

London Bus Magazine

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London Omnibus Traction Society



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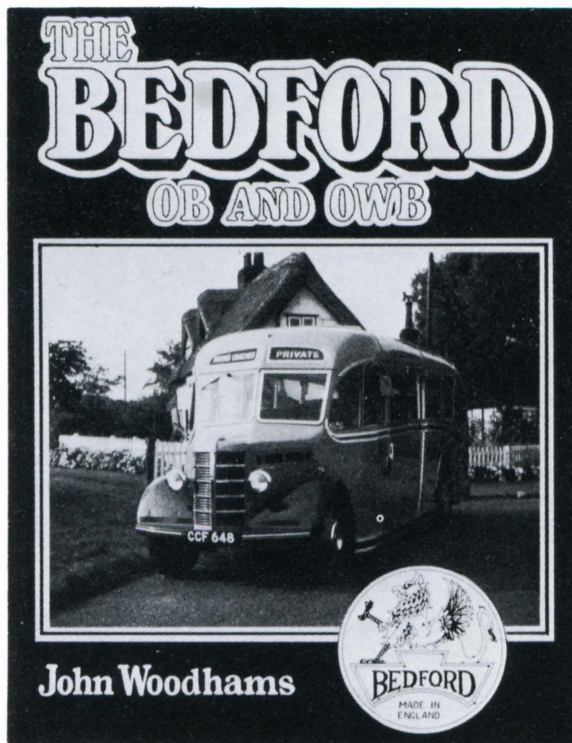
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Front cover: RT3232 entered service in July 1950 at Romford where it remained until June 1965. Thereafter it was based at Amersham, High Wycombe and Tring. In 1972 it was one of the vehicles sold back by London Country to London Transport for whom it then put in appearances at Bow, Bromley, Brixton, Poplar, Shepherds Bush, Kingston and Harrow Weald. It was withdrawn from passenger service in July 1978 but remained as a trainer until final withdrawal in November 1979. It is now owned by Ensign and is in a blue and silver livery. In this view taken on 25th January at Trafalgar Square it is seen on the Culture Bus Service upon which local fares are now available. *Ramon Hefford*

Back cover: As a reminder of the other well remembered and much loved Guy class, GS13 is seen basking in the summer sun while waiting for patronage on the long forgotten route 464 to Chart, sometime in the early fifties. We shall be making a detailed study of this class in the not too distant future. *J.H. Aston*

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Around and About



FS27, one of the new Ford Transit minibuses, waits at Golders Green Station on route H2. The batch (FS27-29) went into service at Finchley on 19th November and are in a revised livery. The Birmingham registration mark is because the new buses came from through the dealership of Midland Red's Carlisle Works. *R.J. Waterhouse*

New Vehicle orders by London Country

London Country have announced their vehicle orders for 1986:

Leyland Tigers, Berkhof bodies

BTL 34-35 Speedlink*

BTL 36-41 Flightline 767

BTL 42-46 National Holidays

BTL 47-48 Jetlink 747*

BTL 49-53 Insight International

*For service expansion when Terminal 4 at Heathrow opens on 12th April 1986.

Leyland Tigers, Duple bodies (in a new design seen at the Earls Court Bus and Coach Exhibition last autumn)
TDL 46-65

Leyland Olympians, ECW bodies

LRC 11-15 Flightline 757

The BTLs and TDLs are expected to replace the Duple and Plaxton bodied Leyland Leopards (DL3-17 and PL18-32) which entered service on lease in 1981. DL1-2 are currently retained as these are owned rather than leased by London Country.

LRT Business Plan for 1986/87

London Regional Transport's annual Business Plan for 1986/87 (published in December) records "Significant achievements" during 1985/86 and aims to build on these successes in 1986/87. The key policies are:—

- 1) Total bus mileage to be broadly at the present level with better supervision and more realistic scheduling. There will be further service changes to match demand and driver only operation is expected to rise to 74%. A new experimental bus ticketing system will be introduced with the aim of improving passengers boarding times (55% of bus journeys are now made by pass holders).
- 2) New buses to include features making them more convenient and attractive to passengers, including clearer internal signs and improved route diagrams.
- 3) More bus routes to be offered for competitive tender.
- 4) Further measures to improve facilities for the disabled. LRT is to become responsible for the funding of Dial-a-Ride services for disabled people.
- 5) Mileage on the Underground to rise by a further 3% with a continuation of the station modernization programme.
- 6) Staff to be reduced by a further 4%.
- 7) Further reductions in unit costs and revenue support to meet government targets. Substantial reductions in revenue support have already been achieved thereby making it possible to increase capital expenditure by around 20% in 1986/87.

Commenting on the Plan, Dr. Keith Bright, Chairman and Chief Executive of LRT, said "I am confident that with the policies and targets we propose for 1986/87, more people will be travelling and we shall be giving better value for money to the community at large—farepayers, taxpayers, and ratepayers."

"LRT, The First Year" by the GLC

Coinciding with the publication of LRT's business plan, the Greater London Council produced its own version of LRT's achievements during its first year (June 1984-June 1985) of existence. This report takes the form of a critical summary of LRT's policies and activities; LRT's budget, the January 1985 fares increase, the cuts in services, the extension of driver only operation and "privatized routes" all come under scrutiny.

Whilst acknowledging that in some fields, LRT has continued some GLC sponsored projects, David Wetzel, Chair of the GLC's Transport Committee concludes that "the clear intention of LRT is to manage a decline in the level of provision of public transport against all the evidence and acknowledged trends of increased usage and all the attendant benefits this brings."

Also recently published by the GLC is an illustrated booklet entitled "London Buses—back on the road" which is a general attack on the decisions taken by LRT and its predecessors.

'Route' 52 now appears on new bus blinds for both RMs and Ms, in the new tourist bus treatment of yellow on blue, and early M77 is seen on the recently omo converted Sunday service at Victoria.
Colin Fradd





This view taken on 21st December shows the three vehicle types from Sidcup at work on route 21 which was converted to opo on 1st February. RM1181 is followed by T633 whilst M1390 heads towards Eltham. The RM is rare in displaying a poster that fits within the borders. *Michael Dryhurst*

LRPC First Annual Report

Another publication in December 1985, was the first annual report (covering the period June 1984-March 1985) of the London Regional Passengers' Committee—the statutory consumer watchdog body for LRT and British Rail in the London area. As stated in the Chairman's Foreword ("Getting the Act Together"), the LRPC inherited and combined the chief functions of the now defunct TUCC for London and LTPC; its weight of business was described as "hefty and urgent".

Soon after its formation, a number of sub-committees were created dealing with Service Provision, Information and Marketing, Facilities and Performance. The Chairman of the Facilities Sub-Committee welcomed "LRT's use of side indicators to display route numbers" but optimistically believed "that it would be helpful to passengers if the destination was also shown." Points raised by the Performance Monitoring Sub-Committee included "instances of excessive early running on low frequency routes" and "a marked deterioration in the reliability of high frequency routes in the autumn of 1984, attributed to traffic congestion."

In the summary of individual complaints and suggestions, there was a request for an express service from Golders Green to Heathrow (rejected) and a bus service to Motspur Park (also rejected) but one suggestion that was adapted was the renaming of "West Kilburn" bus terminus to "Queens Park Station" as borne out by the destination blind now displayed on routes 36 and 36B.

New style "Getting About" timetable booklets

LRT has begun issuing its area timetable booklets "Getting About in and around . . ." in a slightly revised format. The first booklet in this new style (dated December 1985) covers Walthamstow, Chingford and Leyton. Its front cover depicts a photograph of T2 on route 23 with a front intermediate blind showing "via Town Hall, General Hospital, Sports Centre" and the ultimate showing "Shopping Centre". Features such as the "bubblegraph" map on the inside cover and "Where to Catch Your Bus" diagrams are retained. Details concerning fares and bus passes are also featured but unfortunately at the old prices—"Fares quoted in this booklet are subject to change from 12th January 1986". Booklets for Wembley and Barnet are expected to be out by the end of January.

Routemasters for China?

London Bus Sales are currently negotiating a contract with the Chinese for the sale of up to 1300 RMs for operation in Peking and Canton. This follows the successful trials in Canton of RM1288 which had been rebuilt with an offside rear platform and reversed staircase before leaving England. RM1873 is now undergoing similar trials in Peking after 'conversion' by City Bus in Hong Kong. Power operated doors have not only been fitted at the rear but also near the front behind the driver's position for passenger use. According to a report in 'Motor Transport' "China may have to pay up to £20 million for the buses, depending on costs of shipping and conversion, and hopes to offer Chinese made uniforms to LBL in part payment."

Closure of Swanley and opening of new Garage at Dartford

On 18th January 1986 Swanley (SJ) closed for all purposes, its entire allocation being transferred to the new Dartford (DT) garage together with the allocation from the old Dartford garage in Priory Road. The former is in Central Road and was once a paper mill warehouse. Its allocation comprises 9 ANs, 33 Nationals, 11 coaches and RF202, the display bus (which worked the last journey from Swanley on route 423), though its capacity is much greater. The SE Area training school is now at Dartford having moved from Northfleet just before Christmas.

Swanley was opened by East Surrey Traction Company on 21st October 1925 whereas Dartford was a former Maidstone & District garage opened in 1927. Both were taken over by the LPTB on its formation on 1st July 1933.

Swanley garage looks somewhat forlorn a few weeks before its closure on 18th January. Its allocation was transferred to the new Dartford garage. *Michael Dryhurst*

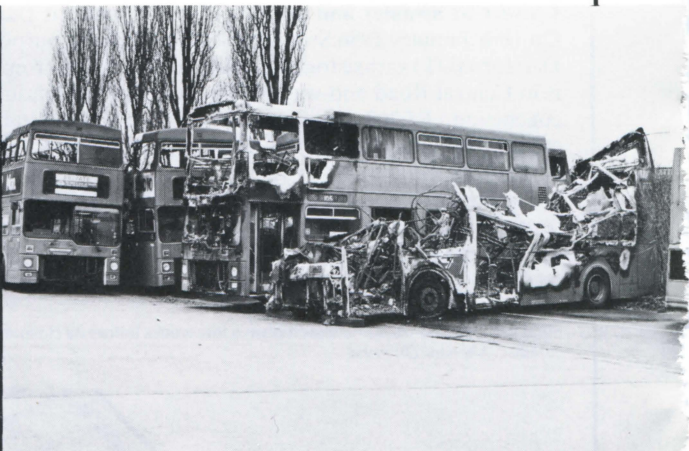
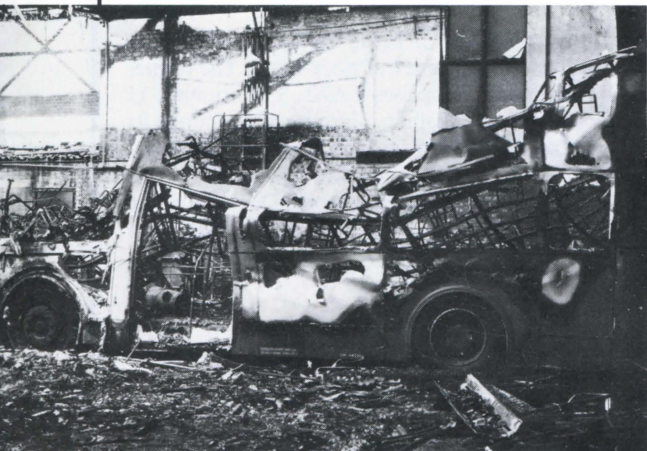


Extension of Time of Availability for Travelcard and Bus Pass holders

Since 12th January (the date of the LRT fares revision) Bus Passes, Travelcards and London Explorers have been valid to 0300 on the day immediately following their expiry date. A journey may be completed after 0300 provided that the ticket holder boarded the bus within the time of availability, and that it is within the zone(s) for which the ticket was valid. One Day Bus Passes are no longer restricted to after 1000 Mondays-Fridays and may be used at any time between midnight and 0300 the following day (ie 27 hours). However, One Day All Zone and 4-Zone Travelcards are not valid before 0930 Mondays-Fridays.

Dennis Domino midi-bus on loan to London Buses

Greater Manchester Transport has loaned a Northern Counties bodied Dennis Domino midi-bus to London Buses for evaluation. The bus entered service in January on route C11 on a three month trial basis after being examined by Abbey district engineers at Victoria garage. The vehicle which is in London Buses livery is driven by a 6.5 litre Perkins Diesel engine through a Maxwell automatic 4-speed gearbox.



Left: A view of the destruction by fire at Southall Garage on 25th December 1985. This shot shows the remains of M104 inside the garage on 29th December. **Right:** Some of the vehicles which were moveable were subsequently towed to Southall AEG Works, or loaded onto low-loaders to await disposal. This photograph taken on 5th January 1986 includes Ms 104, 153 and 175, and one unidentifiable vehicle. *Ramon Hefford*

Fire at Southall Garage

Late on Christmas Day when most of the buses were in the garage a serious fire occurred at Southall whose closure is planned for later this year. A number of Metrobuses were damaged, some very severely. The fuelling bay and bus wash areas were burnt out.



Left: The acute shortage of Metrobuses which resulted at Southall necessitated some brand new Ms being drafted in for service, such as M1408 seen on the 92 at Greenford on 2nd January 1986. *Ramon Hefford*. **Right:** The Metrobus shortage was eased slightly by transferring some vehicles from Norbiton to Southall, their place at Norbiton being taken by some withdrawn RMs from AEC being pressed back into service. RM1040, withdrawn at AEC's during November, re-entered service at NB on the 65 and is seen here in Surbiton. *Ramon Hefford*

LCBS to split

The Secretary of State for Transport, The Right Honourable Nicholas Ridley MP, has directed that London Country Bus Services Ltd, should be split into four separate companies with effect from 1st September 1986.

Further LRT Route Contracts announced

LRT has announced the results of the second batch of routes that were put out for competitive tender last summer. The successful tenderers are:—

London Buses	Routes 79A, 125, 179
London Country	Routes 127, 127A, 268
Eastern National	Routes 145A (Ilford – Woodford Wells; schooldays only), 275
Ensign	Route 145 (Dagenham – Ilford)
Len Wright	Route 195
Cityrama	Route 200
Scancoaches	Route 283

Increased frequencies will operate on routes 125, 200 and 268, the latter route to be operated by vehicles with a passenger capacity of about 25. London Country has acquired eight Southdown Leyland Atlanteans (equipped with rear number blinds which will not necessarily be used) for routes 127/A. These changes will take effect on the following dates: 22nd March (127/A, 145A, 200); 13th April (195); 25th May (275) and 21st June (145). The dates for routes 268 and 283 have yet to be announced.

Rapid Expansion of Ensign Bus Services Ltd

Following its acquisition of the Culture Bus Sightseeing service last autumn, Ensign Bus Services Ltd has recently further expanded by taking over Ebdon's Coaches London Sightseeing tours. Ensign now also controls London Pride Tours and has, in addition, been running the London Crusader sightseeing tour from Trafalgar Square, under contract.

With an operating fleet of 53 vehicles (as at January 1986), Ensign is the largest private operator of double-deck vehicles (all ex-LT) in the Greater London area. Amongst the fleet are two RTs (Saunders roofbox 3062 and Park Royal 3232) which have been repainted in Ensign's striking blue and silver livery. They entered service in January (for weekend operation only) on the Culture Bus route.

Ensign also launched a new commuter service 601 between South Ockenden and Piccadilly Circus on 6th January, this being the date when "local" bus services were redefined under the 1985 Transport Act as services carrying passengers for journeys of up to 15 miles. Route 601 began operation as an "express" being just outside the 15 mile rule, and for the first two weeks the service was free of charge. The service provides work for what would otherwise be dead mileage for its DMSs between Ensign's depot at Purfleet and Central London for its various sightseeing tours. Two further London commuter services are planned from Corbets Tey (602) and Harold Hill (603).

As reported elsewhere in this issue, Ensign has been awarded the LRT contract for route 145.

Left: Former DMS1682 is seen at Parliament Square on 17th January in Ensign's Commuter bus 601 (Ockendens and Upminster – London). *Colin Fradd.* **Right:** On 13th December Reigate shops were open till 2100 and LR14 showing "North Pole" chalked on the blind worked special "route 400". This was a circular service with a flat fare of 10p linking Woodhatch to Meadvale with the town centre. The driver was dressed as Father Christmas. *Colin Fradd*



The G (For Guy) Class

by Malcolm E. Papes

As a schoolboy I was familiar with the utility Guy Arabs of the Worthing area which were operated by Southdown in normal service until the early sixties. When I first became interested in London's buses, I was therefore disappointed to discover that the 435 broadly similar buses of the G class operated by London Transport had in the interests of standardisation all been withdrawn by the early fifties after a relatively short life. Nonetheless, many of them saw many further miles of service in such faraway places as Yugoslavia, Ceylon, Kenya and Southern Rhodesia and many others worked in Scotland. A substantial batch were totally rebodied by Edinburgh Corporation whilst others were rebuilt elsewhere.

There have been four G classes in London. The first use of the letter referred to some Strakers which were taken over by the General from Union Jack in the first decade of the century. The second G class consisted of a handful of Guy single-deckers taken over with the formation of the Board. At about the same time a few Guy six-wheeled double-deckers were also acquired, and these were known as GSs. A second GS class was supplied in 1954 comprising 84 single-deck Guys with chassis based on the Vixen, and ECW 26-seat bodies.

One of the first Guys to enter service from Tottenham on route 76 was G8. It was delivered in red and white livery and the masked lights, white mudguards and single opening window each side are a sign of wartime conditions. The ledge below the driver's front window indicates a Park Royal body. *Alan B. Cross*



The second G class in London service consisted of a small batch of Guy ONDs which were taken over with the Royal Highlander services. Here G4 pauses outside Rayners Lane Station. *J.F. Higham*



As the Second World War progressed, it became essential that bus production which had been halted in 1941 for manufacturers to concentrate on the war effort should be restarted to replace damaged and ageing vehicles. At first, permission was given to complete buses which had been started earlier, such vehicles being called 'unfrozen'. In 1942 London Transport received a small batch of STDs with 'unfrozen' Leyland TD7 chassis and some of the first utility bodies, and also a few Bristol K5Gs starting yet another B class.

In the later part of the War and after, substantial numbers of Daimlers were also delivered, some of which were to a relaxed austerity design, forming the D class. They were always associated with Merton (AL) and Sutton (A) garages, and also worked Green Line duties from Romford (RE) for a while. But it was however the Gs that were the most numerous and the most typical double-deck utility buses, and they served large areas of North, North East and East London.

Guy Motors Limited of Wolverhampton had produced very few buses for London until this time, all previous examples having been acquired secondhand. However when the Ministries of Supply and War Transport and a Technical Committee of Operators drew up and agreed the specifications of an austerity 56-seater double-decker stripped to the barest essentials, Guy were entrusted with the greatest proportion of the chassis construction. The basic design was that of the pre-war Arab chassis, at first with a 5-cylinder Gardner 5LW oil engine. Later, modification was made for the fitting of a more powerful 6-cylinder 6LW engine, and hence the distinction between



G39 was an example of a Weymann bodied Guy in red and white livery. Differences in detail between this and the Park Royal body include the driver's windscreen and the front upper deck dome. *Alan B. Cross*

Arab I and Arab II. All refinements had been eliminated, and the use of aluminium and elektron alloys was strictly prohibited. This resulted in an increase of chassis weight of 18·5%, the weight of the completed vehicle depending on body make, increasing between 13·9-19·5%. The Guy Arab was a four-wheel forward control bus with normal clutch and sliding mesh crash gearbox. London drivers called them 'Chinese Buses' because the gear change was the wrong way round to their experience. The vehicles had flexible engine mountings and a wheel base of 16'3". The Gardner 5LW power unit developed 85 bhp which was decidedly sluggish by London standards of the time especially in view of the extra weight. G1-71 were Arab Is, but from G72 onwards the chassis was extended to allow for the fitting of a Gardner 6LW 102 bhp engine for use in hilly districts. The radiator had to be set 5" forward of the driver's dash, and the mudguards were swept upwards. Although the majority of London Guys were Arab IIs, none of them was fitted with the more powerful engine and this may explain why many of them found their way to the more undulating terrain of North and East London.

Despite the standardized design of the utility buses, numerous body builders were used, and each had their own interpretation of the original design. Thus, although standardization was supposedly the order of the day, in practice some variation in the angular design was to be found since there was no time for a thorough enforcement of a single design.

When the G class started to enter service in London in December 1942, the Board wished to augment its fleet of lowheight double-deckers, and so 13 lowheight bodies were scheduled for Guy chassis. However, the body builders could not build to the 13'2" stipulated by the Board which thus sought permission to build its own bodies for STL chassis. To compensate, 13 Guy chassis would after some modification have been fitted with standard STL bodies ex-float. Permission was not forthcoming, and the lowheight buses were eventually provided by Daimler. Hence, London Transport received no lowbridge Guys, and as the standard Guy was 14'6" high, and thus taller than any current London bus, care had to be exercised in the route allocation of these buses in relation to low bridges.

A summary of the vehicles supplied is provided in Appendix A. Delivered as they were from the latter days of 1942 through to 1946 they encompassed a wide range of registration marks starting mainly with letter G—a feature common to many other Guys delivered around the country. Details are set out in Appendix B.

Before considering the variations within the class, and the routes upon which these buses operated, we should mention three features whose relative standardization we tend to take for granted today: livery, seating and blinds.

The bowler-hatted foreman, the workman leaning against the General Lying-in Hospital and the shabbily dressed bystanders all contribute to this atmospheric view of G65 at York Road, Waterloo on April 20th 1950. *Vanguard Bus Prints*





Above: A nearside view in evening light of G73 with the immediate trappings of wartime removed. Route 83 still exists in shortened form today. *John Parke*



Above right: This 1948 view of Park Royal bodied G62 at Victoria shows off its steel emergency exit at the rear of the upper deck. Originally these bodies had fewer opening windows. A side blind has been added. *Alan B. Cross*



Right: The diamond openings in the window maskings are clearly seen as G109 awaits a duty on route 92A during the war. The protruding radiator indicates an Arab II. Hanwell operated Bs as well as Gs and was the only garage to operate two utility classes. *J.F. Higham*

The standard livery for the G class as delivered was red with broken white relief around the windows. The following were delivered in the standard livery: G1-3,8,13,27,33/9/44-50/2-118/37/8/50/73,206-19/29/38/51/70,319-57/99-435. Since in wartime, however, the body builders could not rely on getting the operator's livery paint, in some cases they made as near as an approximation as possible, whilst occasionally the paint shortage was so bad that virtually anything to hand had to be used.

One of the most common variations of this was a brown and cream livery, sometimes called 'Indian red and primrose' in which the following buses entered service: G4-7,9-12/4-26/8-32/4-8/40-3/51,154-72,220-8/30-7/9-50/2-7/69-311. Thus it will be seen from Appendix A that after the initial batches from Weymann and Park Royal, it was largely the buses from NCME that sported these colours. They were repainted into standard livery by October 1949, and by virtue of the fact that no great hurry was made, it can be assumed that this variation was acceptable.

Most grim of all were a batch of Park Royal bodied vehicles G119-136 which arrived in a uniform grey at a time when paint was at its shortest supply. These were not viewed with pleasure, and as soon as the opportunity arose between October and December 1944, they were repainted as standard. Not unexpectedly, very few photographs exist of these buses in service.

A third livery variation appeared on certain Park Royal vehicles G139-49/51-3/94-205. This was basically brown with a yellow-ochre relief, and a pinkish-brown roof. The Board could not have found this too offensive either as the buses remained in this livery until the late 1940s before they finally conformed.

All brown livery with no relief was a feature of many buses bodied by Massey. In fact, they were painted two shades of brown, the roof being darker. The vehicles concerned were G174-93,258-68,312-8/58-62. With their characteristically angular bodies, these vehicles looked very rugged, and again were repainted as and when

circumstances permitted. Rather late in the delivery programme, Weymann also delivered two all brown buses (G388/91) with a slightly different treatment which were repainted in August 1948 and March 1949 respectively.

The final variation—light brown and broken white relief, was applied to later Massey vehicles (G363-8) and the later 'semi-austerity' batch (G369-87/9/90/2-8) from Weymann. This was the last fling before standard red paint became more widely available and again it only lasted until the late 1940s. What a pity colour film was not widely available!

Another feature taken for granted today is the uniform standard of comfort and design afforded by the seats, though this was not so in the days of shortage. Four basic types of seating were found within the G class. The earliest type, also found on the last Gs delivered, was a spring filling covered with leather. G1-71, 138/50, 319-57/69-435 were all so equipped. These seats were obviously considered comfortable enough under the circumstances and were never altered. The second variation was the most extreme, consisting simply of wooden slatted seats and came at a time when supplies were at their scarcest. Buses so endowed were G72-137/54-72, and the Northern Coachbuilders body on G30. As soon as possible after the war a latex filling was placed on the original frames and part of the wooden slatting, and a moquette cover applied. The moquette seating as new was not common, although of course this was what the Londoner was used to. The only buses so luxuriously fitted were G139-49/51-3/94-257/69-311. Finally, there were the leather seats on wooden frames peculiar to Massey found on G174-93, 258-68, 312-8/58-68. These were not subsequently replaced.

All members of the class carried a single aperture front blind showing the number, the final destination in larger letters and up to two intermediate points in smaller lettering. Until approximately 1948 the destination was shown with the intermediate points below it in a single line, the route number being either directly above or below the lettering. Thereafter the number was placed to the offside of the intermediate points which appeared on separate lines with the destination above or below. Most vehicles were delivered without side blinds although some were so fitted. Such blinds showed the number above up to three intermediate points. No rear blinds were ever fitted. Stencil route numbers were fitted when no side blind was carried either in the rear nearside downstairs window or in the rear lower deck window in either of the same two places.

The differences between the various body types were sufficient to be reflected in the Board's rigorous classification code. As time went on, changes and improvements took place leading to an unusually large number of variations for a class so small. By chronicling the entry into service of these buses, we will see what the main variations were, although it must be noted that later modifications such as the addition of more opening windows or the replacement of the sheet of metal at the rear upper deck with a window, may well have led to a reclassification.

The first batch which included G1, 2, 8, 13/4, 32 entered service from Tottenham (AR) in December 1942 complete with John Bull posters at the front and comprised three separate classifications. G1-10 were classified 2G2 whilst G11-31 were 1/2G2. Both batches were built by Park Royal, and London Transport numbered the bodies 496-526

Left: A rear view of G30 operating in its final form in 1951 on route 79. The top of the leather seats can be seen on the upper deck. *Alan B. Cross*
Right: G30 was unique in the London fleet. Having been bombed in 1944 its damaged Park Royal body was replaced by one built by Northern Coachbuilders. Here it works a weekday duty on route 18. *Malcolm E. Papes*



in the series which had been introduced just before the war. The initial '2' in the classification meant that the chassis belonged to the Arab I category. The second '2' referred to the standard Park Royal body which was of composite construction with the radiator flush with the driver's dash. The dome at the rear of the top deck was very angular, and instead of an upper deck rear window there was a panel of metal. There were no side destination blinds. The body was not in fact wholly foreign to London since the bodies on STD101-111 had already given a foretaste of the austerity style. G32 was the first of a batch from Weymann which included G32-42/4-50. They were classified 1/2G3 and their bodies were distinguished by ventilators at the top of the upper deck and, of course, had the angular dome at the rear. There were two half drop windows on either side, although three more were added later.

In January 1943 G3,15/6/8/9,22,33 from Park Royal and Weymann entered service once again at AR. In February, 9 more Park Royal and 6 more Weymann examples joined them. There was then a gap until June when the first from the next batch from Park Royal, G51-71, entered service. 7 buses went to AR, but a second garage, Hanwell (HW), received a total of 15.

In July the unique G43 entered service at HW, and was the only London Guy with a body by Duple. In appearance it was similar to the Weymann batch, but was classified 1/2 G4. HW also put into service G73-5/7, the first examples of the Arab II with Park Royal bodies. This batch, G72-136, were classified 3G5 by virtue of the provision for a larger engine. The bodies were similar otherwise to those on G51-71 with two half drop windows on either side, but they had the added discomfort of slatted seats. In August AR received its first two examples of 3G5s, but more importantly, Gs began to be received by a third garage, Alperton (ON). In fact, for the rest of the year Alperton mopped up the new buses with 4 arriving in August, 10 in September, 5 in October and 4 in November when the supply of new buses temporarily dried up until January 1944 when 7 more went to ON, followed by 3 in February. In that month the trio was joined by Barking (BK), which received G112/5 followed by another 21 the next month, and one more in April.

There followed a substantial gap in deliveries. In June G30 had its body completely destroyed by enemy action and it was sent to Northern Coachbuilders for a rebuild. It reappeared with a completely new body in January 1945 and was classified 1/2G7. It had the usual angular dome, front ventilators but no side blind. Wooden slatted seats were now fitted. It went to ON, which was becoming something of a repository for unique buses. G137, a one-off from Weymann with the unusual GXV 793 registration also went there. This was an experimental bus on metal frames with winding type windows set in pans though still with slatted seats, and was the only 3G6. It was followed in May by similar bus G138, classified 3G6/1 because of its leather seats.

The second part of 1945 was much more hectic. In May, the first of a batch of Gs by another body builder, Massey, began to enter service. G174 went to ON and G175-80/2/4 to BK. They were classified 1/3G9, and as will

Left: G150 was also unusual. It carried a Park Royal body incorporating various improvements such as a rounded front dome and five horizontally sliding windows on each side. It operated from Alperton garage and can be seen on route 72 at Esher on the Sunday extension to North Wembley. *Geoff Morant.* **Right:** This view of G106 outside London Bridge station one Sunday in March 1950 provides an interesting comparison with a prewar STL. The Park Royal body has received modification such as a glazed rear emergency exit and a side blind. A route stencil is attached to the downstairs rear window. *Alan B. Cross*



be seen from Appendix A, came in small batches. These were the most rugged of all the Gs and of very angular appearance with five half-drop windows on each side. Only G312-8 and G358-68 had side blinds. All the Massey vehicles had leather seats and the distinctive two shades of brown livery already mentioned.

In June two further batches started to enter service. The first were Park Royal G139-49/51-3, were classified 1/3G8 and had no exterior mouldings. The dome at the rear was more rounded giving a slightly softer appearance; and the livery was brown with yellow-ochre relief and a pinkish brown roof, contrasting with the last Park Royal vehicles which had been all grey and mainly gone to BK. Moquette seats were fitted. In August a similar set of Park Royal vehicles (G194-205) started to be delivered. The second new batch of Gs in June were from NCME and were numbered G154-73. These were classified 1/3G10, and were of all metal construction. The bodies had a very pronounced curve to the dome at the rear of the upper deck, and there were ventilators at the front. No side blinds were fitted. G155 went to ON, the first example from that body builder, whilst G154/6/9 went to BK, along with 8 examples from Massey. G139 from Park Royal was destined for the latter garage which was starting to build up a substantial stock of Gs replacing LTs.

July saw two further batches of NCME buses start to enter service: G219-57 and G269-300. Again all metal bodies were fitted with the addition of side blinds, though there were no front ventilators on the top deck. The classification had now reached as high as 1/3G10/1. The seats were moquette, and the livery for most of the batch was brown and cream. In this month a total of 40 new and much needed buses entered service at BK and ON.

Three further garages enter the story at this point: a garage in suburban Essex—Hornchurch (RD) which started with G219 of NCME and G258, the first of the second small batch of Massey Gs; Upton Park (U) in the East End which started with NCME bodied G221 only to shed it the following month (August) to AR, itself an unusual move as that garage had mainly the earliest examples; and for the first time, a garage in Central London, Victoria (GM). The latter took a substantial initial bite with 19 Gs entering service from Park Royal, NCME and Massey.

August saw nearly as many new buses into service, the majority of which went to RD. GM too were still consuming many new buses but for once BK did not receive anything.

September was another good month with 43 new buses entering service. One special vehicle well behind time was Park Royal bodied G150. This had an experimental all metal body classified 1/3G12 with a rounded roof dome and five opening windows on each side incorporating window pans. It had leather seats and the standard red and white livery, and as an experimental vehicle it joined the collection of unique buses at ON. The other new batch of vehicles to start entering service this month were the Weymann 1/3G11 group stretching from G369-430. These were to the relaxed austerity standard with rounded domes and five opening windows each side. The other buses included examples from Park Royal, NCME and Massey, in a wide range of liveries.



G85 was originally registered FXT 441 but was re-registered GLL 600 before entering service in August 1943. It waits outside Golders Green Station to take up a duty on route 83. *D. W. K. Jones*

G137 was one of only two Guys with GXV registrations. The metal framed body was by Weymann and had winding type windows set in pans.
Alan B. Cross



In its repainted condition G45 shows how Weymann bodies were so treated. The substantial and undamaged shelter and the boy in a cap and shorts are signs of the times in this 1951 view. *Alan B. Cross*



What caused the driver of G47 to look around may never be known as he sets off for Greenford on route 97 in July 1949. *Alan B. Cross*



On Sundays route 83 was replaced by 83A which worked between Golders Green and Kew Gardens. Park Royal bodied G84 from Alperton leaves Golders Green Station in this postwar view.
Alan B. Cross



October saw the largest number of Gs (47) enter service for any one month. The only new classification to appear was on G206-18 with Park Royal bodies classified 1/3G8/1 similar to the G194-205 batch but with side blinds. The next garage to receive the class was Enfield (E). It took some 11 vehicles from the Park Royal batch, 10 from the NCME batch and 13 from Weymann, but it also swapped a further 45 Gs for STLs with GM which shed its entire allocation of the former. Guys had not been found to be satisfactory on its busy Central London routes where the lack of power told against good time-keeping. Thus in a very short time E became a major operator of Guys. Ten more Gs went to RD, mainly the Weymann 1/3 G11s; and BK took up three new buses: a 1/3G10/1 and two Weymann 1/3 G11s, all being the first of their type at BK.

The last two months of 1945 saw only a small number of new vehicles entering service. BK received a further 16 Gs, and E only two further NCMEs. However U began after its false start with G221 to take substantial quantities of Gs, and was the last garage so to do. In November, it received G253/90-2 from NCME and G406/15/9/21 of the semi-austerity Weymann type.

At the turn of the year came the last few modifications. Park Royal introduced the 1/3G8/2 on G319-39 which was basically as the 1/3 G8s but with both a side blind and leather covered seats on tubular metal frames. The final modification reflected the fitting of a constant mesh gearbox and included Park Royal vehicles G340-57, 431-5 which were classified 2/3G8/2, and NCME vehicles G301-11 which were classified 2/3G10/1.

In December ON received G429 to add to the variety of Gs it operated, although it was merely covering for G138 which went to overhaul, and G429 passed on to U which was meanwhile absorbing NCME G255-7/93-300, Park Royal G309-27/32-4 and Weymann G418/20/2-8. In early 1946 BK took 3 of the NCME buses, and all the rest went to U. From January-April 1946 U received the last new Gs to enter service as follows: G301/4/6/28-31/5-42/6 and the last Weymann G430 (January); G347-53 (February); G307-10/54-8 and the first of the final Park Royal batch G431-3 (March) and finally G311,434/5 (April).

AR was the first garage to operate the G class, doing so from December 1942. Initially the buses were slow in entering service: G1,2,8,13/4,32 in December; G3,15/6/8/9,22,33 in January; G4,7,17,20/1/4/5/6/9,35/8/9, 41/2 in February, and then a gap until June 1943, when they were joined by G10,30/4,54/9,65. In August, two Arab IIs arrived in the form of G80/1. These buses replaced LTs which were scattered around garages operating that class as much needed spares. AR was very much associated with the early Gs many of which spent their entire life there, operating route 76 (Lower Edmonton Station – Stoke Newington – Victoria Station) with an intensive series of shorts in the weekday peak period linking Liverpool Street, Waterloo and Victoria. It was a long and busy route without major hills or low bridges. A further advantage was that the route was operated by the one garage. Initially, 33 Gs were required on Monday-Friday, 30 on Saturday, and eventually 20 on Sunday. By December 12th 1945 the Monday-Friday requirement was increased to 35, and G51/2 were transferred from HW via U. The frequency of the service was slowly increased in the passenger boom of the immediate post-war period until by October 26th 1949, 38 Gs were required, although the inevitable odd ST helped out.

For many years, a cross-working arrangement existed between routes 76 and 34B. The latter operated from Walthamstow (Crooked Billet) through Edmonton to Brimsdown (North Metropolitan Power Station) on Monday-Saturday and all of its buses were taken from the 76 allocation. Guys also worked night route 290 (Pimlico – Edmonton (Park Road)).

Although the newest buses, AR did not follow the policy of putting spare Gs on other routes or even making the occasional substitution on the 73, for example. This was partly due to the difference in height, and turning restrictions, but also because they were always regarded as second-class citizens. There was however one exception: AR had a Saturday allocation on route 102 (Golders Green – Chingford) which was mainly operated by Gs from E. On May 5th 1948 AR put out a mixed allocation of 9 LTs and 7 Gs. By October this had become 8 Gs and 8 STs, but by April 1949 LTs had largely replaced all Gs and STs. One final fling came in the October 26th schedules when 12 new RTLs spare from route 73 were accompanied by 4 Gs.

The Gs at AR ended their career fairly early. The first signs came when on Sundays from October 1949 20 RTLs took over on the 76. By December 1950 a second hand batch of RTWs was introduced daily, taking up the 34B duties also, and the last Gs ran in January 1951. As most of the Gs were the oldest, many of them were withdrawn, although a substantial number of them saw service in the trainer fleets.

The next two garages that operated Gs—HW and ON, must be considered together as the vehicles were constantly moving from one to the other, and many of the routes were closely worked. In June 1943 HW received G5,6,9,11,23/7/8,37,48,57,60-4 followed in July by G12,31,43-7/9, 50-3/5/6/8,67-71/3-5, and in September by the lone G77. Some of these buses stayed at HW for a very short time before moving across to ON. Amongst the allocation was the unique Duple bodied G43, as well as some Arab IIs. Utility buses were not in fact new to HW, as they already had a small batch of B class Bristols.

Gs next appeared on route 18C which operated from Hanwell to Wembley (Empire Pool or Trading Estate) replacing LTs, and were allocated as follows: 17 on Monday-Friday, 16 on Saturday and 10 on Sunday. They next appeared on route 83 (Golders Green – Southall with extensions to Hayes Station) which used 8 Gs on Monday-Friday and 6 on Saturday. Route 83 was replaced on Sundays by the 83A which in winter ran from Golders Green to Ealing Broadway, but special winter morning journeys and all summer journeys were extended to Kew Green. HW had the minority allocation compared with ON. By October 27th 1943 the weekday STLs from HW on the 83 were

A nearside view of G76 after its Park Royal body had been modified and repainted. The small headlights were however retained and could not have been very useful. *Geoff Morant*



replaced by Gs—8 on Monday-Friday and 6 on Saturday. The 83A retained STLs for a while. By October 25th 1944, the HW allocation on the 83A had been converted to 9 Gs. By this time also the route frequency had been greatly increased so that HW now needed to provide 14 Gs on Monday-Friday, although this dropped to 4 on Saturday because for two years a Hendon (AE) allocation was introduced using pre-war STDs. In March 1946 the 83 was extended to Hayes all day, and a further increase to 16 Gs on Monday-Friday was required. However, in the summer of the same year, the 83A began to lose its Gs for STLs. By 1947, Bs had replaced Gs on the 83 and during the summer replaced the STLs on the 83A also. However, in the April 13th 1949 schedules, 10 Gs were introduced to the 83 on Monday-Friday, 5 Bs remained on Saturday, and 13 Gs worked the 83A on Sunday. By October the Bs were back, the 83A was withdrawn for the winter and the reinstated 83 on Sunday used RTWs spare from route 105.

In the meantime route 18C had been reorganised on June 18th 1944 and renumbered into routes 92 (Hanwell-Wembley (Empire Pool)) and 92A (Hanwell-Wembley (Trading Estate), peak hours only). The joint allocation comprised 17 Gs on Monday-Saturday with 3 additional LTs on Monday-Friday and 10 Gs on Sunday. In April 1949 post-war STDs were introduced, quickly followed by STLs and then RTWs, though photographic evidence shows that the occasional G strayed on to these routes until they were withdrawn from HW altogether.

At this time HW was a fascinating garage, less fastidious in its allocation of buses than most others and operating a large number of types over a short timespan. Route 97 (Greenford – Brentford) was licensed for utility buses, and had a regular allocation of Bs. However on Saturdays from May 5th 1948-October 26th 1949, Gs were officially scheduled along with a few Bs and STLs, but no doubt the Guys were used as and when available. It would be interesting to know whether a G ever operated route 55 which was generally scheduled for STLs with a few STDs, though Bristols certainly worked the route unofficially, and officially in late 1950 and 1951. Despite its varied work the G class left HW early however, the last departing at the end of 1949.

ON received some of the most austere Gs as well as some unique ones, delivery being spread over a period of time as follows: August 1943: G72/6/8/9; September: G82/4-92; October: G83,93-6; November: G97-100; January 1944: G101-6/8. There was then a gap until January 1945: G30,137; May: G138/74; June: G155; July: G140-2/5/8/67/9/71; August: G153; September: G150 and December: G429. In addition buses were transferred in from HW including Arab Is amongst which the unique Duple bodied G43 numbered. Other unusual buses were G30, the NCB rebuild, G137/8, the experimental Weymann vehicles, and G150, the experimental Park Royal bus.

The earliest deliveries went to work on long established and busy route 18 (Aldenhams (peaks)-Edgware-Wembley, extended Sunday to London Bridge over the 18B road), replacing STLs. Initially 21 Gs were needed on Monday-Friday, 19 on Saturday and 21 on Sunday. The requirement varied slightly over the years, tending to increase, whilst in April 1949, 10 Willesden (AC) STLs reduced the Saturday ON G requirement to 8. The Gs began to be phased out during 1950, until completely replaced by the more powerful STLs. The second group of ON



G313 was a representative of a small batch of Massey Guys (G312-8). The angular front dome is clearly apparent and even in September 1947 the bus still carries a livery of two shades of brown as it works route 102 out of Enfield garage. V. C. Jones



Left: Photographs of Guys operating from Victoria garage are rare since the class survived there for a matter of months before being sent onto Enfield in exchange for STLs. G239 bodied by NCME and in a brown and cream livery, is seen on route 77A. **Right:** The angular Massey body of G267 contrasts with the slightly more streamlined interpretation of austerity specification by NCME. The livery is two shades of brown and the vehicle is operating on route 77A from Victoria garage. *Malcolm E. Papes*

routes to receive Gs were the 83 and 83A already mentioned in the context of the HW workings. Until the start of 1945, ON did not have enough Gs and so by April 19th 1944 the official allocation was:

Route	Mon-Fri	Sat	Sun
83	16 G 9 ST	16 G 9 ST	— —
83A	—	—	9 G

By May 22nd, however, with the increased service to Hayes, the Monday-Saturday requirement was for 29 Gs with 13 on the 83A on Sunday. By October 26th, the 83A was withdrawn, and the replacing Sunday 83 used spare RTWs from the 187, a situation that was to continue the following summer when the 83A was reintroduced. By October 11th 1950, 23 Gs were joined by 13 RTLs spare from the 18 on Saturdays, and by May STLs were rapidly replacing the Monday-Friday duties. Except for one or two substitutions, the Gs had left the 83 by the summer of 1951. In passing it may be mentioned that from time to time HW lent examples of its B class to ON for the 83/A, the only time that class worked from another garage.

In 1945, route 79 (Colindale-Alperton, with peak extensions to Northolt) had its STLs replaced by 9 Gs Monday-Saturday. There were no workings on Sunday, but on that day route 72 (Esher-East Acton daily) was extended to North Wembley, and thus 9 Gs ex-79 neatly joined the 2RT2s from Putney Chelverton Road (AF). The 79 became more frequent, its Monday-Friday allocation increasing to 12 Gs. On July 20th 1949 some journeys were further extended to Northolt Aerodrome, and 14 Gs were now needed. Meanwhile, the Sunday 72 was supplemented by a summer 72A to Chessington Zoo for seasons 1946/7/8, and up to 14 Gs were required for ON's summer work, although from October 1947, AF's 2RT2s were replaced with LTs from R. On April 14th 1949 route 72 was curtailed to operate East Acton-Esher daily, and the 79 was introduced between Alperton and Colindale on Sundays using 8 Gs so ending G operation on the 72. The Guys on the 79 continued to offer yeoman service until October 17th 1951 when STLs took over on Saturday and Sunday. The last Guys were withdrawn in July 1952, including G30,137/50.

ON's Gs did not rove far, although the 72/A gave them a rare chance to get south of the River Thames. ON, at least, regarded them more highly than the STs which mainly operated route 187 (Hampstead Heath-Harlesden). On winter Sundays in both 1947 and 1948 6 Gs operated this route with its rather steeper climbs than the buses were accustomed to. Photographs of this working seem very rare. In May 1951, ON received a share of the 92/A from HW, and whilst RTW and then RT operated, there would have been no theoretical reason why it could not have put out a G in an emergency.

The fourth garage to receive Guys was BK, and in the later forties the number of Arabs in suburban Essex far exceeded members of the class to be found in North or North West London. Since Essex is undulating rather than flat, this meant that there were inclines to challenge these heavy vehicles; but they were a hardy breed, and although not always the drivers' or passengers' delight, the garage staff and the engineers found their simplicity of construction and economy useful assets. In the snowy February of 1944, G112 entered service, followed in March by G115-36 and straggler G114 in April. Most of these sombre Park Royal bodied buses were grey and had slatted seats. It was a little surprising that BK chose to put them on their prime trunk route 23, operating through the West

End between Marylebone Station and Becontree Heath. LTs were replaced, although for a while there were not enough Gs for a full allocation:

Route	Mon-Fri	Sat	Sun		
23	27 G 15 LT	27 G 9 LT	— —		
148	a	a	b	a: plus 4 buses ex-23	b: plus 3 buses ex-87
295	x	—	y	x: plus 3 buses ex-23	y: plus 3 buses ex-87

BK's workings were always somewhat complicated, as can be seen from the above schedules for April 19th 1944. Route 148 had a majority LT allocation from Seven Kings (AP), but at certain times, it used 4 Gs from the 23. The 148 ran basically from Leytonstone to Dagenham, but it was extended to Fords and also Dagenham Dock for special and peak journeys. More noteworthy was the working of Gs on night route 295 which operated from Charing Cross to Becontree Heath. On Sundays the buses for this working came from the 87 as the 23 did not operate on that day, and although initially LTs were used, these journeys were eventually G operated too.

During the latter part of 1945 more new buses started to arrive. In May: G175-80/2/4; June: G139/54/6/9/81/3/5-90; July: G158/60-6/8/91-3; October: G208/51/79,385/91; November: G254/89,401-5/7-14/6/7. These buses which were in a great variety of liveries, were destined not for the completion of the 23 but for use on route 62 where they replaced 10 LTs on Monday-Saturday from September 26th 1945, although the Sunday LTs lasted until October.



Top: Massey bodied G268 works route 144A past a two headed man on a gloomy day in the immediate postwar period. The bus has already been painted red. *W.J. Haynes*.

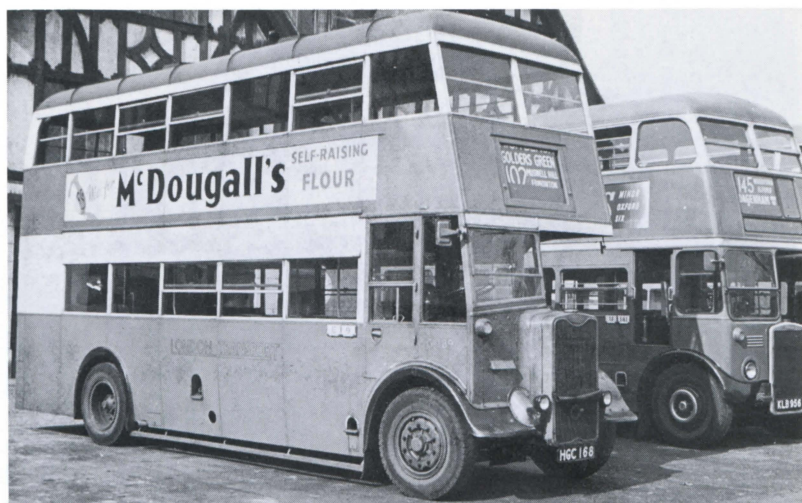
Bottom: G283 with its NCME body provides another contrast with the Massey product, the most noticeable differences being the cab door and the front dome. It has been repainted in red and is working short route 121 between Enfield and Chingford. *W.J. Haynes*



This route operated in the form of an open loop from Little Heath (weekdays) and Barking (Blakes Corner) (daily) to Chadwell Heath, but with a summer Saturday afternoon and Sunday extension to Hainault Forest and Chigwell Row. This extension involved a very steep climb over the part of the Havering Ridge called Hog Hill at Hainault Forest which even today provides a test for a Titan well driven.

On Sundays from September 26th 1945 8 Gs operated the normally LT route 145 (Chingford – Dagenham). During the summer routes 23B (Barking (St. Paul's Road) – Becontree (Chitty's Lane)) and 23C (Barking (Blakes Corner) – Creekmouth, later extended back to Becontree) were converted. The former required 3 Gs on Monday-Friday, 9 on Saturday and did not operate on Sunday, and the latter required 8 Gs on Monday-Friday, 7 on Saturday and 2 on Sunday. There was considerable cross-working, and LTs were also to be found on the odd journey. The 145 next received a weekday allocation of 7 Gs on Monday-Friday and 11 on Saturday; and the 4 weekday off-workings from the 23 on the 148 now got 4 new Gs in their own right. Route 175, which normally worked in two sections (Chase Cross – Poplar; Stapleford Abbots – Dagenham, with diversions to Fords) was the last BK route at that time to receive the Guys: 7 on Monday-Friday and 8 on Saturday, again replacing LTs: but as will be seen below a larger allocation of Gs on this route was shared between U and RD.

Only by February 1946 did the 23 receive a full allocation of Gs reaching 46 on Monday-Friday. However, LTs remained for route 87 (Rainham – Romford (daily) and Gidea Park (weekdays) with certain extensions to Dagenham and Fords) on Monday-Saturday. However on Sunday 30 Gs mainly spare from the 23 were placed on the 87, so that BK could fulfil its commitment to the long route 9 (Mortlake Garage – Becontree Heath) using 29 LTs matching those from Mortlake (M).



Semi-austerity Weymann bodywork is carried by G389. There were always five opening windows on each side and the angular rear dome has been replaced by a rounded one. RTW226 on route 145 was virtually new at the time. *Malcolm E. Papes*



Its angular Massey lines are shown off in this view of G267 on route 135. *Malcolm E. Papes*



G273 was originally allocated to Hornchurch but is here seen on route 107 operating from Enfield, a garage at which the class was generally well maintained and gave quite sprightly service. *John Gillham*



As part of a batch whose delivery began in December 1945 G338 was an example of a Park Royal bodied Guy with a number of features indicating a slight relaxation of the austerity rules. A side blind was fitted as new. Route 107 had a complicated series of workings, New Barnet Station being a Sunday morning terminus. *Alan B. Cross*



Delivered to Barking in an all brown livery Massey bodied G183 is seen at Chingford (Royal Forest Hotel), the terminus of route 145. No side blind is carried though a route number stencil is provided in the nearside rear window. *Alan B. Cross*

The buses and routes at BK were in a state of flux in the later forties. Route 62 was extended to Chigwell Row daily from April 30th 1947. From October 30th 1949 the Sunday service to Chigwell Row was withdrawn but the Little Heath section became daily. Route 87 began to work through to Gidea Park daily from May 9th 1948. BK was partial to any spare LT that was available, and as early as January 1st 1947, it was possible to reconvert route 145 to LT, although 10 Gs remained on Sunday. As far back as January 9th 1946 the 23C had been able to use LTs on Sunday. By September 1947 RD were wanting to convert their portion of the 86A to G, so G256/89,410-2/4/7 went to RD in exchange for LTs. These were used for route 23C which lost its Gs altogether. Meanwhile, the 23 itself was becoming busier, and now required 52 Gs on Monday-Friday. The next month further Gs went to RD for their sole STL route, the 165. Route 23B thus gained 4 LTs on Monday-Friday retaining 8 Gs on Saturday. At the same time, reorganisation of the schedules for the 175 called for an increased Monday-Friday allocation of 12 Gs, although none were now needed on Saturday, 8 BK Gs having been introduced on Sunday back in 1946.

BK operated nothing but elderly LTs and the Gs, so it is little wonder that early in the replacement programme RT family buses should have come to BK. The 87 was first converted to early RTLs, although it was now necessary in spring 1949 to supplement the Saturday service with busy Romford Market en route with some Gs. On Sunday, the new buses went to route 9. Since 3 RTLs had been delivered over the odds, these spent their days on the 23, so that the night 295 could be converted. More RTLs arrived in the spring and summer of 1949, and routes 145 and 148 thus lost their Guys, although the 148 kept 5 Saturday Gs until they were replaced by RTWs in the summer of 1950. By February 1950 new RTLs had cleared the Gs from route 62, although the older buses remained on Sundays until May.

G184 was another Massey bodied Arab II in all brown livery. Route 23 (Marylebone Station – Becontree Heath) was operated by Barking Guys for a number of years and was one of the few trunk routes passing through the West End to use utility buses. *Malcolm E. Papes*



On July 19th 1950 a new route 174 was introduced at BK. It operated from Dagenham to Romford (Parkside). On October 11th 1950 it was extended from Parkside to Harold Hill gaining additional Gs from RD. The extent of the increased requirement is apparent from comparison of the schedules:

Old Schedules (from July 19th 1950)				New Schedules (from October 11th 1950)				
Route		Mon-Fri	Sat	Sun		Mon-Fri	Sat	Sun
174	BK	6 G	4 G	4 G	BK	6 G	8 G	4 G
					RD	3 G	3 G	3 G

By 1951, the only remaining BK G routes were the 23, 87 (partly G on Saturday and wholly on Sunday), 174 and 175. These important routes were not, as might have been expected, earmarked for RT family vehicles; instead, by September/October 1951 STLs, a class never before associated with the garage, had begun to move in as their extra Festival of Britain duties ceased.

To continue the story in chronological order we must remain in Essex at RD where a large batch of Gs began to arrive in the summer of 1945 as follows: July: G219/58; August: G243/69,315-8/58/9; September: G196-205/44-9/



This line up of Gs at Barking illustrates the different dome and cab window styles utilized by the various body builders in their varying interpretations of the basic austerity design. *Malcolm E. Papes*

70-8, 360-76/8 plus G149 ex-ON and G194 ex-AR; October: G209/50, 379-84/7/8. This involved a substantial influx of new buses from the main body builders including a few of the semi-austerity Weymanns. Although Route 123 received the new buses first, all entered service through the autumn on the following routes:

Route 66: Leytonstone – Gants Hill – Romford – Hornchurch Station. Operated jointly by U and G (Forest Gate).

Route 86: Chadwell Heath – Romford – Brentwood. Operated jointly by U and AP.

Route 103: Rainham – Romford – Eastern Avenue (Pettits Lane).

Route 123: South Hornchurch – Romford – Collier Row – Chipping Ongar.

Route 175: Stapleford Abbots – Dagenham (daily) – Poplar (weekdays) (Journeys to Fords). Operated jointly by BK and U.

Route 247: Harold Wood Station – Collier Row. (Single-deck section Brentwood – Romford also).

Guy Allocation (October 10th 1945)

Route	Mon-Fri	Sat	Sun
66	3 G	5 G	6 G
86	4 G	0	0
103	9 G	9 G	4 G
123	7 G	7 G	4 G
175	31 G	29 G	21 G
247	9 G	9 G	4 G
	2 LT s/d	2 LT s/d	2 LT s/d

Previous Allocation

Mon-Fri	Sat	Sun
3 STL	5 STL	6 STL
4 STL	0	0
9 STL	9 STL	4 STL
5 STL	5 STL	4 STL
26 LT, 5 STL	26 LT, 3 STL	21 LT
9 ST	9 STL	4 STL
2 LT s/d	2 LT s/d	2 LT s/d

The largely theoretical nature of the previous allocation can be seen from the fact that the Gs ousted a mere 4 STs and 20 LTs compared with 41 STLs. STs and LTs were in reality in short supply with four of the earliest open-platform petrol engine LTs operating the 175.

Route 86A (Limehouse – Ilford – Romford – Upminster with Saturday pm and Sunday extensions to Corbets Tey) took the opportunity to replace its RD STLs with LTs from the 175. However, by April 1946 the Sunday allocation on the 86A became 11 Gs taking the class to one of the most easterly outposts. In September 1947 G256/89, 410-2/4/7 came from BK, and replaced the LTs on the 86A which went in return to BK. 7 Gs were required on Monday-Friday and 11 at the weekend. The short weekday route 249 (Upminster Station – Corbets

Tey) also had its solitary STL, in this case STL 1951, replaced by a Guy. This left just 5 STLs for route 165 (Havering Park – Romford – Rainham) but not for much longer. In December G128-30 arrived from BK, sending STLs to Forest Gate, and in January 1948 G127/33-5 also moved over from BK, the displaced STLs going to Palmers Green (AD).

Two Guy operated routes call for special attention over this period. The first was the 86B (Romford – Gidea Park – Harold Hill) introduced on October 26th 1949 as a new service to the growing housing estates to the east of Romford on which RD operated 2 Gs daily. However since BK introduced their new 174 from Dagenham to Romford (Parkside) via Oxlow Lane in July 1950, it seemed sensible to link up the two routes under the number 174 to run from Dagenham via Oxlow Lane and Romford High Street to Gidea Park and Harold Hill. Thus on October 11th 1950 the revised route was inaugurated, using a majority of BK Gs together with 3 from RD.

The second route was the 247. On Summer Saturday afternoons and Sundays this had extended itself from Collier Row via Hainault Forest to Chigwell Row in 1946, and on to Lambourne End in the summer weekends of 1948-50. This involved the stiffest gradient any Guy encountered in regular service as it climbed the aforementioned Hog Hill. On April 5th 1950 the 247 was completely double-decked with Guys running out to Brentwood, the allocation being:

Route	Mon-Fri	Sat	Sun
247	12 G (ex 8 G, 4 TD)	15 G (ex 14 G, 4 TD)	9 G (ex 7 G, 4 TD)

On December 6th 1950 the route was split once again to form the 247 (Brentwood – Collier Row) and 247A (Harold Hill Estate – Collier Row). The 247A took on the summer Saturday afternoon and Sunday extension to

Left: The Weymann semi-austerity bodywork is carried by G383. Route 23C operated between Barking and Creekmouth Power Station at an irregular frequency.
Malcolm E. Papes



Below left: In standard red livery complete with rust stains Massey bodied G176 lays over at the Dagenham terminus of route 145. *C. Carter*

Below right: G358 was the first of another small batch of Gs bodied by Massey. On Sundays, when route 23 did not operate, Barking used Gs on route 87 (Rainham – Gidea Park) so that its weekday LTs, and later on, RTLs could work on route 9. *John Gillham*



Chigwell Row and now required 10 Gs on Monday-Friday whilst the 247 needed only 4 Gs. By this time any additional requirement could be had from BK where stocks of RTLs and RTWs were being taken on. It was at this time incidentally that RD became the only garage ever to have had a wholly G double-deck allocation.

However the end of the Guy Arabs in Romford was fairly quick. From October 17th 1951 route 66 gained SRTs and as mentioned above numerous shabby and ageing STLs were being released from Festival of Britain West End duty, and were moved to the 86, 174 and 175 in October-November. The 86A used them at weekends at first but by early 1952 had succumbed to daily usage. The 175 started to gain RTLs by the turn of the year sharing them with the 165 at weekends and the 174 on Sundays. Through the spring of 1952 STLs were put on routes 123, 165, 247, 247A and 249, and by the end of May the last ten Gs had left route 103. Romford nevertheless enjoyed the distinction of having the most G routes operating through it, albeit not all out of RD, including those to the most easterly (Brentwood on the 247) and northerly points (Chipping Ongar on the 123) of the system.

The East London connection is temporarily broken at this point, for the next garage to receive Guys was GM. In July 1945 G143/4/6/7/51/2/70/2/3,220/2-6/9/59-61 arrived followed in August by G195,227/8/30-42/62-8, 312-4, with a mix of Park Royal, NCME and Massey bodies in various hues. They were put to work on routes 52 (Victoria – Mill Hill – Borehamwood) and 77A (Kings Cross – Raynes Park). This latter route took daily Guys into South London for the first and only time. The 52 had previously been STL operated and AC provided more than twice as many STLs as GM's 13 Monday-Saturday Gs. (On Sunday the Gs were kept in the garage and replaced by 16 STLs off other routes.) The 77A had been operated by a mixture of 2RT2s, and STLs, but these were replaced by 30 Gs on Monday-Friday, 23 Gs on Saturday and 10 Gs on Sunday. The Gs were however unpopular with GM crews on busy trunk routes, and they very quickly persuaded the management to arrange a swap with outer suburban Enfield garage. Thus on October 24th G143/4/6/7/51/2/70/2/3,220/2-6/7-31/59-61 were exchanged for STL1740,1888/91/1900/1/20/41/69/87,2084,2153/7-9/60/77/8/82,2205/6/45,2306/64 followed on October 31st by G195,232-43,262-8,312-4 which were swapped for STL1387,1429/44/53/61,1516/84, 1651/67,1725/61/75/8/9/96,1896,1913,2064,2458/76/7/85, and that was that.



This view of G103 (Park Royal), G225 and 154 (both NCME) at Becontree Heath provides an interesting comparison of the frontal treatment provided by the two bodybuilders. The different blind layouts will be noted together with the fact that part of the destination screens of certain vehicles were painted out to accommodate the blinds. *Brian Bunker*

The 45 near new buses from GM at E were quickly followed by completely new ones: G206/7/10-8/52/80-8, 377/86/9/90/2-400 in October, and G 287/8 in November making a total influx of 81 buses to replace mainly STLs. The first route to operate the new Gs was the 102 (Golders Green – Chingford, with summer weekend extensions to High Beach, and an additional service between Chingford Hatch and Edmonton). 29 Gs were used on Monday-

G8 was delivered new to Barking although by the time that this view had been taken at the garage a side blind had been fitted. *Geoff Morant*

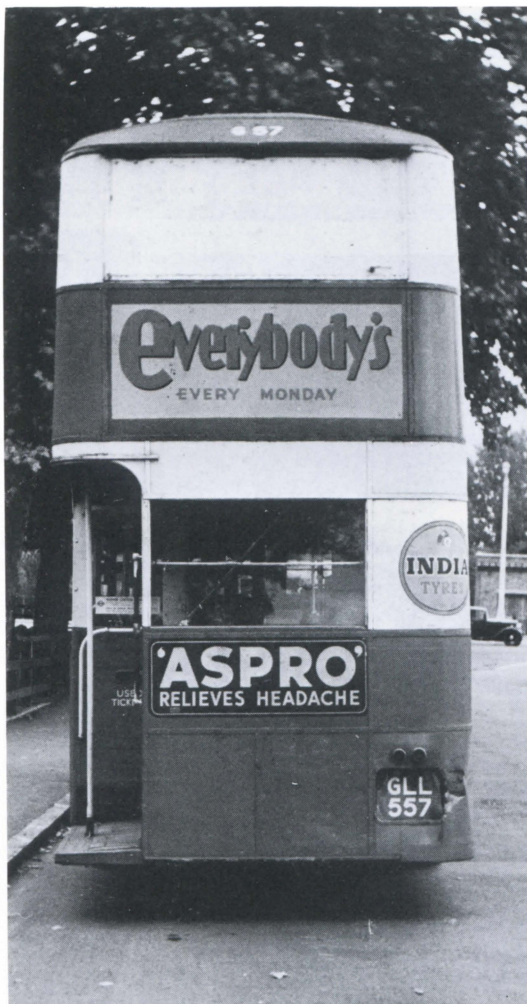


Delivered in all grey livery Park Royal bodied G120 looks smart in the mainly red livery introduced around 1950. It is perhaps surprising that any of the class were repainted thus given that they had a little time left. Route 148 only saw a few Guys from Barking. The men's suits provide suitable period atmosphere in this 1951 view. *Alan B. Cross*



Upton Park operated virtually every variation of the class over the years. G60 is an Arab I and carries its fleet number in an unusual position. *Malcolm E. Papes*





Left: G57 is also from Upton Park and on September 24th 1949 had yet to have its steel emergency exit glazed. Only buses from this garage carried the fleet number on the upper deck dome. This was for the convenience of the fuelling staff whose office was above the buses. *Alan B. Cross.* **Above:** The rear of Massey bodied G175 allocated to Barking contrasts with that of G57. Surprisingly the Massey dome is more rounded, and the emergency exit is glazed. No route indication of any kind is carried on the side though a rear stencil plate is fitted in this 1951 view. *Alan B. Cross*

Saturday and 23 on Sunday, with an increase for the summer extensions. Their longest routes were the formerly STL worked 107 and 107A which arched across much of North London with country sections on which buses could show their head. The 107 worked from Borehamwood to Ponders End on weekdays with some special journeys to Ponders End Station. The 107A worked from Enfield Chase to Ponders End on weekdays with special journeys to Enfield Lock but on Sundays it replaced the 107 between Borehamwood and Ponders End. 35 Monday-Friday buses were required with 31 on Saturday and 15 on Sunday.

The other three routes were shorter:

Route 121: Enfield – Chingford. Formerly operated by STs Mon-Fri, STLs Sat.

Route 135: Forty Hill – Brimsdown. Formerly operated by STL.

Route 144B: Forty Hill – Muswell Hill. Formerly operated by STL.

Minority operation with West Green (WG).

The new allocations were:

Route	Mon-Fri	Sat	Sun
121	3 G	3 G	—
135	8 G	8 G	—
144B	5 G	5 G	10 STL

It will be noted that STLs were preferred on Sunday for the 144B. In fact, the 128 (Edmonton Station – Chase Farm Hospital) was the only E route unable to use Gs; it had a maximum allocation of 6 STLs, the weekend work being carried out by AR LTs. Thus, a proportion of STLs only would be available for Sunday duties on the 144B. This was regularized in the May schedules for 1946 where 10 Gs were officially required.

Hornchurch was another Essex garage which used many of the Guys. G149 is a Park Royal bodied example operating in 1951 on route 174 which had not long been introduced.
Alan B. Cross



E's routes remained fairly stable even with the post-war tendency to increases in frequency. However on November 12th 1947, the 44 hour week was introduced (having been delayed for two weeks from October 29th 1947) leading for ease of operation to widespread exchanges of duties. E was affected as follows:

SCHEDULES from April 30th 1947

Route		Mon-Fri	Sat	Sun
102	E	29 G	29 G	28 G
144A				
	WG	12 LT	12 LT	—
144B	E	5 G	5 G	10 G
	WG	11 LT	11 LT	8 LT

SCHEDULES from October 29th 1947

	Mon-Fri	Sat	Sun
E	13 G	0	12 G
AD	16 LT	13 LT	17 LT
AR	0	16 LT	0
E	8 G	13 G	—
WG	7 LT	0	—
E	13 G	17 G	15 G
WG	5 LT	0	5 LT

Although the total number of Guys remained the same, E had lost a considerable number of duties on the 102 which were replaced by more work on the 144B and by the operation of route 144A (Enfield – Muswell Hill). The 144A and 144B were in fact the first G routes to be replaced at E; indeed the Gs must have seemed somewhat rough in comparison with the RT3s operated by Leyton(T) and the RTLs operated by West Green (WG) on route 144, especially since T had been the first garage to receive RT3s in 1947/8 and WG the second to acquire RTLs in bulk. E began to receive RTWs for the 144A on November 12th 1949 such vehicles not then being allowed to operate in Central London. The 144B however was deemed to have roads too narrow for the RTWs and in January 1950 RTLs were allocated. The spare Gs were largely transferred to AP which turned out to be the last garage to acquire them.

In the spring of 1951 15 STLs were allocated to route 102, but on Sundays E was able to find 20 RTLs for this route from the 144A (having replaced its RTWs with RTLs), 144B and 128. Meanwhile over at AE early in 1952 pre-war STDs with plenty of life in them had been displaced by brand new RTLs, and it was decided that rather than scrap the former they should see service at E on routes 107 and 107A. On February 1st 1952 35 more Gs were made redundant. By this stage the 121 and the 135 were amongst the four G routes remaining in London, though they were not destined to be the last of all. At weekends in the spring of 1951 STLs began to filter to the 135 having been made spare by weekend RTLs on the 102. However, the 102 was converted to full RTL operation from E; and the 121 with 3 Sunday RTLs, and the 135 with up to 13 RTLs on Saturday and 6 on winter Sundays, avoided being wholly taken over by STLs. In September, G142-4/6-8/51/2/98,328/36/8/9 left E for withdrawal whilst one or two went over to help out on route 101; and by October, both the 121 and 135 had new buses of their own, albeit RTs rather than RTLs due to a change of policy.



The political slogan on the brickwork looks somewhat incongruous as the Massey bodied example crosses Passingford Bridge on route 123 (South Hornchurch – Chipping Ongar) which took the class well into rural Essex. *C. Carter*



Left: G248 looks suitably austere in the early postwar period. The near side upper deck pillar of its NCME body has received a nasty knock. Route 123 (Ongar – South Hornchurch) took these buses well into the Essex countryside. *John Gillham*. **Right:** Looking much less austere than G248 Weymann bodied G410 operated route 66 (Leytonstone – Hornchurch) out of Hornchurch. This route was for a short period operated in part by Gs from Upton Park though the allocation soon passed to Forest Gate using STLs. *Malcolm E. Papes*



G43 was unique in being the only London Guy to have a Duple body. The wide central panel between the front upper deck windows is clearly visible. Route 175 worked *in extremis* between Stapleford Abbotts and Poplar although through journeys were rare. In this July 1949 view a short is being worked by Upton Park to Collier Row. *Alan B. Cross*

The last garage to receive new Gs was U where they largely replaced LTs together with some STs and STL1565. In July 1945, G221 arrived, but soon moved to AR. The real delivery began in November 1945: G253/91/2,406/15/9/21; December: G255-7,293-300/19-27/32-4,418/20/2-8; January: G301/4/6/28-31/5-42/6,430 plus G23, 43 131 ex-HW, G401-5/9 ex-BK, G429 ex-ON; February 1946: G347-53; March: G307-10/54-7, 431-3; April: G311,434/5, these latter being the last new Guys to enter service in the London wartime programme. G21 and G138 also moved in during this period. For most of the time U was the shed with the greatest number of Gs, although a substantial proportion of its work was with the LT. Only occasionally did BK approach its allocation in numbers. Every type of G was operated from U, including the early Arab I examples, and a large proportion of the total fleet must have operated out of the garage. U absorbed many Gs shed by other garages eventually leaving it the only garage for the vehicles to be transferred to.

The first route to use Gs was the 66 (Hornchurch Station – Romford – Gants Hill – Leytonstone) having been specially transferred to U on Monday-Friday for the purpose from December 12th 1945. 9 Monday-Friday buses were required replacing 9 STLs from G. The weekend duties stayed at G. By February 16th 1946 the duties were taken back by G, and worked as before by STLs. A similar experiment had been tried on April 19th 1944 when G's 9 Monday-Saturday duties went to U, together with the required quota of STLs, although on May 6th 1944 both the duties and the buses were returned to G. It would be interesting to discover why these temporary changes were made as well as how the buses joined the line of the route which was somewhat distant from the garage.

Most of the routes operated by U with Gs will already be familiar as working tended to be shared with BK and RD. By February 16th 1946, the following schedules were in operation at U:

Route	Mon-Fri	Sat	Sun	
86	5 G	12 LT a	0	a: plus 1 G ex-101. Formerly LT.
86A	12 LT	12 LT b	16 LT	b: plus 5 G ex-101.
101	51G, 13LT	69G	48G	Formerly LT.
145	6 G	1 G	0	Formerly LT.
175	14 G, 13 ST	10 G, 3 LT	0	Formerly LT.

By May 22nd 1946 the 5 Gs on the 86 had been replaced again by LTs leaving only the odd working to Gs. On October 24th 1947 the U allocation was replaced by one from AP except on Saturdays when 5 Gs from U were scheduled. This continued until spring 1950 when routes 129 and 145 received an RTW allocation with sufficient to spare for the Saturday work on the 86.



The NCME body on G236 was still in brown and cream livery when this shot was taken on September 11th 1948. Route 103 has grown considerably in importance since those days. *Alan B. Cross*



The Park Royal body carried by G197 started life in a brown and yellow ochre livery although by 1951 it had succumbed to red and white. Route 247A (Collier Row – Harold Hill Estate) was an early form of todays much longer 247. *Alan B. Cross*



A long queue of passengers is taken on by NCME bodied G256 in Romford on October 20th 1951. The Guys were not to last much longer and three decades later the original version of route 247 (Collier Row – Brentwood) was to be withdrawn. *Alan B. Cross*

G159 (Barking) carries an NCME body with a wider gap between the upper deck front ventilators though this was not continued for the length of the window as on the Duple example. Route 62 provided a circuitous service between Little Heath and Chadwell Heath with extensions to Chigwell Row. *Malcolm E. Papes*



Route 249 (Upminster Station – Corbets Tey) was one of the shortest routes to use Guys. G382 from Hornchurch has semi-austerity Weymann bodywork and was photographed in November 1950. *Alan B. Cross*



Below: Route 86B was a short lived service between Harold Hill (Mytle Road) and Romford and was soon to be absorbed into an extended 174 when this view of G244 was taken in April 1950. *Alan B. Cross*. **Below right:** G101's Park Royal body shows off the mainly red livery applied to many of the class in their later days. Route 165 has altered less than many although the terminus is here called Clockhouse Lane (Hunters Grove). The vehicle has worked up from Rainham. *Malcolm E. Papes*



The trunk 86A from Limehouse to Upminster (Corbets Tey at weekends) had replaced its Sunday LTs by 16 Gs from U since October 1946, though this had fallen to 11 Gs by November 1947. By May 3rd 1950, the route had become completely G operated (12 Monday-Friday, 14 at weekends). The reason for this was that LTs were being withdrawn rapidly and with no new buses in view, the G class came to the rescue. Spares were available from many shedding garages including G47,56,69,70,254,370/2/6 ex-ON and G377 ex-E.

During 1951, first on Saturdays and then on Sundays, 14 RTs were available spare from route 15. However in the autumn of 1951 well-worn Festival of Britain STLs once again ousted the Gs, it being nearly two years before RTs were available.

Route 145 did not keep its Gs for long and by May 22nd 1946 all had been replaced by 6 weekday LTs. By June 12th 5 Gs had reappeared on Saturdays, and this Saturday work continued, albeit not without interruption since LTs worked the route on many Saturdays in 1947. The 145 was scheduled for early RT conversion during summer 1949, although the Saturday Gs were replaced by the wider RTWs. Route 175 remained loyal to the Gs and increased in frequency so that by November 12th 1947 its allocation was 23 Gs on Monday-Friday, 11 on Saturday but still none on Sundays. However the schedules of October 17th 1951 reveal an influx of STLs released from

Weymann bodied G428 works a Seven Kings duty on the trunk route 86A that linked Limehouse and Upminster. The fact that the bus is covering the Corbets Tey section beyond Upminster means that this September 1951 view was obtained at the weekend when route 249 did not run.
Alan B. Cross



Festival of Britain duties, though by the turn of the year U had replaced its unpopular STLs with 23 RTs.

We have yet to mention the 101, the most important G route of all, which ran from Wanstead to North Woolwich via Manor Park and East Ham, with summer Sunday extensions into the Essex countryside beyond Chigwell to Lambourne End. Not unexpectedly, this route was one of the most frequent reaching at times 90 second intervals, and it was also one of the most profitable; apart from the 25B, it also had the largest single allocation of buses. By February 16th 1946 51 Gs and 13 LTs were allocated on Monday-Friday, 69 Gs on Saturday and 48 Gs on Sunday. By June there were 63 weekday Guys, with 59 on Sunday for the country extension. By January 1947 4 STs had joined the total, and during that year a record allocation of 67 Gs on Monday-Friday and 71 on Saturday had been achieved. With the withdrawal of the ST and LT class, and the temporary conversion of the 86A in 1950, the number of Gs on Monday-Friday had dropped to 54 aided by 10 STLs, though by May 1951 these had been removed. During 1951 and 1952 the 101 maintained its weekday allocation of Gs at 50 following U's absorption of Gs from elsewhere. In October 1951 a few Sunday RTs took over but the route continued to operate Gs until December 24th 1952 and had the distinction of being the last to do so, the final examples of the class to operate thereon being G170,252/4/7/93/4/6/7,304/8/9/24/47/50/92,432.

Once again it is interesting to note the routes on which U never operated Guys at all. These included the 15 and, surprisingly, the off-worked 100 from Barking to Beckton Gasworks, though RTs were early to these routes. The Sunday only 163, and later 23A did not see a G either, nor for that matter did the 40. For a time U also had control of route 129 (Ilford – Claybury Broadway) but LTs and early RTs and RTWs were the order of the day.

It may seem strange that AP which shared many of the routes listed at BK, U and RD, should not have figured early in the operation of Gs. In fact, it steadfastly spurned the class, and although it gained early RTs exchanged for RTLs and RTWs, it was suddenly found near the end of 1949 that with the withdrawal of the LTs, no new buses were available for its share of routes such as the 86 and 86A. Since however new homes were being sought for Gs from BK, and E where RTLs were being introduced, they moved into AP. G31,55,81,132/5,345 came from BK, G386/90/3/6-400,405/24/8/30 from E, and G424/33 from U providing a variety of types including older examples, and more than enough for the 86 and 86A:

Route	Mon-Fri	Sat	Sun	
86	5 G	6 G	12 G	ex-LT Mon-Sat, RTL Sun.
86A	7 G	8 G	0	ex-LT.

Left: When LTs were withdrawn from service new buses were not available to Seven Kings so Guys were allocated instead. G396 looks in good condition as it provides service on route 86. *Brian Bunker.* **Right:** Guys were used on route 25 which ran Sundays only between Stratford – Little Heath when its RTLs were drafted by Seven Kings to cover increased frequencies elsewhere. Since only four buses were scheduled for the route this photograph of Park Royal bodied G345 is something of a rarity. *Alan B. Cross.* **Bottom:** Although Seven Kings worked route 148, of which it had the major share, with newer vehicles, Guys nevertheless were not uncommon visitors to the route as is shown by G397 pictured here. *John Gillham*





On summer Sundays route 101 was extended into the Essex countryside to Lambourne End where G350/5 awaiting return to North Woolwich met up with two RTLs on route 26.
C. Carter

For many years Upton Park's route 101 (North Woolwich – Wanstead, extended Sundays to Lambourne End) was London Transport's most frequent. It also had the greatest single allocation of Guys from one garage and was the last to be operated by Gs, the class being withdrawn from it on Christmas Eve 1952. G292 works a Dockland short the previous year. *Alan B. Cross*

This January allocation remained until later in the summer, when spare RTLs took over on the 86 on Saturday and Sunday. These were quickly replaced by RTWs, but by October RTLs had returned at weekends with STLs operating on weekdays for nearly 18 months before new RTLs were available. The 86A kept Gs until November when the inevitable STLs arrived, again with a wait of a year and a half for modern buses.

In spite of their short stay at AP the Gs made one or two forays. One of these was route 25 which ran on Sunday afternoon from Stratford to Little Heath, serving the various mental hospitals in the area. In 1950 4 RTLs were required, but when these were drafted to cover summer increased frequencies on such routes as the 26 from Ilford to Lambourne End, a few spare Gs were used. From May 2nd 1951, the 25 gave up its number to the trunk route 25B, and was renumbered 25A.

Since the 86 itself had been operated at the weekends by RTLs and RTWs, 4 Gs were thereby released and officially allocated to the 25A for the summer season of 1951. Seven Kings do not seem to have been too fussy as to other uses of the Guys and photographic evidence exists of substitution on the 148.

Although not a utility bus, mention must be made of the final member of the class, G436 (KKG 981) which entered service in January 1950. It was an Arab III with a standard post-war chassis and a Meadows 6DC430 10.35

litre 6-cylinder 130 bhp oil engine. The body was built by Guy to Park Royal design and the vehicle was classified 4G13, carrying body 5401 which fell within the RT series. In a sense, the bus was experimental, but already the RT family was in the course of delivery, and Guy would have been unable to deliver in sufficient quantities for London Transport's seemingly insatiable needs. It began service from Old Kent Road (P) on route 173 (Peckham and Nunhead Circular), and in May 1951 was transferred to Nunhead (AH) still working the same route. In 1952, it moved to E where it worked short route 121 (Ponders End Garage – Chingford Station) until it was withdrawn in February 1955 and sold.

Only G351 has been preserved. In a way, it is not typical of the class being a semi-austerity rather than full utility example. It worked for Burton Corporation between November 1953-January 1967, and thus saw considerably more service outside London.

Thanks are particularly due to Brian Bunker for checking the details in this article. PSV Circle Fleet History 2LT3 has been consulted, but since its publication, more information details have come to light. In some cases however it has not been possible to match data from different sources and as always with material from the wartime period some doubt must remain. Thanks must go to Alan Cross who, as ever, has been most helpful in digging out old photographs.



G436 was the lone 4G13 delivered in 1950 with Guy bodywork. It spent the first part of its life operating route 173 at Old Kent Road but by July 14th 1952 when this photograph was taken it was working the route from Nunhead. The body is to Park Royal design and is similar to many supplied by Park Royal to Provincial operators. *Alan B. Cross*



This nearside view of G436 allows a comparison to be made with the other such views of the class. The Arab III had by now been transferred to Enfield to work route 121. *Malcolm E. Papes*

APPENDIX A DETAILS OF VEHICLES SUPPLIED

Class	Batch Started to enter service	Vehicles	Body Builder	L.T. Body No.
2G2	12/42	G1-10	Park Royal	496-505
1/2G2	12/42	G11-31	Park Royal	506-526
	6/43	G51-71	Park Royal	546-566
1/2G3	12/42	G32-42	Weymann	527-537
		G44-50	Weymann	539-545
1/2G4	7/43	G43	Duple	538
1/2G7	1/45	G30	NCB	707
3G5	7/43	G72-136	Park Royal	567-631
3G6	2/45	G137	Weymann	693
3G6/1	5/45	G138	Weymann	694
1/3G8	6/45	G139-149	Park Royal	727-737
		G151-153	Park Royal	739-741
	8/45	G194-205	Park Royal	817-828
1/3G8/1	10/45	G206-218	Park Royal	829-841
1/3G8/2	12/45	G319-339	Park Royal	942-962
2/3G8/2	1/46	G340-357	Park Royal	963-980
	3/46	G431-435	Park Royal	1054-1058
1/3G9	5/45	G174-193	Massey	797-816
	7/45	G258-268	Massey	881-891
	8/45	G312-318	Massey	935-941
	8/45	G358-368	Massey	981-991
1/3G10	6/45	G154-173	NCME	777-796
1/3G10/1	7/45	G219-257	NCME	842-880
	8/45	G269-300	NCME	892-923
2/3G10/1	1/46	G301-311	NCME	924-934
1/3G11	9/45	G369-430	Weymann	992-1053
1/3G12	9/45	G150	Park Royal	748

APPENDIX B SUMMARY OF REGISTRATION MARKS

G1—31	GLF 651—681
G32—50	GLF 682—700
G51—71	GLL 551—571
G72—84	GLL 572—584
G85	GLL 600
G86—100	GLL 585—599
G101—136	GXE 541—576
G137—138	GXV 793—794
G139—153	GYE 83—97
G154—268	GYL 293—407
G269—320	GYL 409—460
G321—435	HGC 100—214
G436	KGK 931

(G85 was originally registered FXT 441 but was reregistered before entering service)



It just goes to show that anything could be turned out on Derby Day. In this view Tottenham's G25 is given a break from route 76 to work special journeys from Morden Station to Epsom Race Course. *Vanguard Bus Prints*



Above right: Austerity Guys survived in normal service with Southdown until the early sixties and received more lavish attention than that given them by London Transport. 451 was new in January 1945 and carried a substantially unrebuilt NCME body. Although an Arab II with extended bonnet it had a Gardner 5LW engine. The bus is seen here in Pool Valley, Brighton next to an NCME bodied Arab III. *Alan B. Cross.*

Above left: Weymann bodied G385 delicensed and prepared for sale in the standard manner awaits its fate after a fairly brief career with London Transport. The venue is believed to be Chiswick. *Vanguard Bus Prints*



Right: G351 is the only example of London's Gs to be preserved. It has been smartly renovated despite the fact that an RT side blind is carried at the front and trafficators remain from its Burton Corporation days. The bus is at Cobham and it is hoped that it will be rallied again in due course. *Brian Bunker*



Considerable attention has been given to the NCME bodywork of G298. It was sold to W. Alexander & Sons, Falkirk in March 1953 and was numbered RO 712. It saw service until 1962. *Brian Bunker*

Two by Two – 2

Continuing the theme of two different types of vehicles on the same route from LBM55, Colin Fradd has selected five more views showing two by two.



During the prolonged type conversion at Holloway Ms and Ds were frequent companions on route 271 as well as other Holloway routes. M1035 just pulls up to the stand at Moorgate Finsbury Square while B20 D2548 pulls away during June 1984. C. Fradd.

Long before route 69 went one man operated Ts were drafted in to replace the RMs as crew operated vehicles. However, a month before the complete conversion in February 1985 to omo strange visitor RM96 overtakes T472 at Stratford. C. Fradd.

Ts and LSs are constant companions on route 252 from Hornchurch. Smokey LS372 pulls away from T17 during April 1982. *C. Fradd*



Although RMLs at Shepherds Bush are scheduled for operation on route 88, their appearance on other routes is common. In Parliament Street RML 2321, displaying a 'Helvetica' type face destination, runs in tandem with Elmers End's RM1144 on route 12 during January this year. *C. Fradd*



Certain journeys on route 114 were scheduled for operation by Ms on Mondays to Fridays. During June 1984 M987 picks up passengers in Harrow Bus Station, while LS323 lays over after working a short. *C. Fradd*



SPEEDLINK

A Review by Mike Harris

London Country's new Speedlink service finally took to the road on Monday October 7th 1985, just half a day after the new section of M25 Motorway between Reigate and Wisley was opened.

Speedlink is the result of the Secretary of State's decision not to renew the licence of the existing helicopter link between Gatwick and Heathrow Airports. This had given impetus to London Country's plans for a high quality coach service. Four months following the date of opening of the new section of Motorway it was planned that the helicopter should cease operation.

A public hearing was subsequently held following appeals by the helicopter's operators, British Caledonian. To counter claims that the helicopter constitutes an environmental nuisance, British Caledonian have put forward two new flight paths for the service which carries 90,000 passengers per year.

Speedlink is aimed to provide an alternative service for those passengers who would have travelled by the helicopter, and is not planned to replace the Jetlink 747 which will continue to serve its own market sector providing a basic service between Heathrow and Gatwick Coach Station. The high frequency of Speedlink and ease of boarding alleviates any time penalties of a slower journey. Quality items such as the coaches, hostesses and waiting lounges already existed, while other features are planned for the future, such as on-board hostessing, refreshments and pay radio-telephones. Speedlink's single fare of £9 compares favourably with the £25 charged for the same helicopter journey.

The 37 seat executive type BTLs used on the Speedlink service carry a striking new livery designed by Ray Stenning comprising a yellow waistband with dark blue above it towards the rear half of the vehicle, and more dark blue beneath it all the way round. Red 'speed stripes' separate the blue from the white at the forward and upper portions of the coach. Matrix-dot destination indicators are used. These photos taken on 5th November show the front of BTL33 at Gatwick Airport, and the rear shot of the same vehicle taken on the M25 approaching the turn-off for the M23.

Richard Godfrey



Even if British Caledonian's appeal for the helicopter are successful, Speedlink will continue to operate. It will remain able to compete, especially once travellers realise that the frequency of three coaches per hour (reducing to one during evenings) offers a considerable improvement over the helicopter's ten journeys per day at roughly hourly intervals. The terminal to terminal time for the helicopter is 35 minutes allowing 10 minutes to check-in, 15 minutes flight time, and 10 minutes to transfer to the terminal. Speedlink takes a little longer at 50 minutes from Gatwick to Heathrow Terminal 3, or 55 minutes to Terminals 1/2.

Next spring Speedlink will serve the new Terminal 4 at Heathrow. Another five hostesses, three drivers and one extra coach will be required. Further Speedlink developments include the serving of the new Gatwick North terminal, scheduled for completion during 1987.

Heathrow is the world's busiest airport and activity at Gatwick is now about half that of Heathrow. Each is thus a major international airport in its own right, but together they form the nucleus of the British Airports Authority's 'London Hub' which competes strongly for international traffic with other continental airports. Heathrow and Gatwick, though part of the same London Airport complex, are some 25 miles apart as the crow flies, and Speedlink has been designed to meet the need for a quick, convenient and reliable transport link between the two, offering standards of quality comparable with those of the modern airliner. Over three years of planning involving the joint expertise of London Country, British Airways and British Caledonian preceded its introduction, and with the recent completion of the Reigate to Wisley section of the M25 Motorway the project has become reality.

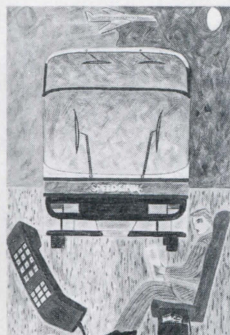
Service Specification

Annual mileage:	Approximately 1,426,000
Vehicles:	4 BTLs + 1 spare at Crawley, 3 BTLs + 1 spare at Staines
Drivers:	13 at Crawley, 8 at Staines
Hostesses:	10 at Heathrow, 5 at Gatwick
Return journeys per day:	45
Timetable	
From Heathrow:	0610 then every 20 minutes until 1930, then 2010, 2110, 2210, 2310
From Gatwick:	0600 then every 20 minutes until 2000, then 2100, 2200
Route mileage:	43 by M25/M23 motorway link

The colourful leaflet explains the benefits of the Speedlink services. On the rear (not illustrated) is a tear-off pocket departure list.

SPEEDLINK

THE LUXURY
INTER-AIRPORT
SERVICE



This is to introduce Speedlink.

A brand new kind of coach service between Heathrow and Gatwick that works just like an airline.



Just like an airline, Speedlink has check-in desks at the terminals of both airports.

Just like an airline there are hostesses to help you.

THE ARRIVAL OF SPEEDLINK IS QUITE A DEPARTURE

Like an airline there are exclusive departure lounges, to make a short wait a comfortable one.

And a schedule that runs like clockwork every 20 minutes of the day and hourly from around 8.00pm till late.

While on board a Speedlink coach you'll find a standard of comfort just like on board an aircraft.



There's a choice of reclining seats. Either conventional or grouped around tables.

There's an on-board WC.

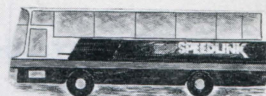
There's even a cellular telephone link with the terminals.

In fact, just about the only thing Speedlink doesn't do that an airline does is fly.

Though with a journey time of around 50 minutes, you could be forgiven for thinking otherwise.

The single fare for Speedlink is £9.00.

Which is very little to pay for such a dramatic departure.



BETWEEN HEATHROW & GATWICK

To & From the Editor

25 Years Ago—The Story of 1960

Sir,

I enjoyed The Story of 1960 very much—a nostalgic look at 25 Years Ago, when I had just started photography of buses. I would like to correct the caption to the photograph on page 37, however, just to keep the record straight. It refers to the picture of trolleybus no. 774, an H1 type on route 655, and goes on to say that it is believed to have been the only vehicle of this type to operate from that depot. This was not the case, as there were two such vehicles operating at the same time, the other being 782 which I saw in September 1960 running on the 655. There were only a handful of H1s left by then, and they were all withdrawn shortly afterwards.

Also I noticed that the bottom photo on page 44 was of T1045 and not T645 as stated.

Having said the above, let me go on to say that I think LBM is an excellent enthusiast's magazine, and long may it continue to be published.

Yours faithfully,

A.J. Wild
Caterham,
Surrey.

From the Editor

In order to maintain the standard of LBM we always need to have a reserve of articles and features for inclusion in future issues. If there is some subject upon which you have written or thinking of writing about please do not hesitate to contact me. All that I would ask is that articles should be typed with double spacing and wide margins on either side.

We are also in constant need of photographs to illustrate contemporary features. London's bus services are changing so rapidly these days that what may seem to be commonplace in your area one month could turn out only to be shortlived. Photographs should be black and white with the date and place always indicated.

May I finally thank all those who have contributed as writers and photographers to my first issue and enabled us to continue the high standards set by my predecessors.

David Leefe
38 Sparrows Herne,
Bushey, Watford
WD2 3EU.

Additional corrections to LBM

LBM54 – Autumn 1985 Page 28 – the photograph of LR34 is mainly yellow in colour, not as stated.
LBM55 – Winter 1985/6 Page 4 – the photograph of M1039 was taken at Richmond, not at Ealing Broadway.
Page 29 – The anti-clockwise wiring at the Howland Street/Maple Street loop (top right photograph) was in fact erected, and observed, in 1938.

Generation Without Wires

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LAWRIE BOWLES



Capital Transport

MAJOR BUS OPERATORS

SOUTH WEST ENGLAND



Capital Transport

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