service started Eastern National had advertised in local newspapers for bus drivers who have 'a neat appearance and pleasant disposition', and clearly Eastern National have made strenuous efforts to give the service a local and friendly image. The service now operated is almost identical to the previously run by London Buses, but a small improvement was made by the experimental introduction of two return later evening journeys, some of which do not serve the whole loop of Highlands Hospital, presumably to avoid disturbing the patients.



The transfer of route W9 from London Buses to Eastern National has resulted in a most interesting operation. Five Bedford YMQS vehicles are allocated to a new Enfield outstation at Carterhatch for use on the route. The buses carry a special livery of green and cream with Eastern National 'W Niner' fleetname and Roundels at the front. The destination blinds carry informative via points, and the high-back coach seats give added comfort for passengers. Here we see 1051 in Southgate and 1053 passing through Enfield. *Andrew Bronn/Ramon Hefford*

Conclusion

From a *passenger* viewpoint, the operation of services by tender under contract to London Regional Transport should be welcome. The colour of a bus is irrelevant and as long as the same (or better) service is provided with the same fares and pass availability there can be little objection. Obviously from the staff and trade unions viewpoint it is seen as job losses. Services will inevitably be lost, but we have already seen that jobs have actually increased on the retained 258. The only problem occurs when the service is not thoroughly thought out, as in the case of the 313 and P4, or is reduced at the same time as a change of operator, the 146 and 193, and these points will be linked for a long time with the new operator in passengers' minds. It is hoped that in future contracts LRT will take a far closer look at the proposed timetables so that as many as possible of the features raised here can be ironed out. Of course, there is also an obligation on the operator to not only submit a workable timetable, but provide the service passengers then expect, and perhaps this will be assisted by the imposition of penalties by LRT. We can only wait and see what the next batch of routes holds in store when the results are announced later this year.

The 17 Returns



The route number 17 first appeared in London as an LGOC route, and was in existence on 1st November 1908 when the modern route numbering system was rationalised. This 17 first reached London Bridge on 11th May 1911 from the Ealing area, and despite a temporary renumbering as 184 in the Bassom days of the early 1930s, it was only withdrawn after the bus strike on 19th August 1958. At that time, all that was left was the night service which took the number 289 and remains today as part of the N89. Here in London Bridge Street new RT4082 from Old Kent Road garage passes an RTL on the 44, war damage still in evidence as late as February 1952. *Alan B. Cross*



The trolleybus replacement route 17 was introduced between North Finchley and King's Cross on 1st February 1961 replacing the 517 and 617. Monday to Friday peak hour extensions reached Camberwell Green, and then between 31st December 1966 and 10th January 1971 the route reached its greatest length on Sundays as a replacement for the 45. It then worked from North Finchley, where WL's RM800 is seen, through to South Kensington. The 17 was later reduced to a Monday to Friday only service between Archway Station and Camberwell Green, and was finally withdrawn with the Busplan changes on 27th October 1978 when it was replaced by changes to the 45. *J. G. S. Smith*



The new route 17 started on 3rd August 1985 as a part replacement for routes 18, 45 and 104. Interestingly, it runs from London Bridge Station to North Finchley, each being a terminal of one of the previous 17s. The modern route is one-man operated and worked by Ms from Holloway garage, and turning here at Holborn Circus we see M1106 on its way to London Bridge. *Colin Fradd*

The First Six

by Malcolm E. Papes

During July and August the contracts started for the six routes which passed to other operators as a result of being put out to competitive tender by London Regional Transport earlier this year. This milestone in London Transport's history provides us with an opportunity to look back briefly at the origins of the first six.

Route 81 (Hounslow – Slough)

The 81 is by far the oldest of the routes transferred from London Buses operation. It started on 14th July 1912 as one of General's earliest attempts to provide a Sunday outing service between Hounslow *Bell* and Windsor Castle worked by B-types from Turnham Green (V) garage. The number 62 was carried, this being at the end of the daily sequence of route numbers. On 1st August the route gained its now familiar number and became a daily service. In 1914 its operation was transferred to the newly-opened Hounslow (AV) garage which became the terminus of the route, but on the outbreak of War the route was suspended and the garage requisitioned. One or two attempts to resurrect the route during the war were shortlived, and it returned as a Sunday service on 13th April 1919 using buses from Mortlake (M) garage, the Monday to Saturday service not reappearing until 30th June 1920. As soon as AV reopened it became the normal operating garage until 1985, although Hanwell occasionally took a hand but worked it entirely from 7th June 1939 until 11th June 1941. The eastern terminus varied between Hounslow *Heston Station* (now called Hounslow Central), the 'Bell', and more usually Hounslow garage. There have been very few exceptions to this but between 27th July 1921 and 4th January 1922 there was a daily extension to Hammersmith *Brook Green Hotel*, and from 1st August to 10th October 1926 there was a Sunday-only extension to Ealing Broadway.

In May 1924 short workings were introduced between Windsor, Slough and Langley Village which at first used double-deckers, but in August 1925 received two single-deck K-types with pneumatic tyres which worked from Slough (SL) garage, in fact an outstation of AV. Under the Bassom Scheme these short journeys became 81A from 1st December 1924. On 1st March 1933 this part of the service was transferred to London General Country Services and became route 481.

During the 'thirties the main service continued between Hounslow garage and Windsor Castle, although there was a weekday bifurcation between Hounslow garage and Cranford from 30th October 1935 until the Second World War. In preparation for the War, the service to Windsor Castle became weekends only from 7th June 1939 with Slough Station being the western terminus at other times. This continued until 10th October 1962 when the Slough to Windsor section was withdrawn for the winter period. The Windsor extension returned for the summer of 1963 but after 9th October the 81 no longer ran beyond Slough. The last summer had, however, seen red Routemaster operation to Windsor as on Sundays these vehicles were now surplus from the 117.

Route 81 spawned a number of suffix routes in the post-war period largely related to the growth of London Airport. On 27th October 1943 a new route 81A started between Hounslow and Langley, at first on Mondays to Fridays only, but with a Saturday service between 22nd April 1944 and 1st May 1957. On 19th May 1954 a weekend route 81B was introduced from Hounslow to London Airport Central. It was withdrawn from 6th October but reintroduced daily from 13th May 1955. With the replacement of the trolleybuses, route 81B received a Sunday-only extension via route 657 to Shepherd's Bush on 9th May 1962 using Routemasters, the 81 being similarly extended on Sundays on 23rd January 1966. Then, on 15th January 1968, a weekday 81C was introduced between Slough Station and London Airport Central. RTs were used on the 81C at first on Mondays to Fridays, but RMs were always used on Saturdays.

Major alterations took place from 23rd August 1969 when both the 81 and 81B were withdrawn east of Hounslow garage, and the 81A was withdrawn completely. On 18th April 1970 the 81 and 81B were converted to one-man operation using SMs, and the 81C was finally withdrawn. After 26th September 1970 the 81B was withdrawn, partly replaced by new route 82 between Hounslow and Heathrow, and the 81 settled down to a stable life between Hounslow and Slough. The SMs were subsequently replaced by SMSs which in turn gave way to LSs, and in the latter days Ms would occasionally appear as substitutes.

B203 from V poses for a photograph outside Hounslow Station before setting off on one of the first journeys to Windsor Castle in 1912. The success of this early venture into London's countryside resulted in the Sunday service becoming daily after a few weeks when it was renumbered 81. *Pamlin Prints*



B857 prepares to leave Mortlake Garage on a 'when working' journey to Hounslow before continuing on to Windsor. Special side boards are carried. Hounslow Garage had been requisitioned for war duties when this photo was taken, around 1916, and the service now ran only on Sundays. *Brian Bunker collection*



Ready for a short journey to Langley Village, K1090 waits at Old Windsor. The garage code SL refers to the small garage at Slough and this rare photograph shows one of the original K-types with pneumatic tyres which was allocated. *E. G. P. Masterman*





An AEC Regent at Windsor Castle, soon to be renumbered ST1032, represents the double-decking of the journeys to Langley Village when they passed to London General Country Services and were renumbered 481. *D.W.K. Jones*



DH4 is a rare shot of a Dennis H-type ex Golden Arrow which was repainted green and worked the Langley Village service for a brief time in 1934. Route 481 was withdrawn on 11th October 1938. *J.F. Higham*



Here at Heathrow Airport, RM1108 is seen working one of the Sunday duties on the 81B extended to Shepherd's Bush Green via old trolleybus route 657. *Malcolm E. Papes*

RM1134 is seen working a garage journey to Hounslow on route 81C (Slough to Heathrow Airport). The route commenced on 15th January 1968 and was withdrawn just over two years later on 27th April 1970, and must surely rate as one of the least photographed modern routes. *Peter G. Mitchell*



SMS235 was one of the Swifts allocated to Hounslow when the single-deck omo programme occurred in this part of London, and is seen in Hounslow on 16th March 1976. *Alan B. Cross*



At the time London Buses gave up the operation of the 81, LSs were the order of the day. After the experimental LSs, Hounslow was the first garage to receive production models, and LS10 was caught here about to leave the new Slough Bus Station for Hounslow on 21st April 1980. *Colin Fradd*





B2369 from AN stands outside the hostelry at Westerham Hill before returning to Bromley prior to the outbreak of the First World War. The garage code AN was used for the Catford premises of General before they were requisitioned for war service, the code TL appearing after the premises were given over to Thomas Tilling after the war. *Malcolm E. Papes collection.*



K596 stands outside the Gaumont Cinema in Lewisham before departing on the full Sunday route to Westerham Hill, a beautiful run on a Summer day especially for the crews of Old Kent Road garage. *W. Noel Jackson*



Thomas Tilling usually worked the 146s, and here a Catford Regent (6227) speeds alongside the tram tracks at Lewisham Park. This bus originally entered service in Tilling's Brighton fleet, but the LPTB were to classify it in the ST class. The diversion to Downe was only briefly worked by buses in the Tilling livery. *Marcus Gaywood*



This scene just beyond Bromley South Station is still recognisable today. Leeds Corporation's Regent AUM 419 provides a short working on the 146A to Keston while on loan on 25th March 1950. Alan B. Cross



Just starting out on the summer 146 route to Downe, here at Lewisham is RT920 from P. Old Kent Road provided RTs still in original condition from its weekday allocation on the 21 as shown by this 1950 view. C. Carter

Route 146 (Bromley – Downe)

Route 146 is a mere shadow of its former self and in extremis stretched from Lewisham (with garage journeys to Camberwell or Old Kent Road) to Westerham Hill. On 25th September 1913 a route 95 was introduced between Bromley and Westerham Hill, but renumbered 136 on 30th March 1914. Catford (AN) garage, which belonged to LGOC rather than Tilling before the War, provided B-types. This daily service ran via Oakley Road rather than Hayes Lane, and during the summer of 1914 saw an extension to Greenwich Pier before being withdrawn for the War. On Good Friday 25th March 1921 a Sunday 136A was introduced between Lewisham and Westerham Hill to supplement the daily 136 which had continued throughout between Bromley and Westerham Hill. From 4th May the 136A was introduced on weekdays, and from 19th June the Sunday 136 was withdrawn. The 136A was diverted between Bromley and Keston via Hayes Common on 24th August 1921, and four days later the 136 was reintroduced on Sundays running from Lewisham. On 19th October the Monday to Saturday service was also extended to Lewisham.

Route 136A was withdrawn on 18th January 1922 being replaced by an extension of the 54 running through from Camden Town to Bromley and on to Keston with summer extensions to Westerham Hill. On 3rd June East Surrey introduced their S10 to the area from Reigate to Bromley via Westerham, now still identified at the 410. The 136 was withdrawn on Mondays to Saturdays after 30th May 1922, the Sunday service continuing until 8th October. Now Oakley Road was left to East Surrey, while General buses served Hayes Common. On 12th February 1924 route 54 was withdrawn from the area, and as an interim arrangement until 16th April 1924 when the 136 was introduced daily between Lewisham, Bromley, Keston and Westerham Hill, route 47A covered the journeys through from Shoreditch to Keston *Fox*. Thomas Tilling Ltd took over the 136 operation from Catford (TL) and from 7th June 1924 the weekday operation moved to Bromley (TB) shortly after it had opened. With the London Traffic Act of 1924 the number 146A was introduced on 1st December for the daily service between Lewisham and Keston *Fox*, the 136 having lost the Westerham Hill leg from 3rd November 1924. From 10th April 1925 a summer Sunday 146 was introduced between Lewisham and Westerham Hill *Fox & Hounds*, and this pattern was to continue for some years.

The section to Downe was not served until 31st May 1933 when a daily 146B started between Lewisham and Downe, and with the renumbering on 3rd October 1934 the 146B became 146A while the 146 and 146A became plain 146. Contraction began on 5th January 1938 when the 146A was withdrawn on Mondays to Fridays between Bromley North and Lewisham, while from 4th May the summer weekend journeys to Westerham Hill on the 146 started at Bromley North. On 12th October 1938 the 146A was withdrawn north of Bromley North on Sundays, and the 146 ran for the last time on 9th October. From 22nd November 1939 the 146A was standardised to work between Bromley North Station and Downe, but a new 146 was introduced to provide just one weekday a.m. journey between Bromley North and Westerham Hill as route 410 was unable to provide an early enough facility. This journey lasted only until 3rd July 1940. For the summer seasons 1947 and 1948 the 146 was a Sunday route between Bromley and Westerham Hill, but from 17th April 1949 it became a summer Sunday service between Lewisham and Downe using RTs from Old Kent Road (P) garage. The 146A was suspended when the 146 operated but from 14th May 1952 the 146A was renumbered 146 and the daily service settled between Bromley North Station and Downe.

Bromley (TB) garage provided most of the buses for the route which was to play host to the ex-Tilling STs and STLs until they were withdrawn. Early in 1950 some elderly AEC Regents were loaned to London Transport from Leeds Corporation and they worked from Bromley garage until enough RTs could be found. The RT was the staple of the route for nearly three decades with just a few weekend RMs duties appearing latterly. It was by now not a profitable route, passing so many high class residences but it can lay claim to being one of the most beautiful.

It was considered unsuitable for one-man operation until the small BL class arrived on 22nd April 1978, yet from 4th September 1982 the much larger Leyland Nationals worked the route apparently without problem. The Sunday service was withdrawn on the same date. The exhilarating roar of an RT flat-out along country lanes with windows wide open and the rush of summer greenery viewed from the front seat of the upper deck provided an unforgettable memory of this route.



The latter day RTs working on the 146 are represented by RT3202 (TB) turning at Keston on one of the many peak hour short workings. The route was converted to its long-overdue one-man operation soon after this shot was taken on 14th April 1978. *Colin Fradd*



The Routemaster allocation on the 146 on Sundays was short-lived, and RM766 is seen here at Bromley South in excellent condition as it works the infrequent service on a Bank Holiday over the Easter weekend of 1977. *Malcolm E. Papes*



When converted to one-man operation in 1978, the 146 roads were found to be unsuitable for anything larger than the BLs. However, this 'unsuitability' was soon waived when attempts to reduce the BL fleet were made, and LSs became the normal type until the end of London Buses operation. Here in Bromley LS375 works a peak-hour short to Keston on 31st May 1985. *Colin Fradd*

Route 193 (Romford – Hornchurch)

Introduced as recently as 19th August 1959, the 193 started between Barking *London Road* and Chadwell Heath via the old 693 trolleybus, with a Saturday p.m. extension to Hornchurch garage. In these early stages of trolleybus conversion RTs were used. On 11th November the route was extended from Barking to Thames View Estate to replace the 23B. This extension proved short-lived however, as on 9th October 1963 the service was again cut back to Barking, but extended daily beyond Chadwell Heath to Upminster Park Estate via the 86. Barking (BK) RTs were replaced by those from Hornchurch (RD), but Seven Kings (AP) was to become the main provider of buses for the route, although the Sunday service was withdrawn from 23rd January 1966.

On 18th July 1970 the route was withdrawn between Hornchurch *White Hart* and the Upminster Park Estate, but as insufficient new SMSs were available for the omo conversion of the 248 between Romford and Upminster Park Estate, a temporary route 193A using RTs from RD was introduced between Upminster Park Estate and Romford *Parkside Hotel* with a peak hour extension to Pettits Lane. This temporary arrangement lasted until 19th September when the omo conversion of the 248 coupled with its extension to Romford rendered the 193A superfluous. The 193 now became the sole preserve of AP, but the garage had to be modernised before RMs could replace the RTs, and the route received its own weekday allocation of RMs on 3rd October 1976. From 19th March 1977 the route was extended in Hornchurch from the 'White Hart' to Hacton Lane. The service reductions on 4th September 1982 resulted in the service being withdrawn between Romford and Barking, and the loss of the 'round-the-corner' link at Ilford. The remainder of the 193 was converted to one-man operation using Titans from North Street (NS) on Mondays to Fridays and Hornchurch (RD) on Saturdays. The latter garage provided a rare LS working, but the route itself now covered only a short section of its original, and then only on Saturday afternoons.

RDs RT4224 works the stop-gap route 193A for a few weeks during the summer of 1970 before the omo route 248 could take over. It was one of the shortest-lived of all services and is seen here at Upminster Bridge Station.

Peter J. Relf



When the 193 route was at its longest, working through to Upminster Park Estate, we see RT824 from RD here in Romford on 26th July 1964. Gerald Mead





The last crew days of the 193 saw RM operation through to Barking, and turning out of Ilford Lane here we see RM1088 on 5th April 1978. *Colin Fradd*



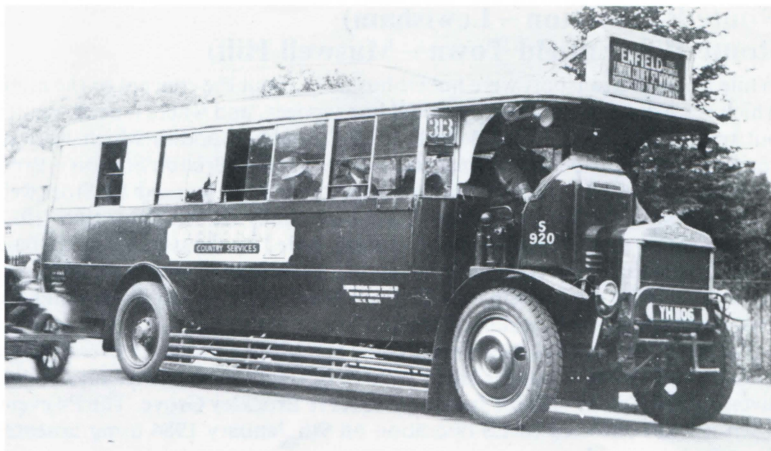
The remnant of the 193 after one-man operation became the province of Titans, and here in Romford T6 in original condition works the service on the first day of omo, 4th September 1982. *Colin Fradd*

Route 313 (Potters Bar – Chingford)

The 313 was only recently taken over by London Transport on 24th April 1982 in an exchange with London Country for route 84. At that time the 313 ran between Potters Bar *Cranborne Road* and Enfield Town, the Potters Bar to St. Albans section being withdrawn. On 4th September 1982 the 313 was extended from Enfield Town to Chingford Station to replace the 121, and on 24th April 1983 the Sunday service was withdrawn. Since the route's takeover from London Country, the 313 was always worked by Ms from Potters Bar (PB) garage.

Originally the 313 was introduced in September 1926 between St. Albans and Enfield Town using single-deckers. It was a National operation, but because part of the route worked into the Metropolitan Police area, it had to be numbered in the country area (north) sequence. It was converted to double-deck operation and passed to London General Country Services in March 1932 since when it led a peaceful existence befitting the sleepy Hertfordshire lanes it served. It was worked by buses from St. Albans (SA) garage. From 16th May 1951 it began a long flirtation with extensions to Whipsnade Zoo in the summer, sometimes on Sundays and sometimes daily. For a short period during the autumn of 1958, journeys were extended to Markyate in St. Albans to serve schools, and from 4th October 1964 longer term extension of certain journeys took place to Sandridge on weekdays until 30th August 1980 when all journeys were cut back to St. Albans. The 313's connection with London Buses Ltd has proved to be a temporary and uncharacteristic one.

S920 is a National S-type in London General Country Services livery operated by the LGOC. In 1932 as it passes here through The Ridgeway, no garage codes were carried although the plates are in position. *J.F. Higham*



STL1478 from SA was the only STL6/1 of the batch to be allocated to a northern Country area garage, originally for the 330, but by 1938 it regularly worked the 313. It was unique in having both the inner and outer corners of the front upper deck windows radiused. *Pamlin Prints*



The earliest days of London Country on the 313 are depicted here by this shot of RF106 at Potters Bar working a short journey to Cranborne Road. Taken on 5th June 1970, it shows the original unmasked full-aperture blind which, at St. Albans, soon gave way to the reduced type. *Colin Stannard*



The short-lived operation of London Buses on the 313 is represented here at Enfield Town by M680 heading for Potters Bar *Cranborne Road*, in the short time it was extended to start from Chingford. *Colin Fradd*



Route P4 (Brixton – Lewisham) Route W9 (Enfield Town – Muswell Hill)

While London Transport were not enthusiastic about the concept of the minibus, certain areas had been identified which were distant from conventional bus services, and where a need was felt to exist. London Transport carried out trials using Ford Transits with 16-seat Strachan bodies which were classified FS. A flat-fare of 10p was charged. Two of the four original routes were the P4 (Brixton Station – Brockley Rise) which was introduced as a Monday to Saturday service on 30th September 1972 worked by Stockwell (SW) garage, and the W9 (Enfield Town – Southgate Station) which commenced daily on 9th September 1972 worked by Enfield (E) garage. The experiments were adjudged to be successful, aided by the use of a small band of selected drivers chosen for their helpful approach. To cope with increasing passenger usage, both routes were upgraded from FS to BS in the autumn of 1979, the BS being the Bristol LHS6L with 26-seat ECW bodies, and subsequently the larger BLs took over, a longer 39-seat version of the BS.

The P4 route had remained unaltered, apart from losing its evening service on 4th January 1982, until 29th January 1983 when it was extended from Brockley Rise to Lewisham *Bus Station* during shopping hours. A slight diversion took place on 25th June 1983 to serve Brockley Grove. The P4 eventually attained 'normal' bus standard when it was converted to LS operation on 9th January 1984 using upseated MkII Leyland Nationals displaced from Red Arrow duties.

The W9 lost its evening and Sunday service on 24th April 1982, and from the same date the route was extended from Southgate to Muswell Hill Broadway over route 244 which it replaced. Tight clearances have prevented the W9 from being worked by anything larger than BLs.



FS6 was one of the original minibuses to start the P4, and is seen here at the Brockley Rise terminus, standing on the opposite side of the road to The Chandos where the other routes terminated.
Malcolm E. Papes



LS491 is seen rounding the one-way system at Brixton on 17th June 1985 prior to the route changing operator. The vehicles used were ex-Red Arrow Leyland National Mk2s specially converted to standard bus configuration for this service, and the blind shows the particularly helpful display for the journey to Lewisham. *Colin Fradd*

Representing the replacement for the FS minibuses, BS13 is seen in Enfield on its way to Southgate providing an increase in capacity from 16 seats to 26. *Colin Fradd*



A further upgrading for the 'midibus' routes came when the BSs were replaced by conventional small buses – BLs, and here at Enfield Town BL7 prepares for its extended journey to Muswell Hill embracing the old route 244. *Colin Fradd*



The Scottish Connection



The first ex-London Transport DMS to be purchased by Western Scottish was DMS1671, and for a time it was the sole example bought for evaluation purposes being renumbered E1 in their fleet. It was repainted in their dark red and cream livery and was caught here in Johnstone soon after acquisition. Further examples were subsequently purchased, and more recently the Western Scottish area has been broken into smaller units with the DMSs passing to the newly-formed Clydeside Scottish company. *David Harman*

Clydeside Scottish recently hired from London Buses RM652 for evaluation work. On the occasion of the open-day at Paisley depot on 27th July it worked local Paisley services alongside certain vintage Western SMT buses. During the following week it worked with running number 'P1' on normal services from the company's other depots, such as Johnstone, Greenock and Largs, and special blinds were fitted as shown here in Paisley while working a journey on the 638 from Johnstone *Craigview* to Glasgow *Anderson Cross* on Tuesday 30th July. The vehicle spent two days during the following week on loan to Kelvin Scottish, another newly-formed company, for use on their Kirkintilloch to Glasgow routes. *Mike Harris*





Grampian Scottish have used ex-LT BLs on their services, and BL60 is seen outside their depot in the cream and green livery a couple of years ago. *Martin Weyell*

Still in LT livery, BL44 is now with Nationwide Coaches, and this photo was taken in July 1983 at Quarry Garage, Lesmahagon near Lanark. *Ramon Hefford*



Rennie's of Dunfermline own a number of ex-London Country vehicles which now carry their white livery, and seen here at their depot are RP43 and BN40. *Ramon Hefford*

Although not strictly Scotland, Barrow Corporation in the north of England own a number of ex-LT DMSs which carry a dark green and cream livery, and their 103 (DMS2176) was caught here outside Vickers Shipyard in Barrow on an evening peak journey in 1983. *Clive Hyam*



The two DMSs owned by Highland Scottish, which previously worked between Wick and Thurso, are now based in Inverness, and ex-DMS1441 now carries fleetnumber K51 and their normal orange and white livery and is seen here picking up passengers in Queensgate on the local service to Milton Crescent. *Mike Harris*



Grahams are a major user of DMSs in Scotland. They carry the orange and cream livery and work in and around the Paisley area, but in 1982 D28 (DMS652) was photographed a little further afield at Govan on the service to Houston via Paisley. *Mike Harris*



A1 of Ardrossan have a few DMSs which are repainted into their smart dark blue and white livery, and DMS2162 picks up passengers here at Saltcoats on 29th July 1985. *Mike Harris*



Advertise with London Country!



LR30 carries a wrap-round advert for Mixamate Concrete, red lettering appearing on the yellow background, and it was caught here in Whitebushes Estate on the Sunday 411A. *Colin Fradd*



A brighter advertisement is used by the Evening Argus, carried by AN151, also from CY on the 438, this time heading for East Grinstead at Horsham. The colours are red and white with black slogans. *Richard Godfrey*

Another basically white advert, but with red lettering, is used by Radio Mercury, a local radio station around the Crawley area. It is carried here on LR14 from RG working on the 405. *Colin Fradd*



A much more colourful livery is carried by AN244 from Grays for Tony Le Voi Motors of Grays Thurrock. The vehicle was caught here in morning sunshine at Romford Market on the 370 before setting off for Tilbury Ferry, now no longer served by London Country. *Colin Fradd*



Illustrating the 'G' services in Guildford, a mostly white AN50 promotes the Imperial Life Assurance Company and is seen on the G8 to Merrow. *Malcolm E. Papes*





A wrap-round advertisement is carried by SNB238 for Hall Park Garage, another car sales dealer, again with red and blue lettering, and was caught here at Water End on the 317 to Hudnall Common before that route was put up for tender by Hertfordshire County Council and subsequently lost by London Country.
Richard Godfrey



The all-over advert carried by SNB405 is the striking yellow and black livery used by Data Efficiency Ltd of Hemel Hempstead, seen here in the bus station on the 322.
R.J. Waterhouse



Felbridge Garage, a car sales firm, tries to encourage sales with its all-over advert on AN147 working from CY, seen here at Crawley Down on the 438 to Horsham. The livery is mainly white with black, dark blue and red lettering.
Richard Godfrey

Capital Transport

THE LONDON SWIFTS



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by Ken Russell

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by Julian Osborne

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