

London Bus Magazine

Winter 1985/1986

Number 55



London Omnibus Traction Society

REVs, LBMs, SUPs, TLBs? LOTS!



LOTS Postal Sales
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London Bus Magazine

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Front cover: Twenty-five years ago, the first of the green RTLs entered service in the Country area. At home at Hatfield garage RTL1311 is smartly turned out but symbolically deserted in this 25th September view. *W.R. Legg*

Back cover: RT1975, photographed at Leduc, Alberta during autumn 1983, is owned by Mr John's, an Edmonton (Alberta) fast-food establishment. The lower deck is converted into a kitchen, but most of the original seats remain upstairs. The vehicle appears to be in generally good condition and was licenced when photographed. *I.M. Macdonald*

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ISSN 0140 8380



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

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

Subscriptions Annual subscriptions to the London Bus Magazine are available at the rate of £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



In August route 86 was diverted during peak hours to run to Mile End Station to supplement the 25 and 225. T165 has just made the difficult manoeuvre from the bus stop just visible on the right over to the outside right turn lane. *Colin Fradd*

Anti-Vandal Campaign in Wandle District

The Wandle District of London Buses Ltd is running a campaign on buses from Thornton Heath Garage in an attempt to reduce vandalism, which last year alone is estimated to have cost £50,000. Posters are being displayed on buses on routes 59, 60, 64, 68, 109 and 194B reminding would-be vandals of the penalties they could face—fines of £500 or even a three-month prison sentence.

Edmonton closure confirmed

London Buses Ltd have confirmed that Edmonton Garage will close after traffic on 31st January 1986, and its services will be transferred to garages nearby, principally Enfield, the enlargement of which should be completed by then.



The many omo conversions on 2nd November brought Metrobuses to the busy 133, the route being extended to Tooting Broadway at the same time to replace the 95. M1110 pulls away from the Elephant & Castle on 6th November. Colin Fradd

Christmas Shoppers' Specials

Leaside District is running some special trips over the weeks before Christmas. Trips to Milton Keynes Shopping Centre run from Harrow, Edgware, Golders Green, North Finchley, Finsbury Park, Tottenham, Wood Green, Southgate and Barnet at a return fare of £3 with no reduction for children. Trips to Romford from the first four points cost £1.40 for adults (80p children) with single tickets available at half those prices. No passes and permits are valid, and pre-booking is not necessary.

Other omo conversions included the 41 and 63. Here at Archway new M1333 is seen on the 41 and shows the rather unusual style of '4' on the number blind along with the typically abbreviated destination blind, and T681 approaches its terminus at King's Cross on the 63. Colin Fradd





The November changes resulted in a daily link between Trafalgar Square and Greenwich on route 1, bringing crew-operation, and RMs, back to the latter point. Crossing Waterloo Bridge in midday sunshine we see RM1090 heading for its new extreme. *Colin Fradd*

The gradual conversion of the 65 to M operation, in advance of its February omo conversion, is shown here by NB's M1039 at Ealing Broadway Station on 20th October. *Colin Fradd*





EnsignBus have repainted a number of DMSs into an attractive blue and silver livery for eventual use on their planned commuter routes in addition to sightseeing tours as seen on Waterloo Bridge. *Paul Carpenter*



Owing to the temporary diversion of the 63 in the North Peckham area, part of the P3 service has been rerouted along some of the unserved roads and renumbered P2. Here at London Bridge LS354 provides a less than useful blind display for returning passengers. *Colin Fradd*

Link to the Centre

The London Borough of Lewisham is sponsoring four services during the weeks before Christmas between Lewisham's Riverdale Centre and areas of the borough with 'poor or no public transport links to it'. The routes are marketed as 'Centre-Link' and are lettered A to D. A 30p flat-fare is charged (25p on service D) with children paying 15p. Pensioners' and handicapped persons' permits are valid but no other passes are accepted. From 23rd November until 14th December the services ran only on Saturdays, then on weekdays from 16th to 24th December. The areas served are:

- Route A (red) – Honor Oak Estate, Telegraph Hill and Brockley Cross (hourly);
- Route B (blue) – Grove Park (Marvels Lane Cemetery) and Burnt Ash Hill (hourly);
- Route C (green) – Hither Green, Downham, Whitefoot Lane and Verdant Lane (hourly);
- Route D (yellow) – Ladywell, Algernon Road and Vicars Hill (half-hourly).

New Map for Hertfordshire . . .

A new bus map has recently been produced by London Country Bus Services Ltd in conjunction with Herts County Council. It is in the familiar style of FWT Studios and details all routes running into the county, along with route listings, town plans and other useful information on tickets and places of interest. This very colourful publication is issued free and should make travelling in the county for pleasure much easier.

. . . and timetables everywhere

London Country is replacing its series of area timetables with new editions in a new style, covering a much smaller area and priced at only 10p. They give similar information to the previous books, but being more local and cheaper they should encourage more passengers to pick up a copy. The first issues were for Watford and Hatfield, and more are expected over the coming months.

Bus Guides for London too!

LRT will have completed its first issue shortly of the local timetable books covering all of outer London. The remaining books—Brixton, Croydon and Stratford—are due before Christmas, and then a start will be made on updating the earlier editions, as well as six new books covering the inner London areas. The first re-issues will be Barnet, Hounslow, Walthamstow and Wembley, and they will have a new design to their covers.



The closure of Poplar Garage caused the S2 to be reallocated to West Ham Garage, and rerouted at Bromley By Bow to Stratford. As buses now double-run via Bromley By Bow and serve the same bus stops in both directions, those running towards Stratford now carry yellow blinds to make identification easier, as seen on LS238 at Bow Tesco. *Paul Carpenter* Also reallocated was the Dockland Clipper D1, but as there appears to be a shortage of LSs at West Ham, it has not been uncommon to see Ts on the route, with a complete set of white on blue displays as shown by T513 in Burdett Road. *Colin Fradd*





The reallocation and extension of the 179 to Loughton Garage has brought buses back to the Royal Forest Hotel for the first time since the Reshaping changes of 7th September 1968. LS100 is dwarfed by the grand building as it passes on 4th November, and as an announcement is expected shortly regarding the successful tenderer for the route, it is possible that such scenes may be short-lived if London Buses lose the route. *Paul Carpenter*

In order to allow the Mark 2 Mobility Bus, LS454, to move to Ash Grove Garage for the new network of services recently introduced, standard LS356 has also been converted to 'Mobility' layout and now works on the Leyton routes as seen at East Beckton District Centre on the 910. *Paul Carpenter*

Mobility Bus Expansion

Further Mobility Bus routes have been introduced recently following the success of the pilot scheme in Forest District. Six more services run mainly once a week from Abbey and Leaside Districts, numbered 921 to 926, although the 923 runs on Tuesdays and Saturdays from Ash Grove to the Isle of Dogs. The routes have been planned by local bus managers and staff, in consultation with the London Boroughs concerned, and organisations for the disabled and 'dial-a-ride' groups were also consulted. The new network covers as far afield as Brent Cross, Isle of Dogs and Wood Green. The routes also serve Coppetts Wood, St. Bartholomew's and the Prince of Wales Hospitals. The usual fare is 30p, but some longer distance (two-zone) journeys cost 55p. All bus passes and permits can be used on the services.



M1104 from Brixton is powered by an experimental Cummins L10 engine as proclaimed by the striking signwritten advertisements, and it was caught here at Elephant & Castle on the 109. *Colin Fradd*

Aldenham to slim workforce

Following a decision by the LRT Board, London Buses will itself carry out at local bus garages most of the work involved in the four-yearly major bus overhaul currently undertaken by LRT Bus Engineering Ltd at Aldenham. This will significantly reduce London Buses' operating costs against the pressures of increased competition. London Buses will continue to use the specialised skills of Aldenham for other tasks including regular repaints, accident repairs and other heavy body work. The reduction of more than 300 jobs at Aldenham will be partly offset by an increase of 100 engineering staff at London Buses' garages.

London Bus Magazine

Following a decision by the present Editor to stand down, from the next issue, Spring 1986, a new editorial team will take over. The new Editor, with overall responsibility for the magazine, will be David Leefe. The address to which articles, photographs and all correspondence should in future be sent is 38 Sparrows Herne, Bushey, Watford WD2 3EU.

In addition, there will be three assistants, each with responsibility, under the control of the Editor, for certain aspects of the magazine: Barry Skinner, Press Assistant, will cover all news items as included in Around & About; Malcolm Papes, Research Assistant, will continue in his present field of checking historical articles; and Mike Harris, Review Assistant, will cover in greater depth some of the more major topical subjects as separate review articles.

From this issue, Eamonn Kentell takes over the post of Production Manager and there is no change to the Subscriptions Manager, David Cattell, to whom all enquiries regarding LBM subscriptions should continue to be addressed.

Tendering Update

Essex

Further to the late news in the last issue of London Bus Magazine, LRT propose to modify some of the out-county routes recently put out to tender. On route 20, the present loop working along Rectory Lane and through the Debden Estate is to be replaced by a standardised service with all buses running to and from Debden Station via the estate in both directions, the same pattern of service to that previously run some years ago. Rectory Lane would continue to be served by the 167.

The 206 would be revised to run only between Walthamstow and Chigwell Station, as Essex County Council do not consider that the limited service beyond Chigwell via Rolls Park Corner to Loughton is necessary. The 217B is to be maintained at similar frequencies to today, but the best means of linking Waltham Cross, Waltham Abbey and Upshire is still to be decided by LRT and Essex County Council. The principal alternatives are a continuation of the 217B throughout, or the termination of this service at Waltham Cross with an increased level of service on the 250A.

Essex have indicated that they no longer wish to support the operation of the 242 between Waltham Cross and Chingford which will be discontinued, but the Council is proposing to seek tenders for the continued operation of two peak period journeys over this part of the route. In addition, Essex County Council is seeking tenders for the operation of routes 201, 250 and 250A, together with school journeys on routes 20, 167, 201 and 206.

Surrey

Routes 116, 117 and 293 are to be unchanged under the tendering proposals, but other services in Surrey will be altered. The 197 is to be split in central Croydon, the northern section running between Norwood Junction and Croydon *Katharine Street* with off-peak and Saturday journeys through to South Croydon and Purley. The southern section will run between Croydon and Caterham. A weekday evening and Sunday service will be restored on the Whyteleafe to Caterham section, and on Sundays through buses will run all day between Norwood Junction and Caterham.

Route 203 will be withdrawn between Hounslow and Brentford as LRT consider that this section is adequately served by routes 117 and 237.

The tenders being sought for the 403 will be on the basis of the present level of service, except that there will be a slightly less frequent service over the Warlingham Green to Chelsham section.

All tenders for the services running into Essex and Surrey have had to be submitted by 25th November, and the new operating arrangements are expected to come into force next spring. It is believed that Surrey County Council will themselves be putting the 216, 218 and 290 out to tender in due course.

Hertfordshire

LRT have just announced that routes 107, 142, 259, 263 and 298 are to be put out for tender, with all completed tenders submitted by 23rd December. It is expected that routes 242, 292 and PB1 will be put out to tender by Hertfordshire County Council in the very near future. Surveys have recently been carried out in order to determine the exact route specifications.

Orpington

Significant changes to Orpington's proposed new bus network are to be made by LRT to reflect views expressed by the public. Most existing through links are now retained, including a local Green Street Green – Farnborough – Bromley service, withdrawal of which was the most vigorously opposed element of the earlier proposals. LRT hope to introduce the new network next May.

The main changes include a new hourly local 261A running between Green Street Green and Bromley, interworked with route 706 to give a half-hourly frequency, although as it is likely that Travelcards and other passes will continue to be barred from the 706, pass-holders will effectively have only the hourly 261A.

The new local L1 route is now to run between Bromley Garage and Sidcup *Queen Mary's Hospital* via Farnborough, Orpington and St. Paul's Cray, although it will run in two sections—Bromley – St. Paul's Cray and Green Street Green – Sidcup. During peak hours alternate journeys on the 51 will be diverted to Green Street Green to provide a direct link with Sidcup, avoiding the detour via St. Paul's Cray.

The 61 is now to be split in Chislehurst rather than Orpington, which will maintain the cross-Orpington service and also improve reliability. The new L3 will be diverted to serve Orpington Station during peak hours. Outside peak hours it will be extended from Chelsfield Station along Windsor Drive to Green Street Green, thereby maintaining this off-peak link currently provided by the 493. The L3 will run via Charterhouse Road instead of Repton Road as originally planned.

The frequency of the new L4 is now to be half-hourly, and buses will be extended from Orpington to provide the proposed new service to Chalk Pit Avenue, as its smaller buses are more suited to the local roads than those now to be used on the L2 which was to have provided the link. Buses on the L4 will reach Locks Bottom (Farnborough Hospital) by way of Starts Hill Road thereby improving interchange with the 61A.

The circular L5 will now run through to Orpington Station, but Halstead and Badgers Mount will now be linked directly to Orpington by the new L6 (Sevenoaks – Orpington); this will follow closely the existing 431 routeing (rather than the previously proposed loop working based on Green Street Green) but running via The Highway, Chelsfield Station, Warren Road and Sevenoaks Road.

Two by Two

The rather difficult task of capturing two vehicle types on the same route in the same photograph has been accomplished with apparent ease in this selection of views by Colin Fradd.

The welcome return of double-deckers to some LS routes at Bromley was also phased over a period earlier this year, and LS166 shows how poor even the most informative single-deck blinds are when compared with T1114 on the stand on route 61.



During 1981, Ms were allocated to Hanwell for the conversion of the E1 and E2 from DMS operation. This shot of M485 and DMS1942 at Ealing Broadway shows how the larger blind aperture enables a more comprehensive display of intermediate points.





After the closure of Streatham Garage for rebuilding, the 133 was extended to a new terminus at Streatham High Road *Green Lane*. At that point we see [redacted] overtaking RM1542 during the few months prior to the recent omo conversion of the route.

bms
2463

The changeover from MBA to LS on the Red Arrow routes was phased over some months during 1981 and here at the entrance to Victoria Bus Station we see MBA531 overtaking LS444 on the 507.



Before the conversion of the 175 to one-man operation, Ts were allocated to Romford (North Street) in advance as crew vehicles ousting RMs. Passing here at Roneo Corner we see RM1649 and T437 during September 1982.

25 Years Ago

The Story of 1960

by Ken Glazier

As the bells rang in the New Year of 1960 London Transport's Central Road Services organisation was still reaping the harvest of the 1958 bus strike. From January 1st, the number of engineering 'Districts' was reduced from four (NW, NE, SE and SW) to three, known by the old pre-1950 Central Bus names A, B and C. This foreshadowed a similar re-organisation later in the year in the Operating department where the number of Divisions was similarly reduced and the old tramway offices at Vauxhall closed. The Executive was still struggling to make ends meet at a time when the Government opposed any substantial increase in fares to allow revenue to overtake expenditure yet demand for bus travel was still sufficiently buoyant for there to be problems of inadequacy in many parts of the system, particularly at the height of the peak. By the standards of later years, however, the undertaking was doing well. It made a surplus of £1.4m after meeting all its commitments to the BTC but this was a long way short of the commercial return on its capital which its financial targets required. There was also a serious staff shortage during the year, which reached a peak of 15% by September. The Executive recognised that the financial rewards for bus work were out of step with its competitors in the labour pool and

The sturdy all-Leyland F1 class was still looking good, despite its 23 years of service, as it approached the end of its days. Hammersmith's 662 operated a short working to Edgarley Terrace, seen here passing Butterwick, Hammersmith. *K. W. Glazier*





A quiet Sunday in Wells Terrace with only three more days of single-deck operation on route 212 to go. RF374 sits under the railway bridge leading to the freight sidings which was subsequently removed, making way for the bus station now on the site. A full indicator display replaced the 'lazy' blind hitherto used on single-deckers when route 212 went over to double-deck operation. RT741 is seen at Stroud Green in July. K. W. Glazier/G. Mead

sought to improve matters by negotiating a bonus scheme. The situation was deteriorating so rapidly, however, that a straight wage increase of 10s (50p) a week for drivers and conductors was negotiated in March. Following the failure of the two sides to reach agreement on a bonus scheme, a further increase of 18s a week was agreed in October, together with some improvement in conditions of service. These events throw an interesting light on those of 1958, when the *claim* that led to the damaging strike was 3s less than the total increase *awarded* in 1960.

The immediate improvement in staffing levels which followed the October pay increase came too late to have any significant effect on the passenger demand levels, which had taken a serious knock from the poor quality service being operated in certain areas. A disastrously bad summer and a 10% increase in the number of cars licenced in London added to the reasons for a poor revenue result for the year. Compared with 1959, the passenger mileage travelled on road services had been reduced by 3·8%. This average figure conceals a bigger loss to Central Road services, of 4·4%, a small increase on Country Buses of 0·1% and a loss on Green Line of 3·3%. The losses on Central area services was mainly in shorter distance travel, probably because of the irregularity being experienced. On Green Line, it was the longer journey passengers who had gone elsewhere, the total number of passenger *journeys* having increased slightly. This was blamed by the Executive on the effects of British Railways modernisation schemes, which were indeed to have a devastating effect on Green Line traffics in subsequent years. The good result on Country buses reflected the continuing increase in the population of their operating area as the New Towns continued to expand.

During the year modernisation of engineering facilities, which led to substantial improvements in productivity, continued. The first fully automatic bus washing machine was installed at Harrow Weald garage, the programme of installing steam cleaning plant for the cleaning of the undersides of vehicles at ten garages, was completed and twenty more garages had new overhead fuel tanks installed, replacing old and defective underground tanks; this left twenty-three to be dealt with. The programme of fitting flashing trafficators to all buses was also completed during 1960.

The construction of a by-pass bridge to the old weak structure at Walton-on-Thames enabled the full conversion of route 218 to the heavier RF when these were released from Muswell Hill. TD40 approaching Shepperton Station no doubt helps to shatter the peace of this quiet suburban scene. Route 219 also lost its TDs in favour of RFs in January. This healthy Sunday load was being carried by TD87 at The Barley Mow, Hersham on an afternoon journey in August 1959. Michael Dryhurst/K. W. Glazier



The year was again to be dominated by the programme of trolleybus abandonment. At the beginning of the year just over 1000 trolleybuses were still required for the scheduled services but the halfway point in the programme was passed in July and by the end of the year only just over 600 were needed.

The first event to be chronicled reflected a different aspect of the pressure for improving productivity. On January 6th, route 212, which had been one of London's busiest single-deck routes, was converted to double-deck operation, using RTs. For about 45 years this route had been restricted to small buses by the weight restriction imposed on the bridge over the Alexandra Palace railway line at Muswell Hill. The closure of the line had enabled inexpensive strengthening to be carried out. The service was retained in the same basic form, including an 'Express' service, but with a reduced frequency to reflect the larger capacity of the vehicles. Twenty-one of Muswell Hill's RTs were sent to Kingston, where they replaced a similar number of TDs for disposal. This left only 22 of the TD class still scheduled for service. Eighteen RTs were sent in as replacements, ten from store and the remainder recovered from Country area garages to which they had been on loan. On January 20th route 252 was given a schooltime only extension in Collier Row from Lowshoe Lane to Lodge Lane (Stapleford Gardens).

The fifth stage of the Trolleybus Abandonment Programme took place on February 3rd. It continued the conversion of West Ham and made a start on Walthamstow, the routes involved being 557, 669, 685, 689 and 690. The overhead abandoned included all that remaining on the main Barking Road, the section from North Woolwich to Plaistow, Green Street, Plashet Grove, Plashet Lane, Portway and High Street East Ham, the last remaining section of Romford Road between Green Street and the Princess Alice, the whole of Lea Bridge Road

It is the last Sunday of route 557 and Leyland/Metro-Cammell H1 trolleybus 793 lays over peacefully at Chingford Mount before starting the long run back to Liverpool Street. The first advertisements were part of the recruitment campaign aimed at solving the serious shortage of staff. *K. W. Glazier*

Some N1 class AEC/BRCW vehicles were reallocated to West Ham in 1959 for a brief sojourn. Trolleybus 1598 stops at Canning Town before setting out on the section of route through Silvertown which had been pioneered by trolleybuses in 1938. *J. H. Aston*



and Hackney Road. Another of the former tramway municipalities, the County Borough of East Ham, lost its electric traction. The scheduled requirement for trolleybuses was cut by 104 and the number of motor buses increased by 103. Routes 669 and 685 were replaced by identical bus services numbered 69 and 58. Route 557 became bus route 257 but was extended at both ends: from Liverpool Street to London Bridge daily; from Chingford Mount to Chingford (Royal Forest Hotel) on Mondays to Saturdays, running via Larks Hall Road. The circular working of routes 689 and 690 was broken and replaced by two new services. Route 162 ran from Stratford via Portway, Green Street, and Barking Road to East Ham and then on via Barking to take over the Little Heath arm of route 62. Route 272 ran from Stratford via Portway, Plashet Grove and East Ham Station to East Ham (White Horse) with a Monday to Friday peak extension to Royal Albert Dock. Route 62/A having lost its Little Heath section, was diverted at Rippleside to run via Upney Lane (hitherto unserved) and Longbridge Road to terminate at Barking (St. Paul's Road).

There was one other new route which was actually part of the replacement for the 557 but which varied from it in several ways to give new links and to serve some new roads. The 256 was a Monday to Saturday service between Chingford Mount and Moorgate (except after 2 pm on Saturdays when it terminated at Shoreditch Church) but running via Billet Road, Markhouse Road, Lea Bridge Road, Chatsworthy Road (new) and Powerscroft Road



Some N2s had been at West Ham since their first entry into service in 1940. The Park Royal bodies were quite distinctive and noticeably different from other London models. 1684 waits to turn right from Silvertown Way into Barking Road, where the intact overhead junction shows that the photograph dates from before November 1959. The rear dome of a trolleybus can just be seen behind the wooden fence on the Canning Town terminal loop in Woodstock Street. *Michael Dryhurst*



All but one of the E2 class of Weymann-bodied AEC 664Ts was withdrawn at Stage V of the conversion scheme, having spent their whole working life at West Ham. The ravages of the wartime blitz is still evident in the surroundings of the Woodstock Street terminus at Canning Town, while E2 608 prepares to start a journey to Crooked Billet. *J.H. Aston*



Simple crossings without turn-out frogs were rare on the London system and this one at the junction of West Ham Lane and Portway may have been unique. Two of West Ham's L3s pass on the local circular route 689. *C. Carter*



The other half of the loop partnership was route 690 represented here by L3 1392 at Stratford Broadway. *Brian Bunker*



The 685 started with the E1 class of AEC 664Ts in 1937 and their final withdrawal coincided with its own. The Brush bodies of this class were readily identifiable by their full dome. Trolleybus 577 leaves Downsall Road on a peak-hour journey to Silvertown sporting the 'Hop on a Bus' posters which had been a product of the 1958 strike. The area formally occupied by the trams tracks can still be clearly identified by the separation of road surfaces. *Michael Dryhurst*



Another route inseparably linked with the E1 class was the 697. Trolleybus 587 waits its turn to pull onto the purpose built turning circle at the Docks terminus, leaving the by-pass wire to others in a greater hurry. *J.H. Aston*



A new stand came into use at Canning Town to replace the Woodstock Street turn used by the trolleybuses. Walthamstow's RM206 was already showing signs of battering in this July view. *Peter G. Mitchell*



A new stand was needed in Tramway Avenue, Stratford, to accommodate the more varied needs of the motor buses. It was used after April by routes 162 and 272, one of each of which is seen here, led by RM69. *Peter G. Mitchell*

The driver of Walthamstow's RM153 manoeuvres in the unfamiliar surroundings of Eastcheap on the southward extension of route 257 to London Bridge. *Peter G. Mitchell*

The trolleybus has not yet given way to the bus at the Thatched House, where two L3s are ahead of RM18 on the newly introduced 58. *Michael Dryhurst*



(new) to rejoin route 257 at Hackney. The 256 also provided some of the cover for the 685, the service on route 58 being substantially reduced compared with the 685. At the other end of the 58 relief was given by the extension of the route 238 'shorts' in peak hours from Canning Town to North Woolwich.

There were some interesting reasons for some of the changes. The extensions of route 257 were not included in the original plans, which were for a straight replacement. The northward extension was enforced because the authorities were not prepared to tolerate as many motor buses turning at Chingford Mount as they had trolleybuses. The southward extension was in recognition of the increasing number of commuters travelling into London Bridge but was also a device to reduce the number of buses making the awkward turn across Bishopsgate. The diversion of some buses to Moorgate as 256 also contributed to this aim but was in any case desirable because route 170 was at that time under considerable pressure along Old Street and needed relief from there to Hackney.

West Ham received a further 58 RMs and Walthamstow got its first motor buses with its allocation of 45. The new buses licenced at this stage ranged between RM136 and 207 but many were also relicenced in the range RM5 to 86. The trolleybuses withdrawn for disposal were: 12 E1 (the last of the class closely associated with West Ham), 14 E2, leaving only No 622 still running, 7 J1 and 12 J2. Also withdrawn but held for 'cannibalisation' were 21 H1, 15 J1 and 4 F1. The remaining twenty withdrawn vehicles were to be held in serviceable condition in store to cover unforeseen failures in the fleet; they comprised 3 H1, 1 J1, and 16 J2. The displaced J-class trolleybuses were mainly at Finchley and Highgate and to cover them and the F1s at Hanwell, there was a number of reallocations: 26 L3s from West Ham to Finchley, 5 L3s West Ham to Highgate, 4 K1s Walthamstow to Hanwell and 8 K1s and 2 N1s Walthamstow to Highgate.

The scheduled allocations of the new bus routes were:

58	WW	6 RM	WH	20 RM
69	WH	21 RM		
162	BK	4 RT	WH	8 RM
256	WW	12 RM		
257	WW	27 RM		
272	WH	8 RM		

The Barking allocation of route 162 were the four buses displaced from route 62. Route 238 also had an increase of two RM at West Ham.

Route 256 was the first trolleybus replacement route to 'break the mould' at Finsbury Square, albeit as an addition rather than a successor. Judging by the absence of people, this view of Walthamstow's RM155 was probably taken on a Saturday morning.
Malcolm E. Papes Collection



There were some other changes on the same day, mainly concerned with the development of New Towns:

- 124 The peak hour extension from Eltham to Blackfen was withdrawn and replaced by school journeys running via Riefeld Road to Falconwood Green.
- 314B, } Works journeys extended from Maylands Avenue to High Street Green (Swallowdale Lane) via
- 334/A } Maylands Avenue.
- 324 Some journeys diverted between Bridge Road East and Heronswood Road via Tewin Road, Black Fan Road and Ridgeway.

- 392, } Journeys to Gunnels Wood Road diverted from Six Hills Way via St George's Way, Southgate and
801/A } Danestrete. From Gunnels Wood Road via Danestrete, Bus Station, Danestrete, Southgate and St.
George's Way.
- 397 Some journeys extended from Chesham Broadway to Chartridge via Blucher Street, Park Road and
Chartridge Lane.
- 802 Gunnels Wood Road journeys diverted from Bedwell Crescent via Cuttys Lane and St. George's
Way—then as for route 392. Journeys via Rockingham Way, Elder Way and Monks Wood Way
withdrawn.
- 808 Diverted between Danestrete and Bedwell Crescent via Southgate, St. George's Way and Cuttys Lane.
- 809 New route: Stevenage Bus Station to Pestcotts via Danestrete, Southgate, St. George's Way, Cuttys
Lane, Bedwell Crescent, Colestrete, Six Hills Way and Chells Way. Works journeys to Gunnels Wood
Road via Six Hills Way.
- 811 Diverted between Danestrete and Monks Wood Way via Southgate and St George's Way.

At the end of February a major step was taken in the establishment of a national transport museum with the presentation, on February 22nd, of the entire London Transport collection of preserved vehicles to the newly established BTC museum at the former London Transport garage at Clapham. There were two other quite different 'presentations' of vehicles during the month, both involving redundant RT2s. On the 2nd, the chassis of RT74 was given to the Metropolitan Police College at Hendon (the body went to George Cohen for scrapping) and on the 12th, RT56, devoid of its engine, gearbox and differential, was handed over to Earlswood Hospital. The latter was to be joined, on September 30th, by RT131.



Left More RT2s went for disposal from March onwards. Among them were RTs 138 and 48 seen here alongside RTL762 in Stockwell garage in February. Right All but two of the remaining 12 year old 15T13s also went for disposal in March. Crawley operated one intermittently on route 426. T787 is seen here in the yard of the old Crawley garage surrounded by the dominant RT. K.W. Glazier/A.J. Wild

Further RT2 disposals had been authorised by the Executive and the first four of these went to Birds (Stratford on Avon) on March 25th. Between then and the end of September, a total of fifty was sold to Birds. Nevertheless, at the end of the year there were still sixty-nine of these veterans providing a substantial part of the training fleet. The sale of further vehicles to the Ceylon Transport Board also started on March 25th; a total of twenty-four TDs and five 15T13s formed this contract. During March the last of the first order of 250 RMs was delivered and the first of the second order, RM255, appeared on March 2nd. It could be distinguished readily from the earlier deliveries because it, and all subsequent deliveries, was fitted with quarter-drop opening windows at the front of the upper deck. The decision to fit these had been taken after operational experience had shown that the fresh air flow from the heating/ventilating system was inadequate in hot weather.

The most significant event in March occurred without the public or any other than a small group of managers knowing. On the tenth of that month the British Transport Commission approved a proposal from London Transport to prepare plans for the conversion of the Fulwell and Isleworth trolleybus services to oil bus operation. When the decision was made public, in May, the reason given was that the experience of the conversion programme up to that time had convinced the Executive that the benefits both financial and in traffic terms would be substantial. Another probable explanation for the decision was that the Sales section of the Supplies Department had been busily looking for buyers for the Q1 trolleybuses and were well advanced in negotiations with Spanish operators for the sale of the entire class. Nothing was said about this until the very end of 1960 when, on December 22nd, the Trade Unions were informed of the decision to replace the Q1s by older vehicles so that they could be sold at the earliest opportunity. The conversion date was set provisionally for May 23rd 1962, sixteen weeks after the original final stage.



Left: The J1 class of Weymann-bodied AEC 664Ts operated from Walthamstow for only a matter of months before its conversion was completed in April 1960 and all remaining vehicles in the class were finally withdrawn. Trolleybus 933 nevertheless looks in fine fettle and proudly boasts a set of original Charlton made blinds for route 623 as it is pursued along Forest Road by a British Railways Scammell Scarab. **Michael Dryhurst Right:** By contrast the Birmingham Railway Carriage and Wagon bodied version, the J2, had been at Walthamstow since they were new in 1938, when they had been used to open up route 625. Walthamstow's 980 is seen on the stand at Redvers Road Wood Green on the last Saturday of operation of both the type and the route. *K. W. Glazier*

There were some Country Bus changes during April:

- 304 Some journeys diverted from Watling Street to How Wood Estate (Birchwood Way) via Park Street Lane. (13th)
- 355A New route St Albans Garage to How Wood Estate via 355 to Watling Street then Park Street Lane. Some journeys extended to Harpenden. (13th)
- 360 Some journeys diverted from Farley Hill via Whipperley Way and Farley Farm Road back to Farley Hill. (4th)

The sixth stage of the Trolleybus Abandonment programme took place on Wednesday April 27th. Trolleybus routes 623, 625, 687, 697 and 699 were withdrawn, removing all remaining trolleybus operation east of the River Lea and withdrawing electric traction from three more of the former tramway operating municipalities: West Ham, Leyton and Walthamstow. A total of 23 miles of road lost their overhead comprising: the entire system from Victoria and Albert Docks to Chingford Mount via Freemasons Road, Newbarn Street, Balaam Street/Prince Regent Lane; Plaistow Road, Stratford Broadway/Upton Lane, Woodgrange Road, Wanstead Flats; Leyton High Road, Hoe Street/Markhouse Road, Billet Road; Chingford Road; and the trunk route from Woodford 'Napier Arms' via Forest Road to Tottenham Hale. The conversion to oil bus operation at both Walthamstow and West Ham garages was completed and the number of trolleybuses scheduled for service reduced by a further 104.

Left: Leyton Underground Station was itself a mere thirteen years old when Park Royal bodied N2 class AEC 664T trolleybus 1666 was caught there en route for the Docks on Sunday April 24th. *K. W. Glazier Middle:* Trolleybus route 687 managed to avoid most of the major centres between its terminals at the Docks and Crooked Billet making it something of a Cinderella. Eleven days before the route disappeared forever, L3 1398 stands in the springtime gloom of Connaught Road terminus. *K. W. Glazier Right:* The dockland landscape of roadside railway lines, unkempt open space and general depression was the familiar background for many of the east London trolleybus services. Chassisless M1 class 1532 was an oddity in that its Weymann body was fitted with a mixture of half drop and sliding vent windows probably after war damage. These can be seen clearly as it prepares to turn from Connaught Road into Prince Regents Lane. *Michael Dryhurst*



None of the routes was replaced by an unchanged service, a rather complicated series of alterations involving changes to five existing routes, as well as the introduction of five new day routes and a night service, having been favoured instead. The 623 was replaced by a new bus route numbered 123 which, instead of terminating at the Napier Arms, was rerouted at Woodford New Road to run via Grove Road, Woodford Avenue and Gants Hill to Ilford Station. It replaced the peak extension of route 41 over this section but otherwise was wholly additional.



The driver of all-Leyland K1 class 1100 on route 699 is given guidance by the duty Inspector at Chingford Mount as the driver of RM181 hurriedly finishes a snack. Walthamstow's K1s had originally been allocated there when route 557 started in June 1939. *C. Carter*



The official demise of the H1 class cannot be allowed to pass without a record of its best known allocation at Wood Green. No. 763 is seen here on trunk route 629 (Tottenham Court Road – Enfield). *LTPS*



The last of the E classes still in service in April was Weymann-bodied, AEC 664T No. 622, which had been specially retained for the closing ceremonies, it having been the machine used for the ceremonial opening of the system. Here it is seen being decorated at West Ham depot during the afternoon of April 26th . . . *Michael Dryhurst* . . . and at the Docks terminus, preparing to leave there for the very last time followed by M1 class 1531 acting as a relief. *Michael Dryhurst*



The 625 was similarly replaced by an extended service providing additional and new facilities. Route 275 ran from Woodford Bridge over roads previously unserved, St. Barnabas Road, Broadmead Road, Fairfield Road and The Terrace to Woodford New Road, then via the former trolleybus route to Lordship Lane, where it was diverted to run via Westbury Avenue and Wood Green High Road. On Sundays it terminated at Turnpike Lane but at other times it continued to Winchmore Hill, which route 625 had served only in peak hours; it was further extended as a wholly additional service in peak hours on Mondays to Fridays, to Enfield Town. The main replacement for the 687 was new route 278 which ran between the same terminals but was intermediately diverted between Leyton and Chingford Mount to run via Hoe Street instead of Markhouse Road and Billet Road. The section through Markhouse Road was covered on Mondays to Saturdays by an alteration to route 41; the peak hour extension to Ilford was withdrawn and an all day service extended from Tottenham Hale to Stratford via Forest Road, Markhouse Road, Leyton High Road, Thatched House and Maryland. Route 58 was given some additional peak journeys between Leyton and Walthamstow, was increased in frequency on Sundays and route 256 was augmented on Saturdays between Lea Bridge Road and Crooked Billet but otherwise the Higham Hill section of the 687 was not replaced. On Sundays the 278 ran only between V&A Docks and Wanstead Flats. The basic replacement for the 697 and 699 were bus routes 249A and 249 respectively. Route 249 was extended beyond the Chingford Mount terminus daily to Chingford (Royal Forest Hotel) via route 38 and the 249A was similarly



Left: The long partnership between Forest Gate garage and route 25 came to an end in the early hours of April 27th when the garage closed. RT211 is on a spreadover duty laying over in the bus park alongside Victoria garages in Wilton Road. *K. W. Glazier* **Right:** RTW339 makes one of the last runs to Ilford on route 41 during the evening peak on April 26th. Old style ironmongers offering a sharpening and grinding service were still as common as long queues for buses in 1960. *K. W. Glazier*

extended on Mondays to Fridays until about 6.30 p.m. After that time it terminated at Stratford Broadway but on Saturdays and Sundays it ran all day to Chingford Mount. The extension replaced the local Leyton—Chingford service on route 38 on Mondays to Fridays. The frequencies scheduled on the 249/A were substantially less than those formerly provided on the trolleybuses. This was why the 278 ran via Hoe Street but there were two other changes designed to build the service up to the required level. Monday to Saturday route 34 was extended from Crooked Billet to Leyton Green, with a further extension during Monday to Friday peak hours and Saturday shopping hours to Downsell Road. (This restored a link lost in the early wartime cuts.) Finally, route 69, itself less than three months old, was extended on Mondays to Saturdays from Stratford to Chingford Mount via Leyton and Walthamstow.

One of the aims of this complexity was to reduce the number of buses using the difficult stands at Chingford Mount and Crooked Billet. A further proposal which would have given help in this respect had to be dropped at the last minute. It had been intended that route 278 would continue beyond Chingford Mount via Church Road, Endlebury Road, Simmons Lane and Friday Hill to Chingford Hatch. Some road works were needed, particularly to the bridge in Simmons Lane but Chingford Council were not prepared to do what was needed and the proposal was dropped.

The new night route, which replaced 'public' staff journeys on the 699, was numbered 299 and ran from Chingford Mount to V&A Docks.

West Ham garage, as it would now be known, was considerably larger than was required to operate the replacement bus services and, as had happened elsewhere when these commodious trolleybus premises became available for bus operation, the opportunity was taken to make some economies by closing an existing bus garage. This time it was the turn of Forest Gate the bulk of whose operations (on route 25) were transferred into West Ham. However, route 66 went into Romford (North Street) and the 86 into Upton Park. The scheduled allocations of the routes involved in the trolleybus conversion were:

34	T*	5	RT	AD 24 RT (one less)
38	T	52	RT (2 less)	
41	AR	19	RTW (10 less)	WH* 8 RM
69	WH	29	RM (8 more)	
123	AR	7	RTW	WW 15 RM
249	WW	8	RM	WH 9 RM
249A	WH	13	RM	
275	WW	20	RM	
278	WH	16	RM	

* New allocation



Cross linking of vehicle runnings between routes brought RTs onto otherwise RM operated services; as with West Ham's RT3645 at Stratford on route 272 . . . and RT1717 on route 41 at the old Brookside Road stand Archway. *K.W. Glazier*

Walthamstow received 44 RMs and West Ham 61. West Ham also received 68 RTs from Forest Gate for route 25. Nine other Forest Gate RTs went to Upton Park and these included the two USA tour RTs 2775 and 2776; the remaining two went to North Street. It had been planned to send Forest Gate's RTs to Clapton, which was in an AEC group, and re-allocate the RTLs from there into West Ham in a Leyland group but this ran into opposition from the staff, who did not like the RTL. This first major mixing of RT and RM in one garage led to some interesting developments. One of the benefits gained from the merger was that more efficient use could be made of buses by 'cross-linking'. In consequence, RTs were now scheduled to run on routes 69 and 249A. Authority was also given for RMs to operate on route 25, providing they did not operate into Victoria Bus Station. On the last night the usual ceremonies took place but that at West Ham had a special poignancy in that E1 class trolleybus 622 which had been driven ceremonially by the Mayor of West Ham on the opening of the system, was used to operate the last electric journey into West Ham before it, the last of the E classes still in service, was withdrawn for disposal. Other classes which had now operated officially for the last time were the H1, J1 and J2. Trolleybuses withdrawn for disposal comprised: 13 H1, 5 J1, 26 J2, 5 J3 and of course one E2. Those earmarked for cannibalisation were: 16 H1, 10 J2, 1 L3, 9 M1. Those held as serviceable spares: 10 H1, 10 M1. The H and J class trolleybuses at Highgate and Wood Green were replaced by: 24 K1 and 6 K2 from Walthamstow to Wood Green; 41 L3, 9 M1 and 4 N2 West Ham to Highgate; 6 K1 and 1 K2 Highgate to Wood Green.

One of the outside influences which began to gather momentum during 1960 was the introduction of 'Traffic Management Schemes' usually involving one-way workings designed to speed up traffic. Although later discredited as being environmentally damaging, at this time they were considered to be the answer to the



The usual West Ham allocation on revised route 41 was Routemaster, of which RM23 is representative. *Alan B. Cross*



The 123 continued the trolleybus practice of turning across the road at Manor House to terminate. Walthamstow's RM224 prepares to do so some time in June.
Michael Dryhurst

increasingly serious problem of traffic congestion. So important was it considered that a special unit had been set up by the Minister of Transport under the direction of Sir Alex Samuels, called the London Traffic Management Unit. A scheme typical of the many that were to be introduced, started on April 25th at Brixton. The two way operation of Effra Road and Brixton Hill between their junction and St Matthew's Road was discontinued in favour of a one-way system working clockwise around the three roads. Later in the year, on Sunday October 23rd a much more ambitious scheme was introduced in which northbound traffic in Park Lane was diverted along the East Carriage Road of Hyde Park, entering through the gates at Hyde Park Corner and leaving through the gates at Marble Arch. Eventually this was to be the subject of a major road scheme involving the complete realignment of Park Lane to incorporate the East Carriage Road but in 1960 the existing roads were used, apart from a few simple improvements. Such schemes were to develop in profusion and variety in the next few years and one—Tottenham Court Road—was even to influence the staging of the Trolleybus Conversion. There will be too many to chronicle here in detail but the major ones will be mentioned.

Before the main summer programme, London took one of its periodical days off to celebrate a special event, this time the wedding of Princess Margaret and Lord Snowdon. It took place on May 6th and there were the usual massive street closures and diversions involving buses straying far from their accustomed line of route. The major task carried out by Central Buses was the provision of ninety buses to carry contingents of the Metropolitan Police to their stations on the day.

Two route changes planned for the summer programme were brought forward to Sunday May 1st as they involved routes concerned in the trolleybus conversion. Route 86 was extended on Sundays to its weekday



Tottenham's share of route 123 was operated by RTW's displaced from route 41. RTW 553 stands outside the ivy-clad former Metropolitan Electric Tramway offices at Manor House. *G. Mead*

terminus at Uppminster Park Estate, giving it a Sunday service for the first time. Route 170 was extended on Sundays to Loughton via route 38A and renumbered 170A as an alternative to the usual summer augmentation of 38A.

The main summer programme from May 11th contained the usual degree of augmentation of about 10% on Sundays compared with the winter and most of the weekend extensions or summer only routes were repeated. The exceptions were the 57A which was extended only to Camden Town, omitting Hampstead Heath, 112 which was not extended but its operation to London Airport Central was covered instead by identical extension of route 83 and the 81, which had lost its Sunday morning Windsor service in October 1959 and now had it restored for the summer. A reduced network of bus excursions and the usual conducted coach tours also started now.

Other changes to basic services introduced with this programme were:

- 12 Extended Sundays Oxford Circus to Shepherds Bush (A 1958 cut restored owing to serious overcrowding along Bayswater Road).
- 26 Extended daily Bakers Arms to Leyton Green.
- 124 Sunday service renumbered 124A.
- 177A Service increased and part of Monday to Friday service extended from Woolwich to New Cross absorbing part of 177.

A new seasonal variation in 1960 was route 170A, operated by Clapton garage. RTL764 is seen in Old Station Road approaching its outer terminus at Loughton Station. *Peter G. Mitchell*



Routemasters like RM198 reached the mock-Tudor of Chingford's Royal Forest Hotel, with the extension there of route 249. The rather more precise destination 'ROYAL VICTORIA DOCKS' replaced the characteristically vague 'DOCKS' of the trolleybuses but the variance between routes 249 and 249A was less prominent than it had been on the trolleybuses. *Peter G. Mitchell*

The purpose-built trolleybus turn at Napier Arms Woodford fell almost into disuse with only a few short working 275s standing there after April 27th. Walthamstow's RM161 is seen there during August. *Peter G. Mitchell*





The Bexley Hospital service on 124 was renumbered 124A in recognition of the Monday-Friday re-routing to Falconwood. Catford's RT4357 at Forest Hill. *K. W. Glazier*



Route 59A was in the news in June when it had a major intermediate re-routing. Here Camberwell's RTL1449 is seen passing the Houses of Parliament on a busy peak run. *K. W. Glazier*

When Country Buses introduced their summer schedules on May 25th they made some service cuts in the Watford area because the shortage of staff made it impossible to run the advertised service. The routes concerned were the 306, 311, 321, 346, 346A, 347 and 385. Saturday route 322B (Watford Junction—Kings Langley (The Nap)) was also 'temporarily' withdrawn, but in fact never re-appeared. The seasonal services or extensions on 313, 337, 364A and 726 started on the following Sunday, which was, coincidentally, Whit Sunday. Other changes to the basic network were:

- 303 Works journeys diverted in Stevenage from Great North Road, via Six Hills Way, Gunnels Wood Road, Argyle Way, Fairview Road and Bridge Road to High Street.
- 303 303A, 315, 324, 330, 340, 340A, 340B, 341, 341A, 389, 716, 716A, 717.
All eastbound journeys on these routes in Hatfield diverted from St Albans Road via Cavendish Way and Queensway to St Albans Road.
- 305 Extended from Beaconsfield to High Wycombe via route 455 (which was reduced). Amersham and High Wycombe garages now ran the two routes as a joint operation.
- 314A Works journeys extended in Hemel Hempstead from Marlowes to Apsley Mills via Two Waters Road and London Road.
- 323B Diverted experimentally between Stifford Long Lane and Whitmore Avenue via Stifford Long Lane, Crawford Avenue and Crammavill Street instead of Whitmore Avenue.
- 324 Extended at Knightsfield from Harwood Hill to the new shopping centre via Knightsfield.
- 334 Works journeys extended Lawn Lane. Hemel Hempstead to Apsley Mills via Durrants Hill Road and London Road.
- 350 Northbound journeys diverted in Ware to follow the same route as southbound via London Road and Viaduct Road.
- 377A Some journeys diverted between High Street Green and Adeyfield Road via Swallowdale Lane, Maylands Avenue and Wood Lane End to serve the industrial area.
- 391/A Extended from Camp Road to London Road Estate (Thirlmere Road) via Drakes Drive, Cell Barnes Lane, Grasmere Road and Thirlmere Road, to serve new housing developments.
- 391 Also diverted in both directions on journeys to Porters Wood via Beech Road, Firbank Road, Valley Road to Porters Wood.
- 804 Extended from Bush Fair to Latton Bush (Tysea Road) via Tawneys Road, Southern Way and Tysea Road.
- 405 Journeys from London Road, Crawley to Manor Royal via Faraday Road withdrawn.
- 418 Some journeys diverted from Dorking Road, Epsom via Wells Road to terminate at Wells Estate.
- 425 Journeys extended from Dorking to Holmwood Common (Four Wents Pond) via Reigate Road, Dorking By-Pass and Chart Lane.
- 461A Most journeys diverted from Guildford Road Botleys Park to terminate at St. Peter's Hospital, instead of Holloway Hill.
- 498 Diverted in both directions to operate direct between Dashwood Road and Packham Road or Coldharbour Lane, via Newhouse Lane, instead of Harden Road.

Meanwhile, on Sunday May 8th, the fares increase which had been authorised by the Transport Tribunal by temporary order under the emergency procedure provided for in the Transport Act 1953, was introduced. On road services the 4d and 5d fares, for 1½ and 2 miles respectively, were each increased by 1d and all Early Morning Single Fares by 3d. The Executive applied for the order to be made permanent on May 13th but before the Transport Tribunal had completed its public consultation, the deteriorating financial state of the undertaking led to another application being lodged under the emergency procedure on November 15th. This application, although granted, was not put into force until January 1961.



Attempts to find a satisfactory replacement for the summer extension to London Airport via Great West Road moved to route 83 in 1960. RT1376 stands in Golders Green bus station many years before it was laid out with loading islands.

K. W. Glazier

During May the first steps were taken towards eliminating the stencil plates carried on the sides of all vehicles denoting the garage to which the bus was allocated. Turnham Green buses began to appear with the garage code painted in the position formerly occupied by the plate. Other garages in south-west London followed suit soon afterwards and eventually the whole fleet was so treated. Another minor change affecting the external appearance of buses began to appear this month too, as one-man operated RFs were equipped with bright orange plastic slip boards reading 'PAY AS YOU ENTER'.

The expansion of office development in central London and its shift into areas not traditionally associated with such activities was highlighted by a change to route 59A on June 8th. To serve the newly built blocks in Albert Embankment and to link them to large parts of south London, it was diverted between Lambeth Bridge and Oval station to run via Albert Embankment, Vauxhall one-way system, Harleyford Road, Kennington Oval and Harleyford Street. The entire service was rerouted, intact and consequently Kennington Road and Lambeth Road lost a substantial chunk of their bus service.

The next step in the trolleybus abandonment programme came on July 20th, when the process reached its half-way mark at Stage 7. The main changeover was at Hammersmith depot where routes 626, 628 and 630 ran their last journeys on July 19th or in the early hours of the 20th. The other route involved was totally unconnected with the others, route 611 from Highgate depot. In the original 1954 plan the Hammersmith routes would have been the last to go, on January 1st 1962 and the 611 was included with the 623, 625 and 557 in January 1959. Hammersmith was out of sequence in July 1960 in the revised programme mainly because the construction of the flyover was advancing to the point where expensive alteration to the overhead would be needed. It was also partly to take advantage of the long sections of road not served by other trolleybuses, which maximised the amount of electrical equipment which would be abandoned and partly because the decision had been taken to use Hammersmith as the base for the fleet of BEA airport coaches housed until then at Shepherds Bush. The new oil bus routes were to be operated from Shepherds Bush.

The trolleybus overhead abandoned at this stage included the long section from West Croydon to Wandsworth which contained the last section of the former South Metropolitan Tramways network still served by electric vehicles (Croydon-Mitcham) and the last electric operation in any of the former tramway municipalities other than

All-Leyland K1 class vehicles were allocated to Hammersmith depot for a few months before it closed. Trolleybus 1083 prepares to turn left from Wood Lane into Shepherd's Bush Green on the peak hour variant 626, followed by a Riverside RTL on route 72. *Michael Dryhurst*



Although a much travelled class, the Leyland/MCCW P1s had a 19 year association with Hammersmith. Trolleybus 1708 runs alongside the West London Railway at Wormwood Scrubs on its way to Clapham Junction early in 1960. *S.A. Newman*



Letchford Gardens was never a popular terminal with the local residents and hardly ideal for passenger demand but the buses were destined to continue using it. All-Leyland F1, a poor 1958 strike refugee from Hanwell, prepares to set out on the longest scheduled trolleybus run in London to West Croydon on July 2nd. *A.J. Wild*





The 611 had a delayed introduction in June 1939 and was now withdrawn ahead of other services in the area. The BRCW-bodied J3 class of AECs was fitted with run back and coasting brakes to accord with a police regulation requiring their use on Highgate Hill. Only two of the class were to survive the withdrawal of route 611. No. 1048 is seen starting the ascent at Archway, a few weeks before the changeover . . . *Michael Dryhurst* . . . and the same vehicle stops at the mandatory Bus Stop to engage the coasting brakes before descending the hill. This bus stop was unique in London in being of internally illuminated glass, to make it stand out after dark. *C. Carter*

the LCC (Croydon Corporation). The remainder abandoned was from Hammersmith to Harrow Road via Scrubs Lane; Highgate Hill; Canonbury Road; and New North Road between Essex Road and Baring Street. The section of route from Hammersmith to Clapham Junction via Putney Bridge and Wandsworth remained in use, for the time being, by the peak hour service on route 655.

Routes 626 and 628 were replaced by a single route, 268, which ran daily between Clapham Junction and Harlesden (Willesden Junction Hotel) and continued during Monday to Friday peak hours via Gypsy Corner and North Acton to Acton (Market Place). The section of route 628 from Jubilee Clock to Craven Park was not covered because the traffic authorities were not prepared to allow motor buses to use the turning circle and stand used by trolleybuses. As there was no nearby alternative it was fortunate for London Transport that very few passengers had travelled on this part of the route. Another factor which no doubt influenced the solution adopted was that there would have been what is known technically, in the Agreement with the Trade Union, as a 'bifurcation'. Whereas the trolleybus schedules included many such features and also the regular switching of vehicles and staff between routes, this was less common on buses and had to be specially negotiated.

The 630 was London's longest trolleybus route and, in keeping with the thinking of the time, the replacement motor bus services were 'localised' to ensure reliability at the Croydon end. The main replacement was numbered 220 which ran daily from West Croydon to Harrow Road (Scrubs Lane) with a new peak hour extension on Mondays to Fridays to Park Royal Stadium. For most of the time the service ran in two overlapping sections: West Croydon to Shepherd's Bush, and Mitcham (peaks)/Tooting Station (S.R.) to Harrow Road/Park Royal. The

Left: The first part of the night duty on route 630 was operated on the night of the conversion, consequently the very last trolleybus to run out of Hammersmith depot in service did so at 11.46 pm on July 19th. K2 class 1161 is seen off by a group of well-wishers on the last ever run to 'BROADWAY TOOTING'. *K. W. Glazier* **Right:** The last 628 into Hammersmith was K2 1158. By this time the BEA Regal IVs had begun to arrive and were being parked along the eastern wall of the depot. *K. W. Glazier*





Left: The only other class approved for use on Highgate Hill was the Metro-Cammell chassisless L1, one of whom, 1369 is seen at Finsbury Square on the last evening of operation of route 611. *K. W. Glazier* **Right:** The last pre-war trolleybus to be overhauled was K1 1149. A few days after emerging from Fulwell Works it is seen working the Howland Street/Maple Street loop in the anti-clockwise direction, the opposite of normal, because of a fire in Tottenham Court Road. This is believed to be the only time this working which was erected as a wartime emergency measure, was used in service. *Michael Dryhurst*

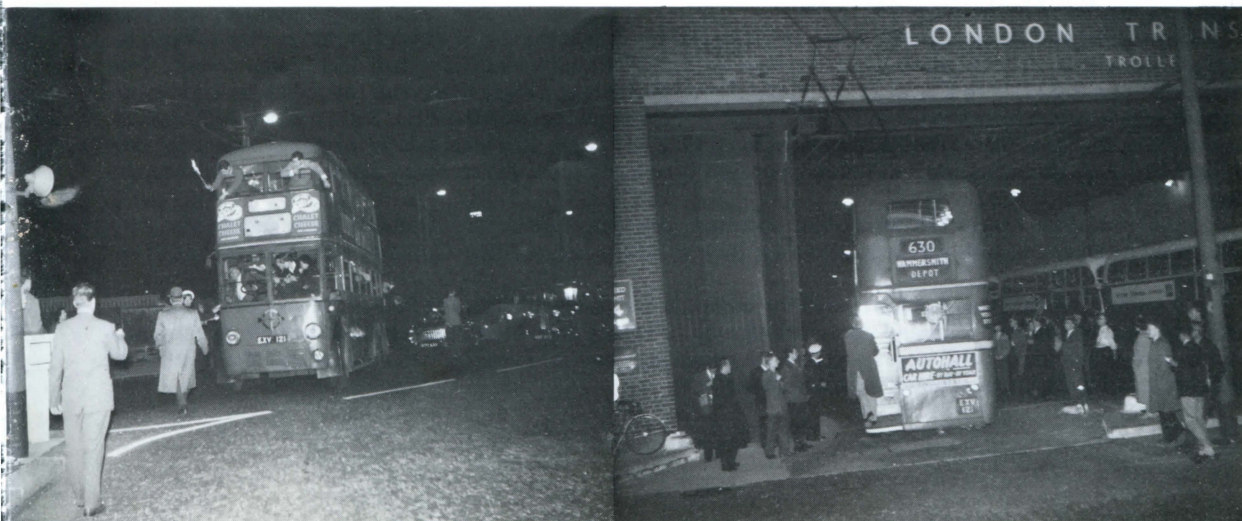
remainder of the service south of Tooting was supplied by route 64 which was extended from West Croydon to Wimbledon Stadium via route 630 and Wimbledon Road, daily. The diminished service north of Shepherds Bush (which amounted to as much as ten buses an hour fewer in peak hours and between five and nine an hour at other times) was partly filled by the Monday to Saturday extension of route 71 from Hammersmith (Brook Green) to East Acton (Ducane Road) via Shepherds Bush, Wood Lane and Ducane Road.

Route 611 was replaced by an identical motor bus route 271 which ran at virtually the same frequencies.

The radical changes to route 630's replacements, apart from localising the Croydon service, gave a number of new links, most importantly from the Selsdon and Addington areas to the Purley Way factory area, Mitcham and Tooting. A Monday to Saturday service from Hammersmith direct to Hammersmith Hospital appeared for the first time and a through service from Scrubs Lane and Harrow Road to Park Royal trading estate was also claimed as a useful new facility. The need for new bus stands in the Tooting and Mitcham areas was a considerable headache as these are places where suitable facilities are hard to find and those that existed in 1960 were already, if anything, over-used. This led to the extension of the 64 beyond Tooting to the first available point to the north. An entirely new terminal was found for the 220 at Tooting station, in Longley Road which, although far from ideal, was just adequate for the half of the service which used it. At Mitcham, route 220 used the stand at Three Kings Pond which had previously been abandoned by route 44 as being unsuitable for full time use.

Seventy-five scheduled trolleybuses were replaced by a total of seventy-eight buses, of which seventy-four were RM (52 at Shepherds Bush; 15 at Highgate; 7 at Elmers End) and four were RT (two each at Croydon and

The last trolleybus into Hammersmith depot was K1 1121 seen here making the tricky crossing of Butterwick from the 'Bus Station'. The blinds have been removed by souvenir hunters and celebrators are waving trolleybus fog flares from the front windows . . . but all is calm as it makes its ceremonial entrance to the depot. *K. W. Glazier*





Above: The depot wire has been disconnected from the overhead in Butterwick but the running wire is intact for the time being for the use of route 655 in peak hours. RM356 represents the new order on route 220 and illustrates the newly introduced quarter-drop front upper deck windows. *K.W. Glazier*

Above right: Croydon's share of the 64 remained RT-operated but RT2620, seen here at Wimbledon Stadium, yields nothing to the new RMs in the standard of its appearance. *K.W. Glazier*



The wiring is still intact but the bus stop in the background has been moved from a traction pole onto a purpose built concrete post in readiness for the removal of the overhead equipment, as one of Elmers End's brand-new Routemasters, RM263, approaches Tooting Broadway. *C. Carter*

Twickenham). Highgate and Shepherds Bush each received one spare RM. The RMs which entered service at this stage were numbered in the range 257 to 390.

There was the usual game of General Post in the trolleybus fleet at the end of which 70 vehicles were released for disposal, of which 38 had previously been held for cannibalisation and three for operational spares. They comprised: 11 F1; 20 H1; 16 K1; 10 J2; 4 J3; and 5 P1. The cannibalisation 'fleet' was topped up by thirty newly released vehicles some from service and some from the operational spares: 4 F1; 2 H1; 3 K1; 6 K2; 8 J3; 2 L3; 5 P1. In turn the operational spares were augmented by: 6 J3; 2 K1; 12 K2. Reallocations were modest, consisting only of three F1s from Hammersmith to Hanwell and six P1s to Edmonton. No complete classes were withdrawn this time.

The sixty-one BEA Regal IVs which had operated until July 19th from Shepherds Bush garage were now reallocated to Hammersmith which was kept for their exclusive use, the first time they had had a home of their own.

Ten months after they had been prepared for service in the Country Area, the first of the green RTLs entered service at Hatfield on July 20th and the remainder the following day. They now supplied the bulk of Hatfield's double-deck requirements and were to be seen on all and any routes. They released RTs for transfer to Windsor and Hertford for the usual summer augmentation.



Hanwell F1 753 appeared to be approaching the Meyrick Road, Clapham Junction, stand with diffidence as Shepherd's Bush's RM359 on route 268 now seems in command. *LTPS*

Hatfield was again in the news on August 11th when it took delivery from Aldenham of RT 3605c. This was the first of twenty-eight similar vehicles which were repainted in the Green Line livery of two shades of green for use on coach duplication work, which had become a regular and substantial feature of the Country department's work. Like the existing 'coach' RTs at Grays and Romford they were given a 'Green Line' bullseye motif on the side advertising panels between decks. Unlike their predecessors, however, these were transfers and not the expensive cast metal thought appropriate in the early fifties. The buses so treated were: RTs 600, 601, 605, 610, 613, 620, 635, 638, 650, 967, 968, 974, 979, 999, 1021, 2252, 3438, 3604, 3605, 3606, 3609, 3612, 3616, 3620, 3624, 3635, 3647 and 3686. Most garages received at least one.

Another Country area development followed six days later when the first four of an ultimate total of sixteen Green Line RFs appeared on route 711 dressed in a new livery of two lighter shades of green. This was part of a series of experiments then being carried out by the Research laboratory at Chiswick to test and evaluate different types of paint. The prototype Routemaster coach, CRL4, was similarly treated. The RFs repainted were: 33, 36, 41, 42, 51, 52, 55, 58, 69, 71, 72, 86, 126, 271, 309, 313; all were allocated to either High Wycombe or Reigate. The livery was never adopted by London Transport but it bore a strong resemblance to the National green of a decade or so later.

Meanwhile, CRL4, the only prototype remaining in passenger service, was moved from route 718 to route 716, for which purpose it was allocated to Stevenage from August 24th. By now the Executive was more than satisfied

Highgate became a combined bus and trolleybus depot a matter of eight years after ceasing joint tram and trolleybus operation when it received its small allocation of RMs for the 271. RM376 at Finsbury Square three days after the changeover. *A. J. Wild*



During 1960 three 4RF4 BEA coaches were allocated to Reigate for duties at Gatwick. A BEA Vickers Viscount comes into land while MLL 742 lays over. *Michael Dryhurst*



The two lighter shades of green used in the livery experiment at Reigate and High Wycombe are clearly evident in this view of RF41 passing the National Gallery in Trafalgar Square. The dark colour on the wheel nut rings and rear wheel discs was black. Later these vehicles were fitted with new route boards which were also given a black background.

Brian Bunker



The RTs which were repainted in Green Line livery were expected to earn their corn when not required for coach service by working ordinary bus duties. RT979 is working a route 805A at the newly re-named Harlow Mill Station, while an Epping RF on route 720 passes on the main road heading for Bishops Stortford.

K. W. Glazier



Below: Hatfield's allocation of AEC double-deckers was considerably reduced in September. RT599 represents the reduced breed on route 341A in Victoria Street, St. Albans. K. W. Glazier

Below right: The unwelcome Leyland intrusion into country department work is represented by RTL1300 on route 341 at Hertford Car Park. The slip board advertises St Albans Market. K. W. Glazier





Left: The GS class was not involved in any major changes during the year but in August, only six years after the class had first entered service, ten of them were earmarked for disposal. GS 14 was to stay in the fleet for a few more years and is seen at Hertford Bus Station working the Saturday short working service between Hertford and High Cross. *K. W. Glazier* **Right:** Route 193 was augmented at the end of August, to meet the increasing demands of the new Thames View Estate. RT4096 is at the other end of this former trolleybus route, Chadwell Heath, Wangey Road. *K. W. Glazier*

with the performance of the vehicle and were well pleased with the favourable public reaction to it. They therefore announced a firm order for sixty-eight coach Routemasters for delivery after the completion of the trolleybus conversion scheme in 1962, for operation on the seven busiest coach routes.

Apparently determined to remain in the limelight so far as fleet developments were concerned, the Country department again took centre stage during September with the entry into service of three new single-deck buses. The order for three AEC Reliances with Willowbrook bodywork had been announced in March and the first had been received on August 30th, closely followed by the others on 1st and 15th September. The speed of the delivery was possible because they were identical in all essentials to a batch then being delivered to Grimsby-Cleethorpes and had been added to that production run. They were given the fleet numbers RW1-3 and received the first reversed registrations allocated to a London Transport bus (495-497ALH), the numbers being taken from a series then being used for the miscellaneous fleet. The chassis were standard Monocontrol Reliances with the 7.7 litre engine normally fitted to this lightweight model. The Willowbrook bodies were 30' long and 8' wide, of lightweight metal construction with FRP moulded front and rear ends. The main feature was the two door layout, with front entrance and centre exit, which was indeed the reason for their purchase. Externally they were finished in the standard Lincoln green and cream livery but, for the first time on any single-decker since the mid-forties, the thin band of cream around the windows was replaced by a wider band at waist level under the windows. Internally there were seats for 42 passengers on frames which lacked the usual grab rail and had backs which were only thinly padded. Standard RM moquette was fitted, however. The interior trim comprised burgundy coloured PVC below waist level, with stove enamelled window finishers and a ceiling lining of plastic sheeting. The window trim was

The delayed scrapping of the SA class trolleybuses led to strong rumours that they were to be exported to South Africa for further service! This was probably a garbled version of the Q1 story confused with the original intended destination of these vehicles. As this sad view at Colindale illustrated only too clearly, the entire group of classes was eventually scrapped. *A.J. Wild*





The total absence of Chiswick influence in the Willowbrook body is very apparent in these views of RW2 at Warners End on the first Sunday in service of the class. Note the unique arrangement for the rear route number blind, a solution not pursued on subsequent single-deckers.
K. W. Glazier

finished in grey and in this respect anticipated the experimental interior designs on the last of the Routemasters seven years later. As the Grimsby-Cleethorpe design was intended for standee operation there were five off-side and three nearside roof quarter lights.

The vehicles were intended to test the concept of separate boarding and alighting, at that time a novel one, and in this respect were to be of substantial historic importance. The experiment ultimately convinced London Transport of the value of this arrangement which became standard practice from 1964 on all new one-man operated vehicles. The tests started on September 26th when the three buses went into service on the busy high frequency single-deck route 322 at Hemel Hempstead.

Londoners had had an opportunity to inspect one of the Grimsby-Cleethorpes vehicles a few days earlier when the Commercial Motor Show opened, on September 23rd, at Earls Court. The only London Transport vehicle at the show was RM 422, which revealed no surprises and was perhaps even more isolated in its design concept than its predecessors had been at previous shows. Daimler was showing its prototype Fleetline, Guy had no fewer than three Wulfrunians on show and Leyland's centre of attraction was the two Atlanteans. Dennis, the only other exhibitor of double-deckers who had no rear-engined model to display, were able to steal some attention by being party together with Northern Counties to the production of the lowest double-decker, at 12' 5", in the form of a *lowbridge* Dennis Loline for Barton Transport.

Only one route alteration was made during August and September. From Monday 12th September, routes 324 and 388 had journeys operating via Tewin Road diverted between Black Fan Road and Bridge Road East to run via Bessemer Road.



While the RTWs were being overhauled route 185 gradually reverted to RTL until it was completely stocked with this type by October. The old Chiesman's departmental store thrives on the other side of the Quaggy river forming a background to RTL1342 waiting at the Lewisham Obelisk traffic lights.
K. W. Glazier



One of the originals from which the RW was cloned serves to illustrate the nearside appearance of the class and the virtually identical body design of the Grimsby-Cleethorpes examples.
K. W. Glazier

The winter programmes of both departments were introduced on Wednesday October 12th and both included reduced levels of Sunday service, compared with the previous winter, of about 3%; Saturday services were cut by about half that amount. All seasonal services, excursions and tours were withdrawn and there was the usual crop of route changes, some of them connected with the service economies.

The most interesting Central area changes were associated with a move to improve the reliability of route 108, which was constantly disrupted by delays in and around Blackwall Tunnel which, at that time, was still the original single-bore carrying one narrow lane of traffic in each direction. The aim was to protect the two sections in south London, to Crystal Palace and Eltham, by operating routes confined entirely to south London. The changes were made only to Monday to Friday services, which meant that a different pattern of routes operated at weekends. Route 108 was withdrawn between Lower Sydenham (Fairlawn Park) and Crystal Palace and a new route, numbered 108B, was introduced between Greenwich (Star in the East) and Crystal Palace following route 108, except that it was rerouted to run via Delacourt Road and Shooters Hill Road between Blackheath (Royal Standard) and Prince of Wales Road, instead of Stratheden Road. The all day Eltham service was provided by an extension of route 228 and the introduction of new route 228A. Route 228 was extended from Well Hall Station to Surrey Docks via route 70 and new route 228A was a variation of this running to Greenwich 'Star in the East' via Blackwall Lane. Route 70 was withdrawn between Eltham and Greenwich and route 108A became a peak hours only service. Routes 161 and 161A had their peak hour extension beyond Woolwich cut back to Victoria Way instead of Greenwich Church, although it is not clear what relevance this had to the other changes, except as a means of releasing the necessary resources. Two fewer buses were needed for the new pattern compared with the old but it was necessary to make a series of transfers of routes between garages to maintain the balance of work. Route 108B required eight buses and was allocated to Catford. The Catford allocation of route 94 (8 RT) was

Left: The 108A lost its Monday to Friday off-peak service in October and Athol Street's long-time dominance of some south-east London roads was further diminished. RTL826 is seen in Greenwich earlier in the year. *G. Mead* **Right:** The retreat of route 70 from Eltham began at the same time. New Cross RT2807 gathers strength for the long haul from Victoria to Eltham. *Malcolm E. Papes Collection*



moved to New Cross, displacing a similar number of 163s to Camberwell from where eight runnings on route 40 went to Athol Street to cover the loss of the 108s, thus completing the circle. The reduction of seven buses on route 70 at New Cross was partly made up by an allocation of five RTs to route 228.

The other changes made at this time were:

- 34 Withdrawn Saturdays Leyton Green to Downsell Road.
- 63 Extended Sundays Honor Oak to Crystal Palace.
- 75 Extended Mondays to Fridays West Croydon to South Croydon garage.
- 110 Extended Monday to Friday peak hours Hounslow to Cranford.
- 111 Peak hour extension Cranford to London Airport Central withdrawn.
- 125 Withdrawn Sundays North Finchley to Woodside Park.
- 156 Section of circular route from Sutton garage to Morden via Sutton, Cheam and North Cheam withdrawn Sundays.
- 192 Sunday afternoon and evening service introduced between Woolwich and Lewisham only.
- 275 Withdrawn Saturdays Wood Green to Winchmore Hill.
- 318 Diverted between London Road (Boxmoor) and Marlowes via Fishery Road, St. Johns Road and Station Road, except for journeys to and from Two Waters garage.

In the winter programme route 75 was restored to a stretch of road which it had not served since the early wartime cuts of 1939, when it was cut back from Caterham. Catford RT2111 passes Station Road, West Croydon, to its new destination at Croydon garage. *Alan B. Cross*

Below: One of the newcomers on the scene, replacing part of the 108, was the 228A, represented here by Sidcup's RT3479 navigating the roundabout at Blackheath 'Royal Standard'. *Alan B. Cross*

Below right: 'To Town Tonight' proclaims the side advertisement on RT1130, publicising a cheap Underground facility not available in the parts of London served by most of Catford's bus routes! *Alan B. Cross*





Left: 'The Grove', as the Hammersmith terminus was always known to trolleybus people, on November 6th with only two more days of route 655 to go. Hanwell's F1 695 shares the road with Stonebridge Park's recently acquired N1 1626. *K. W. Glazier* Right: Although officially withdrawn in April, some of the Leyland/MCCW H1s were retained as operational spares. This one, 774, appeared at Hanwell for a time and was there on the last day. It is believed to have been the only H1 ever operated by that depot, in whose forecourt it is seen here. *A.J. Wild*

- 374 Withdrawn Aveley (Tunnel Garage) to Rainham (War Memorial)
- 377 New route (works service) Apsley Mills to Redbourn via Two Waters, Hemel Hempstead, Adeyfield, Maylands Avenue, Swallowdale Lane and High Street Green.
- 377A Journeys via Maylands Avenue renumbered 377.
- 809 Extended on Sundays from Stevenage (Bus Station) to Hitchin (St Mary's Square).
- 811 Withdrawn.
- 408 Extended Sundays Chelsham to Farleigh in place of 470.
- 424 Diversion of some journeys via Imberhorne School discontinued.
- 438B Renumbered 853A.
- 467A Withdrawn.
- 470 Sunday extensions Chelsham to Farleigh withdrawn.
- 476A/B Journeys between Three Bridges High Street and Gatwick Road diverted via Hazelwick Road and
- 853/B Hazelwick Avenue.
- 496A Diverted between Pelham Road South and Campbell Road via Old Road West, Pelham Road and Granville Road.

The other important change from this date was the renumbering of the Night Bus services to release more numbers for the increasing number of routes being created in the trolleybus conversion scheme. The change was a simple one and involved the replacement of the '2' at the beginning of the number by 'N'; thus 284 became N84 and so on.

A small but locally significant change was made to routes 53, 54, 153, 163, 180 and 192 between Woolwich and Plumstead Common Road. The one-way section was reversed so that buses to Woolwich used Sandyhill Road and Crescent Road and buses from Woolwich used Bloomfield Road. The reason for the change is not known.

The year's share of trolleybus abandonment was completed on November 9th when Stage 8 was reached. Hanwell Depot changed overnight to motor bus operation, together with its two trolleybus routes 607 and 655. It was the first time that such a large allocation at one depot had been replaced at one time. The overhead abandoned represented a substantial part of the old London United Tramways tram network and included almost the entire length of Uxbridge Road from Shepherds Bush to Uxbridge, the only section remaining being that served by routes 660 and 666 between Askew Road and Acton Market Place. Other sections closed were: from Hanwell to Brentford via Boston Manor; and from Hammersmith to Clapham Junction, latterly served only in peak hours.

The bulk of route 607 was replaced by a new route 207 running between the same terminals. However, between Southall and Shepherds Bush this was supplemented by a new Monday to Saturday route 207A which ran from Hayes Station via Coldharbour Lane to The Grapes, then over the 207 to Shepherds Bush; except in the evenings it then continued via route 49 to Kings Road, Chelsea and on to the 'Stanley Arms' (World's End). No changes were made to route 49, which needed some relief over this, its heaviest used section. At the Hayes end however, the 207A replaced the 120 which was withdrawn between Hayes and Delamere Road. This change was designed to restore the through service from Ealing and Hanwell to Hayes, lost when route 83 was withdrawn from this section in 1958.



No. 1856 was one of the 1952 batch of Q1s and was to last a few months longer at Fulwell before it too was taken off. Uxbridge High Street has long since been closed to traffic.
Michael Dryhurst



No farewell to route 607 would be complete without a view of an all-Leyland F1 and of the Frays River bridge turning circle at Uxbridge. This characteristic scene gives us two for the price of one, 689 and 684 preparing for the long straight run direct to Shepherds Bush. *A. J. Wild*

Below: A feature of Bank Holiday operation for many years had been Hanwell's operation of additional trolleybuses to Hampton Court to relieve route 667. These ran for the last time in 1960 and the practice was not perpetuated in the motor bus era. Q1 1784 on August Bank Holiday 1960 displays 'EXTRA', which was used because some journeys ran to and from Shepherds Bush.
Michael Dryhurst

Below left: Twelve years old Q1 1812 arrives to a welcoming crowd waiting to say farewell to Hanwell's trolleybuses in the early minutes of November 9th. *K. W. Glazier*



Route 655 was replaced by route 255 which was identical except that it did not run between Brentford and Hammersmith in the evenings or on Sundays.

The scheduled requirement for motor buses at Hanwell remained the same as for trolleybuses, ninety-two but there was a saving of one bus at Southall. On the last day there were only 89 trolleybuses still at Hanwell because a start had been made on withdrawing defective and accident damaged vehicles from November 1st. All told, ninety-five trolleybuses were withdrawn, comprising the whole of the remaining fleet of F1s, of which there were 67, five K1s, three K2s and, most significantly, twenty Q1s. The all-Leyland F1 class had been associated with Hanwell depot since their introduction in 1937 and, like their much admired motor bus contemporaries the STDs, they achieved a considerable reputation and outlasted many later vehicles. The withdrawal of the Q1s had become inevitable once the Executive had decided not to retain the Fulwell and Isleworth network but when the replacement programme was first being discussed some means of using these twenty modern vehicles was sought. One of the most promising ideas canvassed was to retain route 655, which could have been operated with reasonable efficiency from Isleworth depot. However, it was not to be. The crowds waiting at Hanwell depot to bid farewell to their old friends found themselves cheering the arrival of a Q1, recently overhauled 1812. It had in fact been specially substituted for a F1 during the evening and no doubt the act was well intentioned; but it was surely the act of someone who had no sense of place or history!

By the time 1812 arrived in the depot, most of Hanwell's fleet of new RMs was in what we now must call 'the garage'. The range of numbers was between 375 and 526 but less than a month later, on December 1st, no fewer than 49 of them were delicensed and replaced by others, the highest number being 582.

The Country Bus department provided the last major changes of the year with a large programme on November 23rd and one final change on December 21st:

- 327, 393 Terminating buses and through journeys timed to connect with trains diverted via the newly reconstructed Broxbourne station forecourt.
- 384, 384B } Diverted in Stevenage to run via the bus station.
- 386 }
- 386 Diverted between Hare Street and Cromer via Blind Lane, Cottered Road, Ardeley and Ardeley Road.
- 388 Diverted between New Road and Hertford Road via Station Road, Welwyn.
- 805, 806 Diverted between Central Avenue and Hodings Road via Fifth Avenue, Elizabeth Way, and The Hornbeams so as to serve the new Harlow Town Station.
- 805B New schools service, replacing an existing special service: Harlow Bus Station to Latton Bush and Passmores School via Central Avenue, Fourth Avenue, Hodings Road, Fourth Avenue, Harberts Road, Third Avenue, Abercrombie Way and Southern Way (to Latton Bush) or Tendring Road (to Passmores).

Left: The trolleybus overhead disappeared very quickly after the stage 8 conversion. Only remnants are still visible above RM503 in Hayes. *Michael Dryhurst* **Right:** One of the forty-nine RMs licensed for service on December 1st was RM554, here seen emerging from beneath the Gunnersbury flyover on new route 255. *Photomatic*



- 712 Diverted between Radlett and St. Albans via Watling Street, Park Street, North Orbital Road, Driftwood Avenue, Watford Road, St Stephen's Hill and Holywell Hill, instead of Shenley and London Colney, still served by 713.
- 713 Southbound journeys rerouted in St Albans to be the same as northbound via Folly Lane, Catherine Street, St Peters Street, and Chequer Street.
- 716 Diverted to serve Welwyn Garden City: from Welwyn High Street to Stanborough (Bull) via Prospect Lane, Hertford Road, Bessemer Road, Digswell Road, Kirklands, Ingles, Shoplands, Kingstonsfield, Digswell Road, Bridge Road East, Peartree Lane, Holywell Road, Broadwater Road and Stanborough Road, instead of Great North Road direct.
- 717 Diverted between Hatfield and Welwyn Garden City to run from St Albans Road via Hertford Road, Chequers, Howlands, Hollybush Lane, Mill Green Road, Cole Green Lane, Ludwick Way, Peartree Lane, Bridge Road East, Bridge Road and Stonehills, to terminate at Welwyn Garden City Station; instead of Great North Road, Oldings Corner, Stanborough, Valley Road, Bridge Road and Ludwick Way to Cole Green Lane.
- 383 (December 21st) Extended from Hitchin (St. Mary's Square) to Oakfield Estate (Nine Springs Way), via Wymondley Road.

The original stand for the 207s was on the south side of Shepherds Bush Green alongside old houses long since swallowed up by the modern shopping development. RM525 works a short journey on 207A. *Alan B. Cross*

The Queen Mother has not made a surprise visit to Giggs Green to inspect the local bus service! This is a local resident waiting to board TD128, one of only nineteen scheduled for service at the end of the year. *K.W. Glazier*



Corrections to LBM51—Twenty-Five Years Ago—The Story of 1959

Page 19 — Caption should read “. . . H1 Leyland along with route 696.”

Page 25 — Top photo—date should read April 14th.

Centre photo—date should read April 15th.

Page 34 — Last line of text should read “. . . (mostly seventy-two seaters) . . .”

Page 35 — Top right photo—delete “and Barking” from caption.

Page 37 — Second paragraph should read “Bow received sixty-one RTLs, a mixture of Park Royal and Met-Cammell bodied versions. Twenty-one RTs were licensed at Barking, twelve at Seven Kings and six at Forest Gate, mostly those displaced from Victoria.”

Page 41 — Second photograph is trolleybus 1464, not 1964.

Page 42 — In fifth paragraph, delete reference to withdrawal of E3s, amend number of E1s to read 14.

Page 43 — Caption to 236—The last C class vehicles ran on November 13th, although officially withdrawn on 10th.

Page 45 — Caption to tram photograph—insert after “. . . Leeds fleet waits at . . .”: “the City terminus before departing for Crossgates to work a journey . . .”

APPENDIX A

THE SCHEDULED FLEET

		31st DECEMBER 1959			31st DECEMBER 1960		
CENTRAL BUSES		M-F	SAT	SUN	M-F	SAT	SUN
	RLH	29	21	8	29	21	8
	RT	3388	3027	1790	3426	3057	1737
	RTL	1235	1086	626	1231	1090	608
	RTW	499	452	289	476	436	281
	RM	71	58	40	437	382	230
	RF	201	201	154	202	207	146
	TD	43	38	19	19	17	4
	Central Bus totals	5466	4883	2926	5820	5207	2969
TROLLEY BUSES		1010	908	586	631	578	388
	CRS totals	6476	5791	3512	6451	5785	3357
COUNTRY BUSES							
	RLH	38	36	25	38	35	23
	RT	705	629	338	707*	624*	321*
	15T13	1	1	—	1	1	—
	RF(OMO)	136	131	65	134	126	62
	RF(TMO)	33	29	20	27	27	20
	RFW	2	2	2	1	1	1
	RW	—	—	—	3	3	3
	GS	53	50	20	55	51	14
	Country bus totals	968	878	470	966	868	444
GREEN LINE							
	CRL	1	1	1	1	1	1
	RT	82	64	99	87	57	77
	RF	244	238	255	251	239	247
	Green line totals	327	303	355	339	297	325
	Country bus & coach totals	1295	1181	825	1305	1165	769
	Motor bus & coach totals	6761	6064	3751	7125	6372	3738
	Grand totals	7771	6972	4337	7756	6950	4126

* — includes up to 18 RTLs.

APPENDIX B

Summary of passenger vehicles owned

	31.12.59	31.12.60	
GS	84	74	— 10
RF	700	700	
RFW	15	15	
RLH	76	76	
RM	185	624	+ 439
RML	1	1	
CRL	1	1	
RT	4522	4472	— 50
RTL	1376	1355	— 20
RTW	500	500	
RW	—	3	+ 3
T	5	2	— 3
TD	48	24	— 24
Bus total	7513	7847	+ 334
Trolleybus total	1199	855	— 344
Grand total	8712	8702	— 10

West Midlands PTE originally purchased eighty DMSs from London Transport in 1981. They were repainted into their dark blue and cream livery and worked from four depots. Their use declined latterly and 5515 (DMS1278) is seen in Exchange Street, Birmingham in June 1984.

Clive Hyam

An attractive mix of cream and two shades of blue is used by Lodge's of High Easter. DMS1601 is used on both contract and stage work and is seen here posing outside their depot in 1982. *Chris Holland*



A blue and white livery is used by Derby City Transport who have now replaced all their DMSs with more modern vehicles. Their 250 (DMS1283) works an evening peak journey in June 1984. *Clive Hyam*



One of the many independent operators to own DMSs is Hornsby of Ashby, and leaving Scunthorpe Bus Station we see DM1181 in its two-tone blue colours setting off for Ashby one Saturday afternoon in 1982. *Mike Harris*



Back comes the 199



In an attempt to combat traffic delays on route 1, a new 'localised' section was introduced between Waterloo and Farnborough. The service survived until 1965 when it was finally withdrawn and replaced by changes to the 1 and 47. Here at Cornwall Road stand, Waterloo, we see RTs 3261 and 1246.



The changes on 2nd November brought the 199 back to old haunts when it took over part of routes 1 and 47A. Now running between Trafalgar Square and Bromley Garage, it covers much of the road previously served by its 'number-sake'. Here at Waterloo, outside the Old Vic, Bromley's works a lunchtime trip towards its Kent terminus. Colin Fradd

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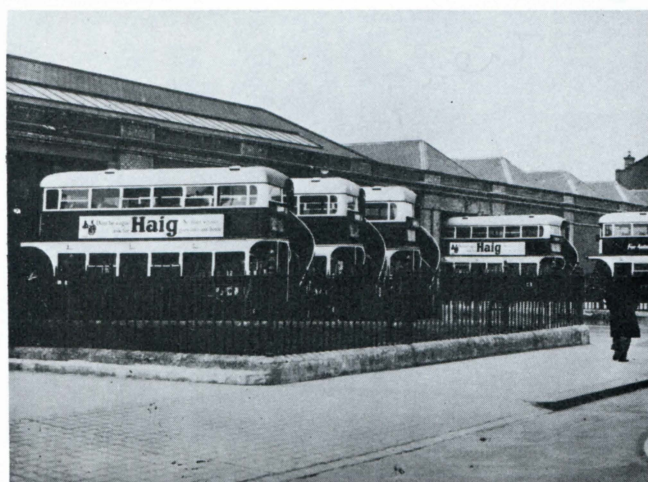
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