

# London Bus Magazine

Autumn 1986

Number 58



London Omnibus Traction Society

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# London Bus Magazine

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**Front cover:** Resplendent in the brown and cream livery of the West Ham Corporation Tramways T613 stands at Canning Town on route 58. This route has its antecedents in Trolleybus 685 which itself was partly derived from West Ham tram 5 (Canning Town—Wanstead Flats) and Walthamstow tram 5 (Higham Hill—Markhouse Road). *Ramon Hefford*

**Back cover:** Trunk route 410 (Reigate—Bromley) has for many years connected with route 403 and its descendants. RLH45 awaits its connection in the pouring rain during 1962. *Mike Harris*

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# Around and About

## C1 Enters Service

After undergoing several months of pre-service tests, the Volvo Cumulo double-deck Citybus, dubbed the 'fuel-miser', eventually entered service on 9th July 1986 on route 102 (Golders Green-Chingford) for a trial period. Numbered C1 (registered C101 CUL) and leased from Volvo, the vehicle is fitted with a standard Alexander R body incorporating the split entrance step designed by Ogle. However, its most notable feature is a new drive system designed to make substantial fuel savings.

The only one of its kind operating in the UK, C1 has a unique system which turns energy losses into recycled power to supplement the TH100 underfloor diesel engine. The energy produced by braking, which on a conventional bus is lost to friction and heat, is stored in a hydraulic accumulator and is then re-used to start and accelerate the bus. The engine idles and the gearbox remains in neutral while the accumulated energy is being used. When the bus reaches around 20mph, the engine is automatically brought into use by a microprocessor.

It is claimed that the bus uses 30% less fuel than conventional buses on typical city routes with exhaust fumes reduced by up to 50%. With an annual fuel bill of currently around £18.5million (after fuel tax rebate), London Buses are hopeful that C1 will achieve its desired effect of reducing fuel costs.



Having been licensed as a trainer on 2nd April at Palmers Green C1 entered revenue earning service on the 102 on 9th July and was photographed the following day. Colin Fradd

## RM Exhibition at the London Transport Museum

A special exhibition commemorating 30 years of the Routemaster is currently on display at the LT Museum, Covent Garden. It chronicles the RM story from the design stage to the present day with the aid of drawings, photographs and video film. The prototype, RM1, is among the exhibits and a film entitled "The Nine Road" can be viewed inside the bus. The exhibition continues until January 1987.



### New London Country Companies

On 1st September 1986, London Country Bus Services Ltd. was split into the following four operating companies:

#### LONDON COUNTRY NORTH EAST

Managing Director: Mr. A.B. Jones (formerly Chief Engineer, LCBS)

HQ: Hertford

Garages: Grays (GY), Harlow (HA), Hatfield (HF), Hertford (HG), St. Albans (SA), Stevenage (SV).

Approx. No. of vehicles: 340

#### LONDON COUNTRY NORTH WEST

Managing Director: Mr. D. Ord (formerly Fleet Engineer, Luton & District)

HQ: Watford

Garages: Amersham (MA), Hemel Hempstead (HH), Slough (SL), Watford (GR)

Approx. No. of vehicles: 310

#### LONDON COUNTRY SOUTH EAST

Managing Director: Mr. W.M.L. Gunning (formerly Traffic Manager, LCBS)

HQ: Dartford

Garages: Catford (National London), Dartford (DT), Dunton Green (DG), Northfleet (NF).

Approx. No. of vehicles: 220

#### LONDON COUNTRY SOUTH WEST

Managing Director: Mr. C.E. Clubb (formerly Managing Director, LCBS)

HQ: Reigate, Lesbourne Road

Garages: Addlestone (WY), Chelsham (CM), Crawley (CY), Dorking (DS), Godstone (GD), Guildford (GF), Leatherhead (LH), Reigate (RG), Staines (ST)

Approx. No. of vehicles: 360

The engineering works at Tinsley Green, Crawley is now under control of a new company—Gatwick Engineering Ltd. (Managing Director: Mr. C. Dexter). In addition, a marketing company dealing with Green Line matters is being set up.

The splitting up of LCBS into smaller companies, which was ordered by the former Secretary of State for Transport, Mr. Nicholas Ridley, is in readiness for privatization to be implemented within three years from 6th January 1986.

The Minister's decision was made despite the Board of the National Bus Company taking the view that splitting London Country (together with Ribble and Crosville) would weaken its competitive position and delay its privatization. However, Mr. Ridley considered that if LCBS had been left intact, it would "undermine the development of competition in large areas of the country and deny many bus passengers the benefits that deregulation is designed to bring".

LRC11-15, Olympians with ECW CH69F bodies, represent the last new vehicles to be delivered to LCBS prior to its split on 1st September. The five new vehicles have a base colour of pale green in lieu of white which together with the yellow and green bands between decks makes for a brighter livery than that of their predecessors. LRC13 prepares to leave Luton Airport for Victoria on 15th June. *Richard Godfrey*



### Experimental Ticketing System in Thamesmead and Bexley

A new Bus Ticketing System (BTS) is to be introduced this autumn for a trial period on routes serving the Thamesmead and Bexley areas. It is designed to speed up boarding on opo buses and to improve ticket integration with the Underground and British Rail.

New style Bus Passes and Travelcards will be credit card sized and consist of a magnetic strip containing details of the passes concerned. Holders of the tickets (and also holders of Travel Permits for the elderly) will be able to have their passes checked in validators when boarding while other passengers pay the driver. The validators will also automatically date passes when used for the first time so that tickets can be purchased in advance without commitment to the period of use.

The new equipment which is being fitted to recently delivered Leyland Olympians, is manufactured by Microsystem and consists of a Wayfarer high-speed ticket machine linked to two magnetic ticket validators. Details of the tickets used will be stored in the machine and the data collected will give London Buses improved information on passenger journeys.

A second experiment, but using different equipment, is to take place in the Uxbridge area. Details of the experiment had yet to be released as we went to press.



Ls entered service for the first time at Sidcup on 9th May. L26 passes Birchwood (Bull) on its second day in service complete with a side blind utilized in the 'proper' manner followed by just a few garages.  
*Ramon Hefford*



Bexleyheath Garage (BX) closed on 16th August, though Ls appeared there for the first time as late as 24th May. These included L47 seen here on route 89 which was transferred to New Cross following the closure. *Colin Fradd*





**Above right:** As with the single deckers they replaced their somewhat uninspiring rear-end publicity does little to highlight either operator's involvement in the service. *Colin Fradd*

**Above left:** Eastbourne's contribution to the London Liner arrives at Victoria during June. *Nigel Rixon*

**Right:** From 17th May MCW Metroliners appeared on the London Liner to Birmingham. ML1 arrives at Victoria on 9th June. *Ramon Hefford*



### London Liner to Eastbourne

Exactly two months after the introduction of the London Liner service between London and Birmingham, a second such operation was launched on 17th May 1986 between London and Eastbourne. Operated jointly between London Buses Ltd. and Eastbourne Borough Transport (trading as Eastbourne Coaches), the service consists of two journeys each way per day, with two additional journeys each way on summer Saturdays. Coaches pick-up (and set down on return journeys) at Victoria (Wilton Road Coach Station) Kennington, Camberwell Green, Peckham, New Cross Gate, Lewisham, Catford, Downham and Bromley; passengers are able to alight at Crowborough Cross or Eastbourne, Terminus Place or Pier. The full scheduled journey time is 2 hours 55 minutes.

A single or day return costs £6.25 for adults (£5.00 to Crowborough) and £4.00 for children, OAPs or students (£3.50 to Crowborough). Economy and Period returns are also available and seats may be booked in advance.

Whilst awaiting the delivery of two Leyland Olympian coaches (LC1-2), London Buses has operated a varied selection of vehicles on the service including one of its leased DAF coaches (usually DD9), a Metroliner (ML3) and one of Eastbourne's East Lancs bodied Olympian coaches (B102 PHC) on loan. Olympian B101 PHC is Eastbourne's regular performer on this service.





**Left:** Strange visitors to route 128 since May have been LSs. In this view LS353 climbs Kewferry Hill past Mount Vernon Hospital on 13th June displaying correct, albeit black, blinds. Various changes occurred to this route on 21st June. *Colin Stannard*. **Right:** Route 49 on which a greater number of RMs from Merton are required on Saturdays and Sundays than during the week, has witnessed strange visits by Ds at weekends since 10th May. Here D2335 passes through South Kensington en route for Shepherds Bush. *Colin Stannard*



**Left:** One of the rarest operations ever must have been London Country operation on Mole Valley route 1 (Hersham—Walton (Vicarage Fields)) on Saturday 29th March following the cessation of stage work by the latter and before the route was transferred to LCBS and renumbered 264 the following week. MBM5 was allocated to Addlestone for the new service and is seen at Walton (Hepworth Way) with a makeshift 'blind'. *Richard Godfrey*. **Right:** A unique situation arose on the afternoon 359 journey from Chesham to Weedon Hill Cottages. Bucks CC awarded the operation from 31st May to Prestwood Travel who actually took the service up on 17th May thereby duplicating the LCBS journey. This resulted in something of an overkill for a fortnight! Ex-LCBS RS144 is seen at Chesham Broadway before departure. *Richard Godfrey*

**Left:** Ex-Strathclyde PTE Atlantean AN315 (HH) has just arrived at Uxbridge Station on 28th June on route 348. Ironically the side number blinds are sometimes correctly turned! The interiors of these vehicles are still in Strathclyde's somewhat insipid green though their seats have been re-trimmed in black/gold moquette. *R.J. Waterhouse*. **Right:** After an absence of some months V3 resurfaced at Stockwell on route 88 having been first sighted in May. This rear-end view was obtained in Oxford Street on 28th May. *R.J. Waterhouse*





### Midibuses for Central London

London Regional Transport is to introduce a 50p flat fare midibus service between Westminster and Kensington via Victoria, Belgravia, Sloane Square, Knightsbridge and South Kensington. Operated under contract by London Buses Ltd. using Optare vehicles on a 6 minute frequency between 0900 and 1830 (Mondays-Saturdays), the service is designed to attract shoppers and tourists.

A further batch of Optare midibuses is expected to operate a service between Oxford Circus and Parliament Hill Fields early next year as part replacement of route 53 (Plumstead—Parliament Hill Fields). For most of the day (Mondays-Saturdays), the service will operate every 4 minutes with additional journeys between Oxford Circus and Camden Town during the peaks. On weekday evenings and for much of Sunday a 7-8 minute frequency will be scheduled with buses every 15 minutes at less busy times. Standard fare scales will apply. Although LRT is providing the vehicles, this service has been put out to tender for an initial three year contract.



From 2nd August LRT tendered service 193 took over the London Buses' operation on the 256. The revised route is now worked by Ford minibus 20-seaters in the Eastern National Citybus livery, incorporating the 'HornchurchHOPPA' fleetname. These vehicles are only a temporary measure until the arrival of Mercedes minibuses, and ENOC's 0600 catches evening sunshine in Hacton Lane. On evaluation is Mercedes C213EKJ which is on loan from Maidstone & District and in green and white livery. It is seen here turning into the new section of road along Vaughn Avenue. Ramon Hefford

### Closure of Aldenham Works

The Board of LRT Bus Engineering Ltd. (BEL) has announced the phased transfer of all Aldenham Works' activities to Chiswick by the end of the year. This decision is due to the reduced level of work required by London Buses Ltd. (BEL's major customer) currently resulting in a loss of around £5m per year. Despite BEL exceeding its external sales target by 100%, sales to London Buses have decreased more rapidly than had been originally forecast. BEL believes that the consolidation of its activities on one site (Chiswick) will enable the company "to provide a complete range of engineering and coachbuilding skills with a minimum of overheads".

Aldenham Works was originally constructed as a railway depot on a proposed extension of the Northern Line from Edgware as part of the 1935-40 New Works Programme. The proposed nearby station was to have been known as 'Bushey Heath'. Completed in 1939, the depot was destined never to serve its original purpose due to the outbreak of the Second World War. While work on the proposed railway extension was interrupted, Aldenham was utilized as a temporary aircraft factory but administered by London Transport. After the War, the planned Northern Line extension was abandoned and Aldenham came into use as an overflow bus repair shop for Chiswick. Gradually Aldenham began to relieve Chiswick of its bus overhaul work and on 30th October 1956, the site was officially opened by the then Minister of Transport as Aldenham Bus Works.

Occupying 54 acres with a total floor space under one roof covering 17 acres, Aldenham was the most advanced bus repair and overhaul establishment in the world. It was designed to maintain a target of 56 completed bus overhauls a week, the entire process taking around 15 days per vehicle. Aldenham's workload has gradually diminished with fleet reductions and the widening of the overhaul cycle not to mention contract overhauls for various classes by BL, Midland Red's Carlyle Works and others. In spite of a major reorganization in the late 1970s, both Aldenham and Chiswick were declared in 1983 to be "uncompetitive" and a recommendation was made that Aldenham should be closed. Following trade union and GLC opposition, the closure threat was lifted but its reprieve has sadly turned out to be shortlived.





**Top left:** This summer Green Line has been operating its own exclusive Round London Sightseeing Tour. In previous years, London Country's involvement in this highly competitive market has been restricted to contract work for LRT and London Crusader. Four open-top ANs from Catford (NL) are used on this service including AN5 which was caught on 27th June crossing London Bridge. *Ramon Hefford.* **Top right:** A small Sunday allocation from Stockwell Garage returned to the 37 upon oppo conversion during June, and DMSs, like 2339 at Clapham Common, are now to be found alongside the Ms from other garages. *Ramon Hefford.* **Above left & right:** AN294 began life with Southdown in whose service it is seen at Brighton (Old Steine) in 1975. *Eamonn Kentell.* The same vehicle is now allocated to Chelsham following the award of the 127/A tender to London Country. It is a pity that the clear blind lay-out once used by Southdown could not have been retained. *Paul Hulyer*

## LRT in 1985/6

Buoyant passenger business, lower unit costs, increased Underground services but reduced bus mileage are the main elements to emerge from London Regional Transport's Annual Report and Accounts for the year ending 31st March 1986. LRT made a surplus (after grants) of £28m which has been carried forward, together with the surplus from the previous year, to reduce future funding requirements. Financial support for day-to-day operations totalled £97m, compared with a budget of £125m, thus enabling LRT to come close to achieving the target set by the Secretary of State for Transport of reducing revenue support to £95m by 1987/88.

London Buses Ltd. completed its first year as a subsidiary of LRT having reduced the loss before grants from £185m in 1984/85 to £140m. Unit costs per bus fell by 4.6% in real terms while the average passenger load per bus had increased by 1.9%. The percentage of miles operated compared with scheduled mileage fell from 94.3% in 1984/85 to 93.7% this being attributed to worsening traffic congestion and staff absenteeism, with passenger journeys also down (1146m compared with 1160m in 1984/85) but nevertheless still higher than in any of the four previous years. By the end of the year one-person only operation had increased to 67% with passenger boarding times reduced mainly due to the growth of off-bus ticket sales; 60% of bus passengers in the morning peak now possess a period ticket.

The Report states that "1985/86 has seen one of the most radical changes in the provision of London's bus services for many years". This refers to LRT's policy of inviting competitive tenders for contracts to operate bus routes in Greater London. During the year 56 routes (8% of the total bus mileage) were put out to tender resulting in London Buses winning 26 (46%), NBC subsidiaries 22 (40%), and private operators 8 (14%).

In his statement, the Chairman of LRT Dr. Keith Bright, comments that "the financial targets set for LRT soon after its formation in 1984 were demanding enough to convince many critics that achievement must inevitably result in drastic cuts in services and a heavy loss of passengers. I am delighted to say the critics are wrong". He adds "it is our intention to match the revival in the fortunes of passenger business with a renaissance of the quality and style that made London Transport famous throughout the world many decades ago".

Additional corrections to LBM:

LBM 55—Winter 1985/6 Page 23—The lower photograph is of RTW53 and not as stated.

LBM 56—Spring 1986 Back cover photograph—Route 464 is of course not 'long forgotten' and remains in operation.



# THE FORESTER

On Saturday 2nd August 1986 London Buses broke new territory when Forest District introduced a new limited-stop service between Harlow Town Station and Basildon Bus Station. The service, numbered X99, runs every hour on Mondays to Saturdays (except evenings) by way of Potter Street, Epping, Debden, Buckhurst Hill, Woodford, South Woodford, Gants Hill, Ilford, Seven Kings, Goodmayes, Chadwell Heath, Romford, Gidea Park, Harold Hill, Brook Street, Brentwood, Shenfield, Hutton, Billericay and Laindon, and creates a considerable number of new links. Fares are charged on a graduated basis, with a minimum of 80p (40p inside Greater London), and child fares are available after 0930 at half the adult rate. No passes of any kind are accepted. Generally, the fares compare very favourably with parallel London Country and Eastern National services, and with other London Buses services where a change would be necessary.

Six Leyland Nationals from Hornchurch Garage, LS27, 30, 71, 76, 79 and 435, have been repainted into a smart red, white and green livery with the Forester logo at the front, rear, and along the sides. They have been converted to single-door configuration and are fitted with 42 coach seats. An improved mechanical specification has resulted in faster speeds and better riding qualities. Blinds are white on green.

Most bus stops along the route have received red, green and white vinyl X99 'E' signs, sometimes affixed to the face of the flag (rather than beneath it), to shelters or, outside the London area, simply stuck on to lamp standards! London Buses' own stops carry full timetable details, but outside London there is very little information available, even to the point of no specific stop at all in Harlow Bus Station, leaving passengers wondering from where the next bus might depart.

Publicity for the launch of the service was excellent by any standards. Over 180,000 leaflets were distributed with the local free newspapers to nearly all households within the vicinity of the route. Posters have appeared on most shelters in Forest District, and buses crossing the X99 carry internal roof panel advertisements. Prior to the introduction of the route, a Forester LS was displayed at main centres, e.g. Romford, on selected days during the previous week where leaflets were handed out. As a special introductory offer, travel on the first day was free to all passengers. This, combined with the extensive advertising, resulted in a demand which exceeded the capacity of the service, leaving many disappointed passengers at bus stops. Most drivers, however, did allow considerable numbers of standing passengers, despite none being permitted, but during the course of the day some chose to stick to the rules, and as a result many passengers were unable to complete their return journey until much later. It was a pity that the goodwill created by the offer was in many ways overshadowed by these difficulties, and with hindsight it might have been better to have charged a token fare of perhaps 50p.

On Sundays, the vehicles are used to run special pre-booked excursions to a wide range of destinations including seaside resorts, stately homes and theme parks.



Left: LS71 typifies the overcrowding experienced on certain journeys on the first day of the X99. Ramon Hefford





# From Tunbridge Wells to Leatherhead

## A History of the 403

by Brian Bunker

Though it was never possible to travel from Tunbridge Wells to Leatherhead, the 403 and its variants have at different times during their history covered the roads between these two points and it is the story of their development that is now to be told.

The country from Tunbridge Wells northward through Tonbridge to Sevenoaks, a terminus of the 403 for many years and a notable market town, is affluent commuter land. From Sevenoaks westward to Westerham expanding villages are to be found. At the latter town, the 403 began its climb into sparsely populated farming country stretching as far as Warlingham where suburbia begins. Bifurcations to the villages of Tatsfield and Farleigh, and to Warlingham Park Hospital have been made through much of the 403's history. After Warlingham we come to the outskirts of Croydon which is by far the largest town on the route, and beyond West Croydon Station, another traditional terminus, Cheam is reached via Wallington and Sutton. Another bifurcation occurs at Wallington Green taking buses to the terminus at Wallington Station. There was a period when the 403 went beyond Cheam to Leatherhead giving it roads common with the 408.

The 403 was worked partly or entirely by RTs for over a quarter of a century. RT2267 has just turned out of Sevenoaks Bus Station (known locally as 'the Car Park') on 4th August 1959. The Spratts sign and roller mower give the scene a period flavour. *Peter G. Mitchell*





After the First World War the East Surrey Traction Co. was with London General Omnibus Company (LGOC) financial support expanding rapidly, and on 16th August 1921 commenced two more daily routes: the S4 from Edenbridge (Star) to West Croydon Station, and the S3 from Sevenoaks (Market Place) to West Croydon Station, the section from Botley Hill to West Croydon being common to both. These routes were amongst the fruits of the 1921 agreement with LGOC and resulted in the transfer to East Surrey of sixteen vehicles, six of which were single deckers for the S3 and S4, because a low bridge at Sanderstead Road, South Croydon precluded the use of double deckers. The vehicles concerned were ex-War Department AEC Tylers which had been used in London as lorry buses before the fitting of 26-seat bus bodies built by General. Both routes were two hourly giving an hourly service over the common section. Since no garages were available the buses were 'stabled' in accordance with the practice of the time in the yards of public houses: the Hoskins Arms at Oxted and the Railway Arms at Sevenoaks. This continued until April 1922 when Sevenoaks vehicles were transferred to the new garage opened at Dunton Green (DG), although it was not classified as such until 1934 when codes were applied to Country garages.





East Surrey actually owned AEC S-type no. 91 seen here at Guildford boarded for the run to West Croydon. W. Noel Jackson



Esher (Windsor Arms) is the destination of Leatherhead's ST1100 in London Transport days, sometime before the route was withdrawn between West Croydon, the site of the photo, and Leatherhead. Notice the unglazed cab door, a feature which disappeared from the vehicle during the War. J.F. Higham collection



XS8431 (no. 31), an AEC YC, with a NS-type on the 408 in the background, is seen at West Croydon on route 421, the Sunday and Bank Holiday only route to Epsom Downs. W. Noel Jackson



LGOC-owned PG7979 (no. 247) is seen here at Guildford, probably outside the Horse and Groom, ready for the long run to West Croydon. This vehicle later became ST1114 of the London Transport fleet. W. Noel Jackson





Traffic gradually increased on the S3 and from 17th May 1923 extra vehicles were provided between West Croydon and Warlingham (White Lion). Buses first appeared at Chelsham (later Croydon, and later still Warlingham Park) Mental Hospital on 14th November 1923 when journeys on the S3 were diverted to the Hospital on Wednesdays and the first Sunday of each month. The service proved inadequate for the loads being picked up in the outskirts of Croydon and on 23rd April 1924 a double decker was introduced following a diversion between West Croydon and Sanderstead Station avoiding the low bridge at Sanderstead Road and numbered S3B (East Surrey never used 'A' as a suffix prior to December 1924). This diversion involved rerouteing via Wellesley Road, Park Lane, Coombe Road, South Park Hill Road, Croham Road, Normanton Road, Lismore Road and Selsdon Road. The vehicle in question came all the way from Reigate (RG).

By now the S3 was served by buses from both Dunton Green and the yard of The Crown public house at Westerham. The winter service commenced on 6th October 1924 when the S3Bs were withdrawn and the main S3 service diverted via Selsdon Road, Croham Road, Normanton Road and then as the former S3B to Sanderstead Road, enabling it to be converted to double-deck, though it remained partially single-deck for some time after. With the London Traffic Act of December 1924 resulting in Country Services (South) which entered the Metropolitan Police area being numbered in the 400 series, the S3 and S4 became the 403 and 404 respectively. The S3B was still licensed in the police lists because it became 415 though it never operated as such. Under the Bassom system journeys to Chelsham theoretically became 403A and from April 1925 those to Westerham 403B, and from November 1932 those to Warlingham 403C. 20th January 1925 saw the opening of Chelsham Garage (CM) which took over the 404 and part of the 403 for Dunton Green still operated vehicles on the latter route. The garage was located on the main road at the junction of the road to the Mental Hospital just past Warlingham on what is still a very exposed and windswept site.

The number 415 was finally used on 4th December 1925 when a route started between West Croydon Station and Chelsham (Hare and Hounds). This was a daily double-deck service which avoided the low bridge at South Croydon proceeding via Wellesley Road and the former S3B route to Sanderstead Road.

Mention should be made at this stage of East Surrey's route 24 from Reigate which, on 11th April 1914, had been extended from Godstone Green to Riverhead and further extended six days later to Sevenoaks (Tubs Hill Station). On 17th June it was diverted slightly and extended daily to Sevenoaks (Market Place). It was renumbered S24 on 14th April 1924 and then withdrawn completely from 16th June 1926 when the 403 was strengthened over the Westerham to Sevenoaks section. Also, connections were advertised at Westerham between the 403 and 410 (Reigate—Bromley North Station) routes to compensate for the loss of through running.

On 16th June 1926 the 404 was altered to start at Tatsfield and was also extended from East Grinstead (Crown) to Hartfield (Dorset Arms) via Forest Row, having been previously extended to East Grinstead via Lingfield and Felcourt on 1st August 1924 and subsequently diverted between Botley Hill and Limpsfield via Oxted on 20th May 1925. Finally in this period it was curtailed to run from Oxted Station to East Grinstead (Crown) on 20th October 1926. Previously in 1925 only four through journeys had existed between East Grinstead (Crown) and Croydon. Tatsfield became served by the 403 from 27th July 1926 when the village was linked to Croydon daily except Saturday and Sunday afternoons. However from 20th October both the 403 and the 404 were withdrawn from the village leaving it temporarily unserved by public transport.

The 403 was slightly modified from 5th June 1927 when the journeys to Croydon Mental Hospital were withdrawn and replaced on Wednesdays and the first Sunday of the month by an extension of the 415. From 1st April 1928 the 415 was again modified to run daily beyond Warlingham to the village of Farleigh, and the hospital journeys on the 415 were renumbered 420.

In 1931, Chelsham, which had a capacity of only eight vehicles, was extended to house twenty-four and the roof was raised to allow closed top double-deckers to be kept there. The PS vehicles were soon afterwards replaced by new closed top STs. This was among the last acts of East Surrey. The next year East Surrey was combined with parts of the National Omnibus and Transport Co. Ltd. to become the London General Country Services (LGCS) and in 1933 the red of East Surrey and the LGCS was replaced with the famous green livery of the Country Area of the London Passenger Transport Board. The advent of the STs caused a diversion in Croydon of the 403 via Selsdon Road and Sussex Road some time before July 1934 in order to avoid the low bridge in Croham Road.

The first task of the newly formed Board in relation to the Country Area was to reorganize those areas where there were many independents to be taken over, but as East Surrey had already mopped up most of the opposition, changes in this area were few. Chelsham resumed operation of single deckers after seven years when on 21st February 1934 a new route 453 commenced between Caterham (Clifton Arms) and Warlingham (Leather Bottle), a public house on the main road and served therefore by the 403. On 17th June the route was extended on Sunday afternoons to Croydon Mental Hospital, although it ran there for the last time on 31st March 1937.

On 31st July 1935 the 403 was extended from Sevenoaks to Tonbridge Station breaking new ground and replacing the 402A (Sevenoaks—Tonbridge) which was withdrawn. On 4th March 1936 the northbound 403 was diverted in Sevenoaks to run via Market Place, High Street, Dartford Road and St. Botolphs Road between the Chequers and London Road over the same route as the southbound buses, and on 24th June diverted via the new Bus Station in both directions.



The first London Transport reorganisation of the Croydon area took place on 2nd September 1936 when the 403 was extended from West Croydon to Wallington (Belmont Road) causing a diversion in Croydon via Aberdeen Road and Park Lane. The 415 was similarly extended to Wallington (Belmont Road) on the same day. The hospital journeys on the 420 were renumbered 403A and rerouted via the 403 and buses ex-408 ran on to Chelsham Garage which now provided vehicles for that route on an interworking basis.

With the 403 having penetrated west of Croydon we need now to take a look at route 408. This had started as the S6B on 16th November 1921 running daily between Guildford (Horse and Groom) and Epsom (Marquis of Granby) via Leatherhead. On 14th April 1922 (Good Friday) the route was extended from Epsom to Sutton (Cricketers) via Cheam making it the only Country bus route to have traversed Sutton High Street until the advent of the 422 over fifty years later. This situation was shortlived and on 7th March 1923 the route which had been renumbered S8 on 5th June 1922 was diverted at the Cock in Sutton (missing the High Street) and extended to West Croydon via Carshalton, Wallington Green and Beddington. Under the London Traffic Act the S8 became 408 on 1st December 1924. The extension to West Croydon of March 1923 in fact replaced the LGOC route 34A which had started the previous year between Liverpool Street Station and Wallington Green (Dukes Head) on weekdays together with the Sunday-only 43A which ran from Hendon (Upper Welsh Harp). A daily variation of the 408 started on 8th April 1925 as 408D between West Croydon and Esher (Windsor Arms) parallelling the 408 to Leatherhead. This new route was renumbered 416 six months later on 14th October.

Both the 408 and 408D were operated with double-deckers from Leatherhead (LH). The section of the 408 between Sutton (The Cock) and Carshalton received extra buses from 13th September 1926 when the 157 commenced between Morden Station (then newly opened) and Wallington (Belmont Road) with single-deckers, though it was double-decked the following year. The other section of the newly extended 408 was covered from 19th October 1927 by LGOC weekday route 494 (West Wickham to Wallington Green), the latter terminus being situated at the Melbourne Hotel in Manor Road. This particular section became a new portion of the 403 and 415 from September 1936 when they went west of Croydon for the first time, and of the 194 on Sundays which ran from West Wickham to Cheam covering all the 408 route as far as Cheam Village. The existence of a 'Central Challenge' continued for some time but in due course abated: the 494 was withdrawn on 31st May 1933, the Sunday 194 having not run on beyond Croydon Aerodrome from 14th April; and finally, the 157 was rerouted from 16th January 1935 to reach Wallington via the St. Helier Estate and so ceasing to 'compete' with the 408. In passing it should be noted that on 23rd May 1928 a 408A had commenced between West Croydon and Beddington (The Plough). This was a route taken over from Public by LGOC. It was withdrawn on 27th March 1929 and presumably its schedules were incorporated into existing routes. Another derivative of the 408 commenced on 18th April 1930 with a summer Saturday and Sunday only route between West Croydon and Epsom Downs following the 408 as far as Epsom Town before diverting. This route, the 421, reappeared in 1931 and probably ran for the last time in 1933. On 29th April 1936 the 416 was withdrawn between Leatherhead and West Croydon being covered by extra 408 journeys. The remaining section from Leatherhead to Esher was converted to driver-only operation at the same time.



It is not difficult to see why TFIC was nicknamed 'the Glasshouse' as it stands at Ecclestone Bridge. It was a Leyland FEC and was restricted to certain duties which included TW2. Green Line route C2 disappeared at the beginning of the War and received a partial and shortlived replacement in the form of the 403D. D.W.K. Jones





Above left: Vehicles replacing the PSs included ST1063 as it was later renumbered. It is here in the green livery of the London General Services which had been newly introduced and was to become so familiar a feature of Country area operation. The driver's cab door was later removed, possibly during World War II. J.F. Higham.

Above right: STL 1009B is a Chiswick bodied forward entrance STL which came new to the 403 in 1934. It stands beside the tram lines in West Croydon showing the short working intermediate blind for the Warlingham journey. Hammond and Hussey adverts were common on CM's buses for many years, and the sticker announces the October timetable available at 3d. J.F. Higham



This rare photograph is of the Mandslay Mentor, perhaps unique in double-deck form, acquired from the East London independent Gordon Omnibus Company. It was transferred from the Central area in February 1934 and though numbered MY1 by Chiswick it is unlikely that it carried a stock number in its Country days. Having worked initially in the Windsor/Slough area it was transferred to Leatherhead and photographed on the 408D at West Croydon. The bus behind is ST1139 (the ex-East Surrey prototype AEC Regent), the only green ST with outside stairs. D.W.K. Jones

On 3rd March 1937 a rather complicated reorganization occurred. The 403 now became Leatherhead (Woodbridge) to Tonbridge Station, but worked in two sections: Leatherhead to Chelsham and Wallington to Tonbridge, thus sending the 403 over traditional 408 territory between Wallington Green and Leatherhead. At the same time the 408 was extended over the 415 road via South Park Hill Road ultimately reaching Farleigh and Warlingham Park Hospital as Croydon Mental Hospital had been officially renamed from 1st January. Again the route was sectionalized running from Guildford to West Croydon and from Leatherhead to Farleigh/Warlingham Park. The 415 was withdrawn as a result. From 30th June 1937 an hourly service was provided on the 408 by extending journeys from Leatherhead to Fetcham thus connecting the latter place directly to Farleigh and Warlingham Park Hospital. This projection was withdrawn as part of the October 1938 changes, and on 12th October the 408 lost its journeys beyond Croydon thus becoming Guildford to West Croydon Station. The same fate befell the 403 beyond Wallington which became Tonbridge to West Croydon/Wallington. A new 403A between Wallington and Warlingham Park Hospital took over the hospital journeys, which now ran daily except for Sunday mornings. The previous 403A (i.e. the old 420) ran for the last time on 5th October. A new route 403B also started working on the same route as the 403A as far as Chelsham before taking over the Farleigh journeys. As long ago as 3rd October 1934 it had been intended that the country portion at least of joint route 70 (Morden Station and Dorking) should be renumbered 470, but this did not happen until changes on 12th October 1938 when the country 70 was diverted at Ewell and extended over the 408 to Warlingham (Leather Bottle) with garage journeys to Chelsham. In conjunction with these changes Dorking (DS) vehicles appeared in this area for the first time on the 470. The 470 followed the 408 routing until 1st March 1939 when it was rerouted via the 403 thus leaving Normanton Road and Lismore Road unserved.



Throughout the thirties the 403 was paralleled by Green Line services. Chelsham commenced its first coach route under East Surrey auspices on 22nd October 1930 between Oxford Circus and Oxted and on 6th December the route was extended to Edenbridge, while on 14th January 1931 the London terminus became the new Poland Street Coach Station. On 21st February the route was lettered J. In the reorganization of 4th October 1933 the J was replaced by two new routes: the E, Edenbridge to Tring, and the F, Tatsfield to Hemel Hempstead (Bury Road). Chelsham worked both, Tring the E and Hemel Hempstead (Bury Road) the F. On 14th July 1934 the E was extended to Aylesbury but cut back to Chelsham apart from a few journeys to Tatsfield. On the F, journeys worked alternately to Edenbridge and Tatsfield.

The 403 was also paralleled by other services at the eastern end of its route. The Autocar company of Tunbridge Wells started an Express service on 6th June 1930 between Tunbridge Wells and Oxford Circus via Sevenoaks. The route was operated by new General 7T7 coaches bearing the Autocar fleet name. On 8th October in the same year East Surrey commenced a service between Westerham and Oxford Circus; ten days later the coach route was extended to Sevenoaks, again paralleling the 403. Once again 7T7 coaches were used. On 21st February the Tunbridge Wells route was lettered L and the Sevenoaks route became X.

The next reorganisation on 4th October 1933 saw the Sevenoaks route becoming the D and running via Victoria to Sunbury Common. The Tunbridge Wells route was split into two: the C via Victoria westwards to Chertsey and the AC which only reached Tunbridge Wells on Saturday after midday and Sundays, running at other times between Sevenoaks and Woking via Victoria. On 8th January 1936 the C became the C1 and the AC the C2. Route C had acquired an additional service between Tunbridge Wells and Victoria from Maidstone & District (formerly Redcar) on 31st July 1935 and on 8th January 1936 the route was integrated into the new C2 which then ran daily to Tunbridge Wells. The withdrawal of the D between Sevenoaks and Westerham occurred on 9th February 1938.

Very little has so far been said about the actual vehicles operating these routes. This is due to the considerable difficulty of locating the necessary information, most of which does not seem to have survived. In the first Country Area schedule books the position is given as follows:

| 7th JULY 1937 |        |      |         |     |     | 12 OCTOBER 1938 |        |      |         |     |     |
|---------------|--------|------|---------|-----|-----|-----------------|--------|------|---------|-----|-----|
| Route         | Garage | Type | Mon-Fri | Sat | Sun | Route           | Garage | Type | Mon-Fri | Sat | Sun |
| 403/A         | DG     | STL  | 4       | 4   | 4   | 403/A/B         | DG     | STL  | 4       | 4   |     |
|               | CM     | STL  | 12      | 12  | 12  |                 | CM     | STL  | 9a      | 9   | 10  |
|               | LH     | STL  | b       | b   | b   |                 |        | —    | —       | —   | —   |
| 403/A         | CM     | STL  | 1c      | 0   | 1d  |                 |        | —    | —       | —   | —   |
| 408           | LH     | STL  | 5       | 5   | 5   | 408             | LH     | STL  | 5       | 8   | 7   |
|               | CM     | STL  | e       | e   | e   |                 | CM     | —    | —       | —   | —   |
| 453           | CM     | C    | 2       | 2   | 1   |                 | GF     | STL  | 3       | 4   | 4   |
|               |        |      |         |     |     | 453             | CM     | C    | 2       | 2   | 1   |
|               |        |      |         |     |     | 470             | DS     | STL  | 6       | 6   | 6   |
|               |        |      |         |     |     |                 | CM     | STL  | 2       | 2   | 2   |

a: +1 STL Wednesdays    b: interworked from 408    c: Wednesdays only  
d: First Sunday in month only    e: interworked from 403/A



However interesting the ex-Green Line T on route 454 (Chipstead—Tonbridge Station) may be the reader's attention is directed to the STL in the background. The bus is on Green Line replacement route 403D waiting to set off from Sevenoaks Bus Station to Tunbridge Wells. Unless anyone knows otherwise this appears to be the only photograph of one of these replacement routes. John F. Parke



When they started the S3 and S4 were operated by AEC Tyler single-deckers and it seems likely that the S3B was operated by a K-type bus. S class single-deckers supplemented even if they did not replace the Tylers and it was these latter vehicles that operated on the 403 route when the route was both single-deck and double-deck. The double-deckers were almost certainly PS-type and the route became completely PS on the withdrawal of the single-deckers. It appears that NSs were tried at Chelsham but because their engines were smaller than those of the PSs, they were not considered suitable for the hills on the 403, and thus the PSs soldiered on. Gradually the PSs were concentrated at Godstone (GD) for the 410, and the 403 accordingly received new vehicles in the form of STs of the round dash variety which later became ST1040-1069. These were the first closed top vehicles to operate from Chelsham. All the STLs shown in the 1937 and 1938 schedules were the 48-seat Chiswick (1934/5) or Weymann (1936) front entrance type, which until shortly before the war were the only highbridge STLs in use in the Country Area. Chelsham received the former type in early 1935, and in April STL980/92/4/6/7, 1006/8/9/13 arrived to be followed by 1011 in May. Dunton Green received similar STLs at the same time: STL984/90/5/9, 1002/5/7/10 in April and STL1056/9 in July. Leatherhead (LH) also received STLs in the second half of 1936. In September 1936 STL1475/9, 1500 were allocated to Chelsham for the 403 extension to Wallington.

It is worth noting that the 453 started with an Albion Victor, probably AKM 128, acquired from Penfold & Brodie of Green Street Green. In June 1935 C32 was delivered new and worked the 453 thereafter. The prototype C1 was also at Chelsham in late 1935 and early 1936. The C1, C2 and D were all allocated 10T10s from 1st May 1938, and running from Tunbridge Wells the experimental TF1, nicknamed the 'Glasshouse' because of its striking cab, could be seen.

Significant changes were caused by the outbreak of the Second World War when as is well known the Green Line services were withdrawn on the night of 31st August 1939, and officially, replacement bus routes came into operation on 25th September.

There were three such services in the area with which we are concerned: 403C Warlingham (Leather Bottle)—Tatsfield (The Ship) to replace route F; 403D Sevenoaks (Bus Station)—Tunbridge Wells (Coach Station) to replace routes C1 and C2; and 465 Warlingham (Leather Bottle)—Edenbridge (Star) to replace route F.

It may be that these routes had operated, probably unnumbered, earlier but evidence is lacking except in the case of the Tunbridge Wells route which almost certainly operated from the beginning of the month with red double-deck LTs and later STLs from Tunbridge Wells (TW), though later the route was transferred to Dunton Green. The other two routes were worked by Chelsham with 20-seater Cubs. The Country Area was thus flooded with red STLs, and by the end of the month all the front entrance Weymanns had been delicensed, affecting Leatherhead, Guildford and Dorking where red STLs took over operation of the 408 and 470. Chelsham however was largely unaffected and retained front entrance Chiswick STLs. Although many Green Line routes were subsequently reinstated, neither the E nor the F returned south of London. However the C1 reappeared on 13th March 1940 renumbered C which resulted in the withdrawal of the 403D. Within a few months Tatsfield lost its service again when the 403C was withdrawn on 31st July and the 465 revised to operate from Edenbridge to Holland. On 4th December the C became Green Line route 5 under the Green Line renumbering scheme and only worked between Tunbridge Wells and Victoria. Both the C and the 5 were worked by Tunbridge Wells with 10T10s while on the C Addlestone (WY) also worked these vehicles. On 13th June 1941 Tunbridge Wells lost its Ts and the route was double-decked with STLs. As with all the other Green Line routes the 5 was withdrawn on 30th September 1942. It was proposed that the 403 should be extended to Tunbridge Wells replacing the coaches but this was not carried out.

STL272 stands at West Croydon (St. Michael's Road) ready to depart for Farleigh on the 403B. Its full wartime adornment of white bibs and protective netting will be noted. The vehicle is still painted red although its Country allegiance is indicated by the blind arrangement. Although from DG it is working at the 'wrong' end of the main route. W.J. Haynes





Meanwhile on 15th May 1940 route 408 was extended once more past Croydon to Warlingham via the 403. Almost two years later, on 6th May 1942, some early morning journeys to Tatsfield provided by the 403 were restored, and on 5th May 1943 ex-Chelsham journeys were extended Saturdays to the village, daily journeys commencing from 29th May 1946. In early 1943 an attempt was made to concentrate the 'leaning back' STLs (STL 18 or 18/1) at Chelsham, Dunton Green and Hatfield (HF), Chelsham receiving STL419/20/32, 533/64/75/7/90/1/5-7/9 as its share. Most of these STLs had been painted green in 1941 for Green Line services. Later in the year Chelsham acquired one duty on the 408 for the first time since 1937. On the whole changes to routes in the War were relatively few, and indeed the next change did not occur until 1946 when on 2nd January the 453 became crew operated with 10T10s at first, and 9T9s from 1st April, though later 4Q4s were substituted.

After the end of the war Green Line routes began to resume. The third to do so was route 704 which on 6th March 1946 commenced running between Tunbridge Wells and Windsor via Victoria. This route basically replaced the pre-war C1 and C2. The 705 started on 29th May 1946 running from Sevenoaks to Windsor, replacing in our area the pre-war D route. 10T10s worked all these routes from Tunbridge Wells and Windsor on the 704 and Dunton Green and Windsor on the 705. The timetables for the two routes were interworked.

Green Lines passing Chelsham garage reappeared on 26th June 1946 with the last post-war reinstatement of Green Line routes. These were the 706 to Westerham and the 707 to Oxted, both coming from Aylesbury and were operated by Chelsham and Tring with 10T10s.



Left: Weymann bodied STL1475 (DG) awaits its crew at Sevenoaks Bus Station sometime during the War. Its condition looks far from pristine. J.F. Parke

STL2365 is in red livery and shows that the Country area continued to use the roof number box. This Dorking bus takes the 470 beyond Croydon to Warlingham. W.J. Haynes







Whilst STL1495B (CM) waits at West Croydon on 15th April 1949 it is overtaken by STL222 on the full run to Tonbridge Station. The 'B' suffix indicated 'Bus' on Country vehicles, and the 'C' suffix 'Coach'. Alan B. Cross



**Below:** The intermediate points on the blind of STL590 (CM), a 'leaning back' example, can barely be made out. Only one CM bus served route 408 compared with a considerable allocation from LH and GF. W.J. Haynes



STL983 (CM) was photographed at Westerham on 18th June 1949. The restricted blind display (which is not unlike that used on some London Country vehicles today) differs from that used in the Central area in that the number remains separate. This system ensured greater flexibility for Country garages at which there was a more complicated relationship between routes and terminal points. Alan B. Cross





**Top:** Although allocated to the 453 Q11 (CM) performs a duty on 20th July 1949 on the 403A substituting for the normal STL. *Alan B. Cross.* **Above left:** When this shot was obtained in August 1949 STL2140 (GF) carried a 15STL16 (improved 1939) body which had started life on red STL2637 until it was painted green in 1941. The bus is about to leave West Croydon (St. Michael's Road) for Warlingham, this being the furthest east from its home base. *Alan B. Cross.* **Above right:** Cubs such as C7 (CM) operated route 453 entirely until the start of 1946 although it is likely that this photo was taken later. Despite the rural setting the passenger loading suggests the need for a vehicle of higher capacity. *Brian Bunker collection*

#### SCHEDULES FOR 29th MAY 1946

| Route   | Garage                             | Type | Mon-Fri | Sat | Sun | Route                                                                                                                                                   | Garage | Type | Mon-Fri | Sat | Sun |
|---------|------------------------------------|------|---------|-----|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------|--------|------|---------|-----|-----|
| 403/A/B | CM                                 | STL  | 13      | 12  | 13  | 453                                                                                                                                                     | CM     | T    | 2       | 2   | 1   |
|         | DG                                 | STL  | 5       | 5   | 4   | 470                                                                                                                                                     | LH     | ST   | 1       | 1   | 1   |
| 403add  | CM                                 | C    | 1       | 1   | 1   |                                                                                                                                                         |        | STL  | 8       | 8   | 8   |
|         | (worked Chelsham Garage—Tatsfield) |      |         |     |     |                                                                                                                                                         | CM     | STL  | 2       | 2   | 2   |
| 408     | LH                                 | ST   | 6       | 6   | 5   | (On 29th May 1946 Dorking had run short of room because of the reappearance of Green Line service and surrendered its duties on the 470 to Leatherhead) |        |      |         |     |     |
|         |                                    | STL  | 8       | 8   | 8   |                                                                                                                                                         |        |      |         |     |     |
|         | GF                                 | STL  | 3       | 3   | 3   |                                                                                                                                                         |        |      |         |     |     |
|         | CM                                 | STL  | 1       | 1   | 1   |                                                                                                                                                         |        |      |         |     |     |

From 30th June 1948 two journeys on the 408 were extended on Wednesday afternoons to Warlingham Park Hospital. These were probably withdrawn with the summer programme of 18th May 1949.



The years after the war were the best in passenger provision as motor car plague had yet to hit public transport. The 403 together with many Country routes was crowded at summer weekends requiring extra buses, often red ones borrowed from the Central Area, though throughout the week Chelsham's STLs carried on until 1950. Mid-1948 saw the substitution of 4Q4s for Ts on the 453, and the appearance of an allocation of 4Q4s on the 403 in addition to the STLs. This lasted until the middle of 1949 with the dire warning that 4Q4s were not to be operated through to Tonbridge, though strangely the author has no recollection at all of ever seeing a 4Q4 on the 403.

1950 was a year of considerable change for the area's double-deck routes for prior to February all green routes into Croydon were STL, but by midsummer, all were RT, the 403 being the first to receive them. In February Weymanns started producing green buses again and the first of the new batch went to the 403, RT2499-2504 to Dunton Green and RT2505-2519 to Chelsham, which still retained STLs for the 408 and 470. These RTs were of the reduced blind cream upper deck window variety.

#### SCHEDULES FOR 19th MAY 1954

| Route   | Garage | Type | Mon-Fri | Sat | Sun | Details                                                                                                                     |
|---------|--------|------|---------|-----|-----|-----------------------------------------------------------------------------------------------------------------------------|
| 403/A/B | DG     | RT   | 5       | 5   | 4   | 403 Wallington (Belmont Rd)—Tonbridge Stn (daily)                                                                           |
|         | CM     | RT   | 15      | 12  | 12  | 403A Wallington (Belmont Rd)—Warlingham Park Hospital (daily)<br>403B Wallington (Belmont Rd)—Farleigh (The Harrow) (daily) |
| 408     | CM     | RT   | 2       | 4   | 4   | 408 Chelsham Garage—Guildford (Onslow Street Bus Station) (daily)                                                           |
|         | LH     | RT   | 9       | 8   | 8   |                                                                                                                             |
|         | GF     | RT   | 3       | 3   | 3   |                                                                                                                             |
| 453     | CM     | RT   | 3       | 3   | 1   | 453 Chelsham Garage—Caterham (Clifton Arms) (daily)                                                                         |
| 470     | CM     | RT   | 6       | 5   | 5   | 470 Chelsham Garage—Dorking (Bus Stn) (daily)                                                                               |
|         | LH     | RT   | 8       | 7   | 7   |                                                                                                                             |

RTs had taken over on Sundays on the 453 from 30th September 1951, and by February 1953 the route had become solely RT.

Despite the beginnings of retrenchment especially at weekends the 403 still looked quite healthy (though the Tatsfield journeys continued gradually to be reduced), and on 14th December 1955 RTs started running express between West Croydon and Chelsham Garage on Mondays to Fridays largely to serve shoppers, and commuters from Sanderstead Station. Nevertheless by this time 'Sunday blight' had begun to set in and journeys south of Sevenoaks were suspended for the winter months from 1955, and the *summer* service did not reappear for the summer programme of 1964. In the meantime, on 29th October 1958 the 470 was extended from Chelsham Garage to Warlingham Park Hospital or Farleigh at certain periods which meant that the 403A became a Monday to Friday peak hour and Saturday operation and the 403B lost its Monday to Friday off-peak and Sunday journeys.

From 3rd October 1965 the winter Sunday service on the 403 was reduced to two non-overlapping sections: West Croydon to Chelsham (operated by Chelsham) and Westerham to Sevenoaks (operated by Dunton Green). From 15th May 1966 the through Sunday service Croydon to Sevenoaks was resumed but on 2nd October 1966 the winter non-overlapping Sunday service, as above, was resumed. The last day of 1966 saw further cuts with Wallington Station losing its Sunday service as the 403 did not pass beyond Croydon. From New Year's Day 1967 further reductions only left two Sunday journeys on the Croydon section and an afternoon service on the other section. The summer schedules of 1967 saw the new regular summer pattern resuming. These Sunday reductions were compensated for by a 6d minimum fare being introduced on the 705 between Sevenoaks and Westerham.

Left: Q28 (CM) stops by St. Michael's Church in Croydon one wet day on its westbound journey to Wallington. A 4Q4 was allocated to the route for a while although it is not known whether this was the usual working. *Vanguard*. Right: Q11 seems to have enjoyed wandering from route to route at CM. There was certainly never any official allocation on the 408. *Vanguard*







Route 453 had been converted to double-deck from 10T10 for only a month when RT2507 (CM) was caught on a foggy day in March 1953. *Alan B. Cross*

**Below left:** RT2515 has only been at CM for a few days and has yet to acquire front posters. It has cream upper deck window surrounds and reduced blind details. *Brian Bunker.* **Below right:** Route 400 ran Sundays only between 22nd June—26th October 1958 as a limited stop service linking Warlingham Park Hospital and the New Addington estate whose austere surroundings GS8 (CM) is seen passing through. *Paul Hulyer*



Some feel that RTs looked their best with a full five-line blind display and without trafficator ears. Off-side route number plates were abandoned very early on in the Country area. RT1032 (CM) stands at Westerham (Crown) on 27th May 1956. *Gerald Mead*





This view of RT3136 (CM) is typical of the RT in its later days with lower case lettering on the blinds. Evidence of inter-working within the 403 group of routes is provided by the canopy blind. *Peter J. Relf*



RT4330 (CM) which was originally red stands outside Chelsham Garage against a background of parked RTs. The garage plate has long since been replaced by the code painted directly on the body. The intermediate route details are identical to those of the 403B. *Peter J. Relf*



Originally allocated to DG, RT2504 (CM) is seen here in the new London Country green and yellow livery with the shortlived 'Flying Polo' symbol. In May 1971 it leaves Epsom on the 408 for Chelsham with an incorrect canopy blind. *Gerald Mead*



On 15th June 1968 an extension took place to Chartwell which became served on Sundays for the first time by certain journeys of the 403. RFs were provided by Chelsham for this extension which lasted until 29th September 1968. At the same time Dunton Green lost its winter Sunday interest in the 403. On 5th October 1969 the 403 finally lost its Sunday buses when the last surviving section between Westerham and Sevenoaks was withdrawn on that day. Sixteen RTs to none in fifteen years: could that be a record?

The run down on the 408 and 470 was not so dramatic, though the changes to the 403 group had repercussions on the 470 as already explained. More tinkering resulted in Farleigh gaining winter Sunday journeys on the 408 from 16th October 1960. On 24th October 1962 the Farleigh journeys became all year round and Warlingham Park Hospital was reached by the 408 on Sundays for the first time since 1938. The 408 and 470 were jointly scheduled from winter 1963. The 453 changed little over the period except being gradually reduced in frequency. A GS was included in the Monday to Friday schedules from the revision of 10th December 1958 (following the six-week strike of that year) until 1962, and from 4th November 1964 the Sunday service became one person operated using RFs.

On 10th July 1966 the 403 road saw 706 coaches going to Chartwell on summer Saturdays and Sundays. On 25th March 1967 the extension appeared again, this time running Wednesdays, Thursdays, Saturdays and Sundays for the summer. From 13th April 1968 and 5th April 1969 the same summer extension occurred and on 19th October 1969 the extension ran for the last time under London Transport control. On 15th February 1969 the 707 was completely withdrawn and the 706 became one person operated.



SM484 (CM) glides past the flyunder in Wellesley Road Croydon on 9th June 1973 on a journey to Tonbridge on the 403A. The suffixing of so long a route seems rather inappropriate. Colin Stannard



This view of LN22 (DG) shows why London Country preferred to renumber its suffixed routes. SMs were more usual on the 403A, but LNs and RFs were common visitors throughout the early seventies. Eamonn Kentell



Although RF221 was allocated to Chelsham for Green Line route 706 between September 1968—January 1974 vehicles were in such short supply in the first years of London Country operation that rigid type allocation tended to break down.  
*Eamonn Kentell*



By 29th June 1974 when this shot of RT3536 (CM) was obtained at Caterham, route 453 was basically opo although on Saturdays an RT, clearly from the 403 allocation, operated. *Eamonn Kentell*



At this stage, perhaps, the complicated efforts to serve Tatsfield need to be further considered. From 9th June 1948 706 journeys except those from the garage and from 16th May 1956 certain Monday to Friday garage journeys ran via the village. But for the 1958 strike, one northbound 707 journey and one 706 garage journey in each direction would have been diverted there from 14th May 1958, though presumably this did occur at the end of the strike. From 12th October 1960 another 707 journey was diverted in both directions. On 15th February 1969 the withdrawal of the 707 and revisions on route 706 resulted in Tatsfield being only served northbound in the morning peak and southbound in the evening peak on Mondays to Fridays. As the Westerham journeys dwindled away so did the journeys to Tatsfield, both finally running on 30th May 1975. From 15th February 1969 some 403 journeys had been diverted via Tatsfield on weekdays as compensation for fewer Green Line services.

Changes to the 704 and 705 services were few in the last years of London Transport control particularly at the eastern end. On 28th August 1963 an express service was introduced on the western section between Victoria and Windsor, the effect on the eastern section being that RC coaches subsequently replaced RFs. This express arrangement lasted until 2nd December 1967 when the express section ended and the 705 was converted to RCL double-deck coaches. On the same day Tunbridge Wells garage closed and operation of the 704 by RCLs which had commenced on 12th June 1966, was transferred to Dunton Green.

Let us look at the schedules for New Year's Day 1970 when London Country, a subsidiary of the National Bus Company, took over the operation of London's green buses and coaches.



## SCHEDULES FOR 1st JANUARY 1970

| Route   | Garage | Type | Mon-Fri | Sat | Sun   | Details                                                                 |
|---------|--------|------|---------|-----|-------|-------------------------------------------------------------------------|
| 403/A/B | DG     | RT   | 8       | 2   | 0     | 403 Wallington (Belmont Road)—Tonbridge Station (weekdays)              |
| 403     | CM     | RT   | 13      | 9   | 0     | 403A Wallington (Belmont Road)—Warlingham Park Hospital (weekdays)      |
| Express |        |      |         |     |       | 403B Wallington (Belmont Road)—Farleigh (The Harrow) (weekdays)         |
|         |        |      |         |     |       | 403 Express West Croydon—Chelsham Garage (Monday-Friday peaks)          |
| 408     | LH     | RT   | 16      | 10  | 6     | 408 Farleigh (The Harrow) or Warlingham Park Hospital—Guildford (daily) |
| 470     | GF     | RT   | 2       | 2   | 1     | 470 (The Harrow) or Warlingham Park Hospital—Dorking (daily)            |
|         | CM     | RT   | 2       | 2   | 1     |                                                                         |
| 453     | CM     | RT   | 3       | 2   | 0     | 453 Chelsham Garage—Caterham (Clifton Arms) (daily)                     |
|         |        | RF   | 0       | 0   | 1 opo |                                                                         |

London Country had the avowed intention of full one-person operation and of replacing all older vehicles, which in their eyes meant the replacement of 90 per cent of the fleet handed to them on 1st January 1970, and all of the vehicles operating in our area. Cutbacks still continued and on the 3rd July 1971 the area's routes were drastically modified. The 403 was revised to run on weekdays only from Wallington (West Croydon during evenings) to Chelsham Garage, continuing to Farleigh and thence to Warlingham Park Hospital. The rest of the 403, between West Croydon and Tonbridge, was converted to single-deck one-person operation on weekdays and renumbered 403A. The existing 403A and the 403B were both withdrawn. On the same day the split in the 403 service at Sevenoaks which had been made to alleviate the effects of severe congestion in Tonbridge High Street and existed Mondays to Fridays off-peak and Saturday shopping hours since 14th June 1969, was discontinued; and the 453 was also converted to one-person operation and lost its Sunday service.

The 403 nevertheless retained RTs from Chelsham, but the 403A received new SMs from both Chelsham and Dunton Green while the former's 453 duties also became SM. Chelsham was allocated SM510-515 and Dunton Green received 530-537. All Sunday journeys to Warlingham Park Hospital were diverted via Farleigh and provided by the 408 and 470.

Further changes occurred on 17th June 1972 when a Sunday service was introduced on the 403A between West Croydon and Chelsham with some journeys in the afternoon and evening to Warlingham Park Hospital via Farleigh. At the same time the 408 and 470, were converted to double-deck one-person operation using ANs and both were withdrawn east of West Croydon. Chelsham withdrew from both routes, with the result that its workings extended no further west than Wallington Green on the 403. On 7th July 1973 the 403A was renumbered 483.

On 28th March 1970, the summer extensions on Wednesdays, Thursdays, and Sundays to Chartwell had been resumed on the 706 continuing until 1976. On 31st May 1975 the Monday to Friday peak hour journeys to Westerham were withdrawn. The 706 had been one of the last routes to lose its RFs. These continued to work at Chelsham until 4th October 1975 when it received second-hand SNCs from Northfleet. This remained the position until the route was withdrawn on 2nd April 1977, and Chelsham has not operated coaches in local service since.



RF684 (DG) substitutes for a defective SM after the 403A had been renumbered 483. The photograph was taken on 30th November 1974 at Sevenoaks Bus Station. The RF ended its days at CM until its withdrawal as late as 1978. *Eamonn Kentell*





**Above left:** Route 453 saw quite a variety of types in the seventies. RMC1504 in NBC livery halts at a road junction before continuing to Caterham-on-the-Hill on 18th June 1979. *Colin Stannard*. **Above right:** Almost brand new Atlantean AN186 runs through Caterham heading for 'the Hill' on the same day. The modern blind displays a wealth of information! *Colin Stannard*

On 16th August 1975 ex-Green Line RF69 (ICM) substituted for a defective SM on route 453 and is seen heading through Whyteleafe with a lazy blind which (just) shows a via point. *Colin Stannard*



**Below left:** Yet another substitution on the 483 was BN37 (ICM) photographed at Croydon on 5th October 1975. Although these small and spartan buses were unsuitable for a long trunk route they had a surprising turn of speed. *Eamonn Kentell*. **Below right:** At the time of this photograph the 403 had officially a mixed RT and RMC allocation. The ex-Green Line vehicles looked smart in NBC livery though the small blind lettering marred their frontal appearance. RMC1472 (ICM) pauses outside its home garage on 29th September 1976. *Paul Hulver*







During the chronic shortage of serviceable vehicles during the latter seventies DG operated Bristol MWs hired from Royal Blue. Although blinds were found for these buses conductors had to be used because of the manual doors as is apparent from this view of 1425 obtained on 24th March 1976. Gerald Mead

Under London Country the 704 and 705 continued largely as before. There were minor adjustments (such as extensions to the Windsor Safari Park), but nothing of consequence in the east until 25th March 1972 when both routes were converted to RP one-person operation. On 21st May 1977 the 705 took over the 706 extension to Chartwell in the form of a double run on Tuesdays, Wednesdays, Thursdays, Saturdays and Sundays, this lasting until 29th September. From 21st May 1978 the Chartwell service was reduced to Sundays, with one journey each way, the weekday service having been reduced the previous day to a single late evening journey from Tunbridge Wells to Westerham, in direct support of the 483. The Chartwell journeys on the 705 ran for the last time on 22nd October. On 28th April 1979 the eastern end of the 704 was withdrawn and a new 706 was introduced between Victoria and Tunbridge Wells (West Station); at the same time the 705 was extended to Tunbridge Wells (West Station) and the Chartwell double-run introduced next day, running until 21st October. On 21st April 1981 the 706 became a local route with most journeys from Tunbridge Wells terminating at Bromley North Station and only a few continuing to Victoria. The Sunday Chartwell service has continued through the eighties: 27th April to 26th October 1980, 26th April to 25th October 1981, 11th April to 31st October 1982, 15th May to 30th October 1983, 13th May to 28th October 1984, and 26th May to 27th October 1985. Last year there was also a limited Wednesday, Thursday and Saturday service from 25th May to 28th September operated by Amersham (MA) as well as Dunton Green.

We must now return to the story of the main route. By the summer of 1974 London Country was experiencing the effects of chronic vehicle shortage and was compelled to hire numerous vehicles from various sources. Dunton Green duly received some Bristol MWs from Royal Blue. These appeared on the 483 with conductors who were needed to operate the manual doors. On 4th November Fleetlines on hire from Bournemouth Corporation appeared from Leatherhead on the 408 and 470; in all twelve were hired (plus one Atlantean) and they stayed at Leatherhead in varying numbers until 18th March 1978 when they were replaced by new AN124-129. The 403 was a bigger problem as it was still crew operated and RTs were now in short supply. Officially by January 1977 the route was mixed RMC and RT and later that year fully RCL though in practice this was not so. RTs stayed on albeit in decreasing numbers and three of the four recertified RTs operated from Chelsham: RT604, 1018 and 3461, all in National Bus livery. RT604 was the last one to carry on until its engine failed in the summer of 1978. Chelsham also had some of the last RFs though it had no scheduled RF work. The last Country RF (RF684) from there departed in May 1978 and recertified RF221 followed in November.

On 1st March 1977 the first Atlanteans hired at Chelsham from Maidstone Borough Transport began working on the 403. What a time for the enthusiast! It was possible to see an RT, RMC, RCL, SNB, RML or even a BL as well as a hired Atlantean, all operating the 403. Nine loans came from Maidstone Borough Transport and they came and went through 1977, the last going back in November, not having been used since 21st October when replaced by RMCs and RCLs.

From 28th November 1977 only one morning and one afternoon journey on Mondays to Fridays, and none on Saturdays on the 483 went beyond Sevenoaks to Tonbridge. Theoretically on 20th March 1976 Chelsham's vehicles on the 483 became SNB, Dunton Green following on 8th January 1977; and from 2nd April Chelsham officially used SNCs but reverted to SNBs from 29th April 1978, though much of the foregoing was theoretical of course!





In 1977 the bus shortage became so great that Atlanteans were hired from Maidstone Borough Council which worked the 403 at CM with crews. The light blue livery and box-like Massey bodywork of the vehicles are clearly apparent as it leaves central Croydon on 20th June 1977. *Eamonn Kentell*

RT604 (CM) in full NBC livery continued to give service on the 403. This much photographed vehicle was the very last London Country RT to operate and did so until the summer of 1978. *Gerald Mead*



When it was photographed at Sevenoaks Bus Station in September 1977 SNC138 (CM) actually represented the booked allocation on the 483. Some two months later the section south of Sevenoaks was reduced to just two Monday-Friday runs. *Eamonn Kentell*





**Above left:** From its inception the 403 Express was operated by RTs. Generally speaking the service over the years consisted of six morning journeys from Warlingham to West Croydon and nine in the evening peak. Buses stopped only at Fairfield Way, Sanderstead (Wentworth Way, Station and Church) and Hamsey Green before reaching Warlingham. Express journeys were scheduled to reduce the running time by around seven minutes. RT3461 leaves Fairfield Halls, Croydon on 16th May 1973. **Colin Stannard.** **Above right:** By 1978 the Express was being worked by RMCs and RCLs. RMC1515 is seen here at Fairfield Halls on 18th September 1978. **Paul Hulyer**

The RCLs possibly offered the most luxurious and comfortable ride to have been experienced on route 403 despite the fact that they were nearing the end of their expected life span. The upper case front blind lettering is notable. RCL2246 (CM) pulls out of the turning to Warlingham Park Hospital by Chelsham Garage on 18th March 1978. **Gerald Mead**

If only all London Country double deckers had blinds as clear and comprehensive as this! AN26 (DG) was one of an earlier batch of Atlanteans and was photographed at West Croydon on 14th July 1981. DG has now taken over the main operation of the 483. **Colin Stannard**



On 3rd March 1979 partial conversion to opo occurred when most duties on the 403 were converted though some RMC operation continued. The 403 Express remained crew operated RMC. A Sunday opo service was reintroduced between West Croydon and Warlingham Park Hospital; at the same time the 483 Sunday service was withdrawn. Full one-person operation was achieved on 31st August 1980, though the final RMCs had been replaced earlier and ANs had worked alone, some with conductors and some not. The 408 was wholly withdrawn, its ANs being transferred to the 406, and an express 408 took over between Guildford and West Croydon, but operated by Leatherhead SNBs only. The 470 was also withdrawn except for school journeys between Dorking and Epsom Station. To cover the suburban area between Cheam and Croydon, which needed double-deckers, the 403 was extended daily to Cheam Village, while part on weekdays continued to divert to Wallington, the terminus by then having become Shotfield. The express service remained unaltered apart from conversion to opo. Tatsfield lost its morning service but gained an evening journey. Thus the 403 resumed its 1937-38 route as far as Cheam and Chelsham once more worked west of Wallington Green.

The Atlanteans Chelsham received new were AN183-186/8-92/4/6/7/9, 201 as a first batch in 1978/79 and then AN220/1/6 in 1980 together with second-hand examples. The vehicle situation can be summarized once more:

#### SCHEDULES FOR 31st AUGUST 1980

| Route       | Garage | Type | Mon-Fri | Sat | Sun | Details                                                                                                                    |
|-------------|--------|------|---------|-----|-----|----------------------------------------------------------------------------------------------------------------------------|
| 403         | CM     | AN   | 13      | 12  | 4   | Cheam Village (daily) or Wallington (Shotfield) (weekdays)—Warlingham Park Hospital (daily) or Tatsfield (Ship) (journeys) |
| 403 Express | CM     | AN   | 4       | 0   | 0   | West Croydon (Bus Station)—Chelsham Garage (Mon-Fri Peaks)                                                                 |
| 408 Express | LH     | SNB  | 7       | 7   | 3   | West Croydon (Bus Station)—Guildford (Commercial Road) (daily)                                                             |
| 453         | CM     | SNB  | 1       | 1   | 0   | Caterham Station—Chelsham Garage (weekdays)                                                                                |
| 483         | CM     | SNB  | 2       | 2   | 0   | West Croydon (Bus Station)—Sevenoaks (Bus Station) (weekdays) Tonbridge Station (journeys Mon-Fri)                         |
|             | DG     | SNB  | a       | 0   | 0   |                                                                                                                            |

a: worked with buses ex-402

This largely is the situation existing in mid-1986, though a few changes have occurred. On 21st April 1981 the Dunton Green vehicles on the 483 became AN and most Chelsham duties were transferred to Dunton Green. However a few remain at Chelsham where they are operated with ANs off the 403, whose express service ceased on 21st August 1981. More recently it was proposed to divert a 403 journey at Carshalton to Wrythe Green to relieve the 157 route which got crowded at school times. This proposal was not in the event proceeded with.

'403' with its 'Country' connotations is now something of a misnomer as it has since 1980 run almost entirely within the old GLC area. Only the section from Warlingham Park Hospital through Chelsham and Warlingham is outside, the rest of the route being in the London Boroughs of Croydon and Sutton. Hence it was offered for tender as a route operating under the auspices of London Regional Transport. Although London Buses tendered the 403 has been retained by London Country. From 9th August 1986 ANs on the 403 have been required to carry a rear route number and a LRT board at the front. Chelsham had already gained two routes from London Buses earlier in the year following another such bid. These were the 127 and 127A whose current operation together with that of the 403 is discussed elsewhere in this issue.

Acknowledgement must be made to the authors of *East Surrey* by 'Bell Street', an invaluable source for students of the southern area of London Country, and also to Laurie Akehurst who read the text and made many helpful suggestions including a detailed description on maps of early routeings through Croydon. Thanks are due to the many photographers who have provided examples of their work, though there are omissions with regard to the earlier period and any additions will be gratefully received.



Representing present-day operation on the 403, now operated by London Country under contract to LRT, an ex-Southdown Atlantean (AN301) passes through North Cheam on its way to Cheam Village. All vehicles on the route are now required to display the 'LRT service' notices at the front. *Ramon Hefford*



# Tendering this year

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

### Nine More Services on offer

On 1st July 1986 London Regional Transport announced that a further batch of services were being put out to tender. The tenders have to be submitted to LRT by 11th August with a view to the contracts commencing early next year. The services are:

| Route | Terminals                                             |
|-------|-------------------------------------------------------|
| 4     | Archway Station—Waterloo Station                      |
| 42    | Aldgate—Camberwell Green                              |
| 62    | Barking (Gascoigne Estate)—Gants Hill Station         |
| 110   | Twickenham Station—Cranford                           |
| 153   | Archway Station—Islington (Angel)                     |
| 173   | Stratford—Becontree Heath                             |
| 196   | Norwood Junction—Brixton Station/Kennington/Islington |
| 289   | Elmers End Green—Purley                               |
| 297   | Willesden—Ealing Broadway                             |

The basic service levels specified are generally similar to today, with two proposed exceptions. On route 153, the service would be withdrawn between Islington and Tottenham Court Road Station, and the remainder would be operated by midibuses at a much higher frequency than now. The service for which tenders are being invited would provide a 12-minute frequency until about 1930 on Mondays to Saturdays compared with the present half-hourly service. Route 196 would be reduced slightly on Sundays to give a clockface half-hourly service instead of every 25 minutes.

Tenderers for route 153 are also being invited to identify the additional cost of providing an evening and Sunday service, and LRT will decide whether these such enhancements are justified, having regard to the costs involved. On route 289 a possible diversion on Mondays to Fridays is being considered to serve Waddon Way, Pampisford Road and Edgehill Road.

So far, eight per cent of LRT's total mileage has been opened up to competitive tender, and this further batch of routes will add another 2½ million bus miles each year to that total. It is planned that one-quarter of the LRT bus mileage will be operated on a contract basis by the end of 1988.

### Midibuses in Central London

LRT also propose to introduce nearly forty midibuses running on two high-frequency services in central London later this year. One service will take over the northern end of route 53 between Parliament Hill Fields and Oxford Circus, running every four minutes for most of the day on Mondays to Saturdays. Additional buses would run at peak times between Camden Town and Oxford Circus, while on weekday evenings and for most of Sunday buses would run every 7-8 minutes. At less busy times buses would run every 15 minutes. The Optare midibuses to be used on this route would be provided by LRT, and their operation on an initial three-year contract has been put out to tender. Route 53 would continue to run between Oxford Circus and Plumstead Common at its existing frequencies.

The second service, also to be worked by Optare midibuses, will be operated by London Buses under contract to LRT and will link Parliament Square with Kensington by way of Victoria, Belgravia, Sloane Square, Knightsbridge and the museums. The 50p flat-fare service will run every six minutes between about 0900 and 1830 on Mondays to Saturdays.

### The Services this year

In LBM 54 we took a detailed look at the first twelve routes which were put out to competitive tender, and since then the pace of route tendering has been accelerated. Between 22nd March and 9th August a further 24 services have been operated under contract to LRT, half of which cross over the Greater London boundary into the counties of either Hertfordshire, Essex or Surrey. In addition, the Shire Counties themselves have taken over responsibility for a number of services from LRT, and these are now operated on behalf of those Councils, no longer forming part of the LRT network. Now is an appropriate time to look at the operation of the LRT contracted services, with reference to the others as necessary, and for simplicity we shall discuss them in chronological order, taking related groups of routes together.



It should be noted that three tendered services have yet to commence, namely the 107 (awarded to London Buses), and 307 and 359 (won by Eastern National). Commencement of these is now planned for September and October owing to staffing difficulties of Eastern National (see under route 275 below). The revised network for Orpington started on 16th August, and we shall illustrate these operations in detail in a subsequent issue.

## General

For the routes detailed here, either London Regional Transport, London Buses, or the County Councils each produced publicity as appropriate. Advance publicity 12" bus stop panels were produced by LRT for all its contracted routes, with leaflets for house-to-house distribution for all except the 145A and 403, although nothing special was prepared for the 79A. In the absence of a leaflet for the 145A timetables were distributed to all schools along the route. Most leaflets carried the 'Local Bus News' heading in the style of those last year, but for the 125 and 195 the word 'Bus' was curiously omitted. The leaflet for the 84 produced for Hertfordshire County Council, was entitled 'Local Bus News from London Buses'. Some leaflets and panels were combined—routes 20, 167 and 206 appeared in the same leaflet; the 167 and 206 on the same panel; the 179, 179A and 235 together on both the panel and the leaflet; the 217B included details of the 251 for Essex; and the 145 and the parallel 148 were also treated together. Both the leaflets and the panels were printed in the colours of the operator's fleet—red for London Buses, green for London Country, dark green and yellow for Eastern National Citybus, blue for both Cityrama and Sampson's, brown and yellow for London Buslines (Len Wright Travel), dark blue with white border for Scancoaches, and light blue and red for the joint Ensignbus and London Buses publicity. A special 1/4A4 leaflet in orange, green, red and black was produced for the Hampstead HOPPA, and both the advance publicity and roadside timetables (giving just principal departures from main stops) were in colours to match.

Hertfordshire did not require a leaflet for the 242, although one was printed for the PB1; Essex produced a glossy A5 size booklet detailing most routes in the Waltham Abbey area, and two other leaflets—one for the 201 in red and cream, and one for the 250 in blue and white.

All the LRT contracted vehicles (except on routes 79A, 179 and 179A) are fitted with Weyfarer II ticket machines, and now also on the 313 from 21st June at the same time as the takeover of the 298. All vehicles except London Buses' carry the 'LONDON REGIONAL TRANSPORT SERVICE' notice on the front, and the 'LRT PASSES ACCEPTED' sign on the driver's cab door.

### Local Bus News

from London Regional Transport

#### Green and Yellow Buses for Routes 20, 167 and 206

FROM 24th MAY

From Saturday 24th May 1981 and on operated by London Buses, Green and Yellow Buses for Routes 20, 167 and 206 will be replaced by London Country Buses. The new routes will be operated by London Country Buses. The new routes will be operated by London Country Buses. The new routes will be operated by London Country Buses.

### An apology

We're sorry—but please don't blame the driver!

We do apologise to the driver service who may have experienced some difficulties in the past. We are sorry that we have not been able to provide a better service. We are sorry that we have not been able to provide a better service. We are sorry that we have not been able to provide a better service.

### Local Bus News

from London Regional Transport

#### White Buses for Route 283

FROM 31st MAY

Route 283 will be operated by London Buses on behalf of London Regional Transport. The new routes will be operated by London Buses. The new routes will be operated by London Buses. The new routes will be operated by London Buses.

### Local News

from London Regional Transport

#### Blue buses for Route 145

Buses 145 and 148 to serve the Drive

FROM 21st JUNE

From Saturday 21st June 1981 and on operated by London Buses, Blue buses for Route 145 and 148 will be replaced by London Buses. The new routes will be operated by London Buses. The new routes will be operated by London Buses.

### Local News

from London Buses

#### Red buses return to Route 84

FROM 21st JUNE

From Saturday 21st June 1981 and on operated by London Buses, Red buses for Route 84 will be replaced by London Buses. The new routes will be operated by London Buses. The new routes will be operated by London Buses.

### Local News

from London Regional Transport

#### Yellow Buses for Route 195

FROM 12th APRIL

From Saturday 12th April 1981 and on operated by London Buses, Yellow buses for Route 195 will be replaced by London Buses. The new routes will be operated by London Buses. The new routes will be operated by London Buses.

### Bus Service 201

STARTING 24th MAY

From Saturday 24th May 1981 and on operated by London Buses, Bus Service 201 will be replaced by London Buses. The new routes will be operated by London Buses. The new routes will be operated by London Buses.

### Local News

from London Regional Transport

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FROM 31st MAY

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### Local News

from London Regional Transport

#### Blue buses for Route 145

Buses 145 and 148 to serve the Drive

FROM 21st JUNE

From Saturday 21st June 1981 and on operated by London Buses, Blue buses for Route 145 and 148 will be replaced by London Buses. The new routes will be operated by London Buses. The new routes will be operated by London Buses.

### Local News

from London Buses

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from London Regional Transport

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from London Regional Transport

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FROM 21st JUNE

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### Local News

from London Buses

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FROM 21st JUNE

From Saturday 21st June 1981 and on operated by London Buses, Red buses for Route 84 will be replaced by London Buses. The new routes will be operated by London Buses. The new routes will be operated by London Buses.

## 22nd March

### Routes 127/A (Tooting Broadway/Streatham Hill—Selsdon)

These services passed to London Country Bus Services Ltd. who now work them from Chelsham Garage. In addition to the AN class already at Chelsham, the company also acquired a number of similar vehicles from Southdown Motor Services Ltd. to assist with the increased requirement. The ex-Southdown buses have rear number blinds and this allows the display of a rear number as required by LRT. On the existing vehicles the rear number consists of a board outside the lower deck window. The vehicles carry the normal LCBS livery of green and white or two-tone green, and the



transition from the old to the new is very much in evidence. With the exception of 'Purley', all destination displays include full 'via points', and the 'A' of 127A is squeezed onto the third number track with the '7' giving an untidy appearance.

With the loss of the routes by London Buses, the journeys between Purley and South Croydon Garage also ceased. However, throughout the week most buses now continue beyond Purley to Sanderstead Church, whence garage journeys continue out of service to Chelsham. The peak hour trips to Selsdon are maintained, and a new feature is the introduction of three journeys to Selsdon on Sundays; strangely, one morning and one early evening journey on Sunday terminates at Purley, and stands there for 34 minutes, while similar journeys run to and from Selsdon during that time. Overall the services on all days of the week are broadly similar to before, although at certain times, particularly during evenings and on Sundays, buses are now allowed lean time to complete their journeys. On Sundays, as a result of buses not being permitted to turn inside Brixton Garage (not surprisingly), the 127A now terminates at Streatham Hill Station.

A particular point was made, both on the leaflet and on timetables, that at Sanderstead Church buses from Selsdon start in Addington Road, while commencing journeys stop in Limpsfield Road. A commendable attempt to avoid confusion which has the opposite effect!



**Above left:** The blind display on Chelsham's ANs is now much improved, full 'via points' being added to the destination as shown on Sanderstead bound AN268 in Wallington. *Ramon Hefford.* **Above right:** The dark blue and white livery of Cityrama is well suited to the DMS class, and most carry advertisements for King Edward cigars and the Company telephone number at the front. Ex-DM958 climbs Wimbledon Hill Road on its way to Raynes Park during April. *Ramon Hefford*

## Route 200 (Streatham—Raynes Park)

London Cityrama have purchased eleven ex-LT Daimler Fleetlines (DM935, 937, 952, 958, 985, 1017, 1773, 1813, 1831 and DMS836, 1882) from Ensign's of Purfleet for use on the 200, and they are based at their depot in Queenstown Road (Battersea). They have been repainted in the fleet colours of blue with a white relief band, with the Cityrama fleetname in red on the offside, and their telephone number (01-720 6663) in white beneath the front windscreen. Some vehicles now carry external commercial advertisements at the front. The front blind box has been changed to the two-piece version as on the Ms and Ts and the buses are fitted with side destination blinds. All blinds are Aldenham-produced. The vehicles used on the 200 are fitted with two-way radios which are used for control purposes in conjunction with the controller at Cityrama's base. Most vehicles carry a garage code 'C' alongside the running number plate.

As in the case of the 127A, the 200 cannot turn inside Brixton Garage, and until about 1930 buses are extended to a new terminus at Streatham (Atkins Road) (described as New Park Road in the timetables) by way of Streatham Hill and Streatham Place. After that time buses terminate at Streatham Hill Station. On Sundays, the journeys to and from Merton Garage no longer run.

During the off-peak on Mondays to Fridays and shopping hours on Saturdays, the frequency has been increased from half-hourly to every 20 minutes. During peak hours, the service was announced as being improved from every 20 to every 15 minutes, although there are a few gaps of up to 45 minutes over parts of the route! The leaflet, and the first version of the timetable, contained extensive errors on Mondays to Fridays, but the roadside panel was quickly corrected however.



## 7th April

### Route 145A (Chingford Station—Goodmayes)

The school journeys on route 145 beyond Ilford to Chingford were offered for tender separately from the main service between Ilford and Dagenham, and as a result were renumbered 145A. A more suitable number would have been 179A as there is more in common with the 179 than the 145. The contract was won by Eastern National Citybus, the trading name for the division of Eastern National running services on behalf of LRT, and the service is operated by three Bristol VRTs. They carry the striking livery of dark green and yellow, and initially they were based at the Enfield outstation along with the W9 vehicles. The service was transferred to the new Walthamstow base at Lowhall Lane when further contracts commenced during May (see below). The number is carried on the three track blinds by putting '14' on the first track, '5' on the second, and 'A' on the third. Although the use of the number 145A started during April, even as late as August 145 was still carried on many bus stops along the route.

The limited service, which does not operate during school holidays, comprises just three journeys from Goodmayes (Lord Napier) to Woodford Wells during the morning peak, two continuing on to Chingford Station, the first of which returns as far as Woodford Green. The reverse arrangement applies during the afternoon. All other positioning runs are made out of service. The service is similar to the previous London Buses' operation except that their positioning runs were made in service.

## 12th April

### Route 79A (Edgware Station—Alperton Station)

With the retention of the 79A by London Buses (Leaside District), there were only very slight changes to the timetable. The route continues to be worked by Ms from Alperton Garage.

### Route 125 (North Finchley—Winchmore Hill/Enfield)

Again, this service was retained by London Buses (Leaside District) and continues to be worked by Finchley Garage using Ms. On Mondays to Fridays between the peaks and during Saturday shopping hours, the service is improved from every 20 to about every 15 minutes. On Sundays, the service runs beyond Winchmore Hill to Enfield Town via route 29, thereby providing additional links to Highlands Hospital.

### Route 195 (Charville Lane Estate—Ealing Hospital)

This was the second service to pass to London Buslines (Len Wright Travel) and, like the 81, uses ex-LT Daimler Fleetlines. Six further examples (DM962, 1026, 1036, 1041 and DMS1869, 1882) were purchased from Ensign's of Purfleet for the increased requirement, and these were also repainted into the fleet livery of yellow and brown. The three-piece front blind boxes are retained and new plastic blinds in yellow on black have been fitted, also replacing the earlier Aldenham-produced linen blinds for route 81. Some vehicles now carry external commercial advertisements along the sides. Two-way radio is used for control purposes, as on route 81, and all the vehicles are garaged at their Hounslow base.

**Below left:** Eastern National's VRT 3105 has difficulty in displaying the route number as it sets down schoolchildren at Woodford Wells on 14th April. The route is still shown as 145 on the bus stop flag. **Ramon Hefford.** **Below right:** The yellow and chocolate livery of London Buslines is carried by ex-DMS1882 in Southall. The blinds, although not Aldenham produced, are yellow on black in Johnston style. **Ramon Hefford**





The 195 is no longer allowed to terminate at London Buses' Hanwell Garage, and consequently the route is now cut back to a new terminus in Uxbridge Road at Ealing Hospital. It is unfortunate that the route is unable to make use of the bus stand inside the hospital grounds, as passengers now have to alight from buses and cross the busy Uxbridge Road to reach the hospital. As in London Buses days, after about 2100 buses finish at Southall (Town Hall). On Saturdays buses do not run beyond Southall (Town Hall) to Ealing Hospital until 1730 although London Buses did run to and from Hanwell Garage throughout the day for crew change purposes.

Further advertisements were placed in local newspapers for additional drivers to work this route along with London Buses' existing 81 service.

## 24th May

### Route 20 (Walthamstow Central—Debden)

### Route 167 (Ilford Station—Loughton)

### Route 206 (Walthamstow Central—Chigwell Station)

The loss of these (and other services) by London Buses to Eastern National Citybus resulted in the closure of Loughton Garage. Other services lost were the 201 to West's and the 250/A to Sampson's, and only the 179 was retained by London Buses. With the takeover of the 20, 167 and 206, along with the 275 (see below), Eastern National opened its new base in Walthamstow (code WW) from which these services, and the 145A are now worked.

The 20 is mainly operated by Bristol VRTs, although Leyland Nationals do appear, particularly during evenings and on Sundays when some are scheduled. Only Leyland Nationals work the 167 and 206 (the former due to a low bridge in Loughton). All vehicles including those on the 145A and 275, carry the new Citybus livery of dark green and yellow, and above the windows on single-deckers, and between the decks on double-deckers, the slogan 'Citybus—Running in London for London Regional Transport' appears. Full blind displays including 'via points' are fitted at the front, and route numbers are carried on plates at the rear. In the leaflet and on the panel for route 20 LRT claimed "We're providing bigger buses to give you more seats and a more comfortable ride". No reference was made to the fact that at certain times single-deckers operate.

The routing at Debden on the 20 was changed, with the result that all buses run to and from the station via Debden Estate, thus providing double the frequency through the estate. Rectory Lane is now served solely by the 167. Initially, it was intended that the first buses through the estate towards Debden Station would run much later, 0718 compared with 0542 on Mondays to Saturdays, and about 40 minutes later on Sundays. However, owing to public criticism, on Mondays to Fridays earlier journeys were operated through the estate at 0558, 0618 and 0658 from the outset although the timetable fails to reflect this. Some adjustment to last buses was inevitable with the route being worked from Walthamstow compared with Loughton, and these are generally earlier.

On route 167, only minor timetable changes were made, although on Sundays the entire service in both directions unfortunately runs 7 to 8 minutes earlier than previously, which could have resulted in passengers missing the hourly service during the early days. This is presumably a consequence of buses working to and from the 20 route.



Left and opposite page: Representing the Eastern National Citybus operation in the Walthamstow area are Leyland National 1915 and Bristol VRT 3109. The former is an example of the less common working of single-deckers on the 20, here in Loughton, while the latter at Woodford Bridge represents the norm for the 275. The legend along the sides should be noted. Ramon Hefford



There were substantial changes to the 206 as a result of the tendering process. The entire service was cut back to Chigwell Station, buses no longer continuing on to Grange Farm Camping Centre (which closed some years ago), Loughton Garage or Loughton Station. As previously, the evening service runs only to Claybury Hospital, but there is now an evening service to Walthamstow Central. Between the peaks on Mondays to Fridays the service has been improved to run every 20 minutes instead of every 30.

### **Route 275 (Walthamstow Central—Barkingside/Claybury Broadway)**

Like the 20, route 275 is operated by Bristol VRTs although the occasional Leyland National can sometimes be seen. Needless to say, the previous garage runs between Walthamstow and Leyton no longer operate. On Sundays, buses previously ran every 45 minutes from 1100 until 1745, while now they run at more easily remembered hourly intervals between 1115 and 1815, continuing (except the last one) beyond Barkingside through to Claybury Broadway, providing a Sunday service along Clayhall Avenue. Despite this, bus stops along that road still carry signs reading "Mondays to Saturdays".

There remains only one further aspect of the Eastern National Citybus operations yet to be discussed, and in many ways it is the most serious fault which has arisen on any route so far tendered. It concerns the acute staff shortage which Eastern National experienced. Soon after the start of their Walthamstow operations, it had been necessary to ferry drivers in from as far afield as Braintree, Basildon and Southend, and still the service provided was far short of what was expected. The situation became so bad that a leaflet was produced by LRT (in dark green and yellow) detailing the journeys which were likely to be cancelled until further notice. The leaflet was unprecedented in carrying the signatures of both David Bayliss, LRT's Director of Planning, and Robin Orbell, Eastern National's Traffic Manager. The leaflet said that it was hoped to run the full service on the 145A and 167, and on all routes on Sundays, but routes 20, 206 and 275 were subject to extensive cancellations—24 journeys on the 20 on Mondays to Fridays, 14 on Saturdays, 31 journeys on the 206 on Mondays to Fridays, 8 on Saturdays, and 26 on route 275 on Mondays to Fridays, and 6 on Saturdays. Although the cuts were mainly during the off-peak, it was particularly poor to see the last 206 to Chigwell cut on Mondays to Fridays, and many consecutive cancellations, for example on the 275 Mondays to Fridays resulting in gaps in service of one hour from Walthamstow between 1515 and 1615, and from Barkingside between 1647 and 1747.

Inevitably there was extensive criticism in the local press regarding the failure of Eastern National "to get its act together in time". Eastern National said that it had "faced a major challenge in seeking to establish a new, fully operational bus depot with 85 staff and 32 buses in a relatively short span of time". Many might say that it is the fault of the company in taking on too much, too soon, and of LRT in not checking that successful tenderers have sufficient resources to carry out their contractual obligations. It is for these reasons that their contracts for the 307 and 359 (previously planned as 107 and 259A) have yet to commence, and this in turn is putting an unfair burden on London Buses who are required by LRT to run the services in the meantime. It has been suggested that Eastern National should forfeit the 307 and 359 contracts, and that they should instead be awarded to another operator who is in a better position to run them—London Buses would not seem an inappropriate choice.





## Route 179 (Chingford Station—Barking)

Of all the services previously worked by Loughton Garage, only the 179 was retained by London Buses (Forest District), and with the closure of that garage the service was transferred to Leyton Garage using staff displaced by the loss of the 275. LSs continue to work the service, along with the new 179A (see below). The limited service beyond Chingford Station via Manor Road to Loughton was withdrawn, although observations during the last weeks of operation showed them to be carrying a reasonable number of passengers for a comparatively new facility. The garage runs to Leyton operate out of service, joining line of route at Chingford or Woodford High Road.

The advance publicity and leaflet announced that buses would run at the same intervals as before, "although buses will run every 20 minutes throughout the Saturday shopping period". This was rather surprising as they already did!

## Route 179A (Chingford Station—Yardley Lane Estate)

## Route 235 (Chingford Mount—Woodford Wells/Yardley Lane Estate)

## Route 242 (Potters Bar—Waltham Abbey)

## Route 252 (Waltham Cross—Chingford Station)

Route 242 created unique problems for the tendering process, crossing between Hertfordshire, Essex and Greater London. As a result, Hertfordshire County Council offered the service for tender between Potters Bar and Waltham Abbey, no longer seeing a need for the service beyond to Chingford. Essex County Council decided that it only needed to support a few peak hour journeys between Waltham Cross and Chingford Station, these also being put out to tender, as route 252. The section inside Greater London, between Yardley Lane Estate and Chingford Station, was the province of LRT, and this was offered as an LRT contract for route 179A (originally planned as route C1).

It is not intended to cover the non-LRT contracts in these articles, other than by passing reference where services have passed from LRT's control. The 242 tender was won by London Buses (Leaside District) and the service continues to operate from Potters Bar Garage using Ms. The only point to mention here regarding the timetable is that on Sundays and during Monday to Saturday evenings, previously two buses had efficiently run round in two hours providing an hourly service between Potters Bar and Chingford Station. With the cut back to Waltham Abbey, the hourly service still requires the use of two buses (and the appropriate number of drivers), and they now spend 35 minutes idle at Potters Bar Station.

The Essex contract for the peak hour 252s was won by Eastern National who use an Iveco 79.14 minibus in a white livery with 24-seat Caetano bodywork. The vehicle, on loan from Salvador Caetano (UK) Ltd., initially worked from Chelmsford depot out of service to Waltham Cross. It performs three trips before returning to Chingford Station arriving at 0815. The bus and driver then work another Essex contract on hospital bus 254 between Honey Lane and St. Margaret's Hospitals via Upshire prior to the afternoon trips on the 252 between 1732 and 1859 and the return garage run to Chelmsford. In September a further Essex contract utilises this bus and driver for school bus 253 between King Harold School and Sewardstonebury.

Returning to the 179A, a half-hourly service is provided on Mondays to Saturdays between Yardley Lane Estate and Chingford Station using LSs from Leyton Garage. Many journeys work off the 179, and the 'A' is carried on the main destination blind. On Sundays, when route 179 does not operate, the most efficient way of providing the link was found to be by an extension of the 235 beyond Woodford Wells via Whitehall Road (restoring a Sunday service to that road) and Chingford Station (as a double-run) to Yardley Lane. The 235 is not a tendered route, and London Buses have simply been given the obligation of providing this link outside the normal contract arrangements.

The weekday and Sunday LRT operations between Yardley Lane and Chingford are depicted here by London Buses' LS266 on the 179A and LS173 on the 235 respectively. Colin Stannard/Paul Carpenter







Above: The Essex operation of the 242 is now numbered 252 and the white Iveco minibus used at first was caught by the photographer at Waltham Abbey on 5th June. Ramon Hefford



The Sampson's contracts are worked by Daimler Fleetlines and Leyland Nationals. Ex-DM1120 on the 217B near Waltham Abbey shows that side blinds are not always set correctly. The Leyland Nationals are to be seen mainly on the 250 and 251. Here HHA145L (new to Midland Red as 1451) picks up passengers at Waltham Cross. Ramon Hefford/R. J. Waterhouse



## Route 217B (Enfield Town—Upshire) Route 250 (Waltham Cross—Loughton Station/South Woodford) Route 251 (Waltham Cross—Upshire)

At the same time as LRT put route 217B out to tender, routes 250 and 250A (renumbered 251) were offered for tender by Essex County Council, no longer being part of the LRT network. All three contracts were won by Sampson Travel who purchased seven ex-LT Daimler Fleetlines (DM1030, 1119, 1120, 1122, and DMS1762, 1794 and 1881). These vehicles, for use mainly on the 217B, have been fitted with a two-piece Metrobus style front blind box. For routes 250 and 251 a number of Leyland Nationals were acquired, several coming from South Wales. All are repainted into a rather unusual livery of blue with dark red relief, and all are fitted with Aldenham produced Johnston style blinds with black lettering on yellow. On the front of the vehicles, the signs which announce 'LONDON REGIONAL TRANSPORT SERVICE' on the 217B are turned round when used on the 250 and 251 and display 'Sampson's'. There has been a tendency to use the Fleetlines on the 250 and 251, particularly on Sundays, and Leyland Nationals have been noted on the 217B on rare occasions.

It should be noted that the 251 is really only a short working of the 217B, and at certain times (all day on Sundays) the 217B and 251 terminate 'end-on' at Waltham Cross with through passengers having to re-book.

All LRT passes and permits are valid on the 217B throughout the route but, to compound the inconvenience for passengers, Elderly and Handicapped Persons' Permits and staff passes are not valid on the 251 although it provides the entire Sunday service to Upshire.

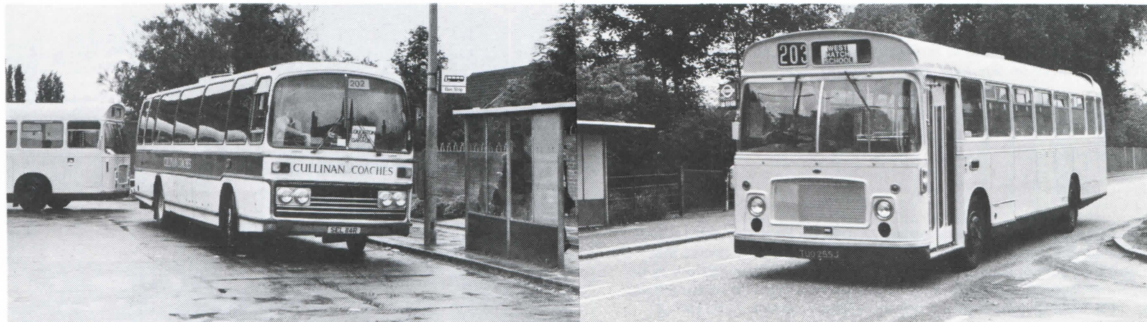
The last bus to Upshire, even taking the 251 into account, now arrives at 2328 on Mondays to Saturdays compared with 0045 previously, although on Sundays there appears to be a demand for a 251 arriving at 0052 replacing the late-night 217B on the old timetable. Overall, there can be no doubt that passengers would be best served if the 217B and 251 were combined into one service, with simply *additional* buses over the Waltham Cross to Upshire section where necessary.

Although the 250 runs into the Greater London area at Hillside Avenue and provides a service to London residents in the Woodford and South Woodford areas, LRT decided that they were no longer prepared to support the service and responsibility was passed to Essex. The new timetable provides journeys from Waltham Abbey about 90 minutes earlier on Mondays to Saturdays, and last buses to there about an hour later, owing to Sampson's depot being in the Hoddesdon area. London Borough Elderly and Handicapped Persons' Permits are now accepted only over the South Woodford to Loughton Garage section, while staff passes are not accepted at all. On the new issue of LRT's Londonwide Bus Map, both the 250 and 251 are shown in green to denote non-LRT/London Buses services.

So keen were Essex County Council to remove the LT image that they covered the existing bus stop flags along the route with vinyl stickers of the standard DoT style, even to the extent of incorrectly covering the stops which were common with LRT route 275.



A country location at Tylers Green provides a suitable setting for the Essex 201 route worked by West's Coaches JTH761P (ex-South Wales 761) on the Sunday extension to Buckhurst Hill. Ramon Hefford



The school contracts in Loughton, awarded to Cullinan Coaches, are worked by an assortment of vehicles. A Reliance coach is seen on the afternoon 202 to Loughton 'Bus Garage', while a Bristol RE (ex-Western National) approaches West Hatch School on the 203. Ramon Hefford

## Route 201 (Ongar—Loughton Station/Buckhurst Hill Station)

This Essex contract was awarded to West's Coaches of Woodford Green who acquired some ex-NBC Leyland Nationals and repainted them into a smart red and cream livery. No fleetname or other indication of operator is carried. The blinds are produced by Aldenham in white on red, and some buses carry number blinds while others have a fixed display on glass.

The timetable is very similar overall to the previous one, except that certain positioning journeys to Ongar in the morning, and from Ongar late at night, no longer run.

Elderly and Handicapped persons lost their pass availability on the 201, as did holders of two-zone Bus Passes and Travelcards (passengers now have to hold a 3, 4 or 5-zone ticket), but all other ticket and pass availability is as before.

West's also originally tendered for a number of school buses in the Loughton area, but decided that it was unable to honour the contract at quite a late stage. Consequently, these journeys (numbered 202, 203 and 204 by Essex) were taken over by Cullinan Coaches. The services had previously been run by London Buses as an assortment of journeys on routes 20, 167 and 201 to and from West Hatch School.

## 31st May

## Route 268 (Golders Green Station—Finchley Road Station)

One of the first LRT contracts to commence using brand new vehicles was the 268 which was taken over from London Buses by London Country Bus Services Limited. In accordance with one of the LRT options, the service was converted to minibus operation using Mercedes L608Ds with 20-seat (+6 standing) Reeve-Burgess bodies; The vehicles work from a Watford Garage outstation at Scratchwood Service Station on the M1. The service is marketed as 'Hampstead HOPPA' and the vehicles are painted in a yellow, green and red livery.

Advance publicity, the leaflet and roadside publicity were printed in orange, red, green and black, and soon after introduction, bus stop 'E' signs were replaced with eye-catching 268 Hampstead HOPPA stickers in yellow, red and black.

The service frequency was doubled to every 10 minutes at most times of the week, buses running every 7-8 minutes during peak hours, and every 15 minutes on Sunday evenings. Interestingly, the roadside timetable and leaflet makes no reference to the 7-8 minute peak service. For a trial period of six months, buses run after 2300 to midnight on Mondays to Saturdays.

During February, advertisements appeared in a number of local newspapers for "Mini-bus drivers for an exciting new venture". Along with the new minibus services in Borehamwood, rates of pay were advertised at £112 for a 5-day, 40-hour week from Mondays to Saturdays. Additional payments were offered for overtime, rest day, Sunday and Bank Holiday work, and drivers had to be at least 18 years of age. Recruitment was handled locally at the Area Manager's Office at Watford Garage.



## Route 283 (West Brompton—Hammersmith Hospital/Willesden Junction)

This service was, once again, inaugurated with brand new vehicles, possibly the most notable so far. The contract for the service was awarded to a Finnish firm—Scancoaches Ltd.—who placed an order for five Scania K92s with 47-seat (+22 standing) Jonckheere Trans-City dual-door bodies. The vehicles feature a rear mounted 8.5 litre 241b.h.p. engine, with a ten speed gearbox utilising Computer Aided Gearshifting. Full air suspension allows the driver to alter the ride height of the vehicle under certain conditions, including 'kneeling' the bus to reduce the step height at bus stops. They are the first Scania K92s to be used as buses in the UK, and the first 12-metre vehicles operating on London bus routes.

The vehicles are mainly white with dark blue striping, and the blinds are in black lettering on white, which are not particularly easy to read. Although alien by London Bus standards, the vehicles overall are quite impressive and have generally had a favourable reaction from passengers, although the relatively high step heights at both the entrance and exit could be cause for some adverse comment, particularly on a service that passes two major hospitals.

From the date of introduction, Scancoaches moved to its new premises at Old Oak Lane, Willesden, and certain journeys run to and from the depot in service via Old Oak Common Lane.

## 14th June

### Route 145 (Redbridge Station—Dagenham)

This contract was the first to be awarded to Ensignbus who operate from their Purfleet premises. Nine ex-LT Daimler Fleetlines are allocated for use on the service (1424, 1020, 1069, 1074, 1101, 1114, 1118, 1793 and 2000), and these are allocated fleetnumbers B209-217 (respectively). They are all repainted in a livery of light blue and silver, and radios for control purposes are fitted. The blinds are Aldenham produced in white on blue with a two-piece blind box at the front. A novel feature is the playing of taped music and local information on board, although this is not always in operation.

As part of a package of route alterations in the Ilford area, the service (along with London Buses 148) was extended along The Drive to Redbridge Station to replace the 147. Between Ilford Broadway and Longbridge Road the 145 was rerouted via South Park Drive to cover the withdrawn 148 shuttle service, thereby providing a regular 20-minute service on Mondays to Saturdays (except evenings). The 145 had lost its school journeys to Chingford after 23rd March when the school term finished (see route 145A above), and London Buses continued to run the rest of the 145 service until 20th June. With the changes made to the 145 it is difficult to compare the old and the new services, but it should be said that the first buses to Dagenham now run almost an hour later (an hour and twenty minutes on Saturdays), and the last bus from Dagenham an hour earlier. Additional buses now run to Fords Main Works during the morning peak on Mondays to Fridays.

**Below left & Bottom right:** C351SVV is seen from two angles and shows just how alien these vehicles are by London standards. The blind is notable in carrying the spelling — 'Scheperds Bush Green'. **Ramon Hefford.** **Bottom left and right:** Leafy surroundings at Hampstead Heath set off MBM8 heading for Finchley Road, while the rear is illustrated nicely by MBM12. **Ramon Hefford.** **Below right:** GHV114N is now numbered B214 in the Ensign fleet and is typical of the smartly presented vehicles. It is seen working the new routing via Longbridge Road and shows the side destination, but not the number blind, in use. **Ramon Hefford**





## 21st June

### Route 142 (Watford Junction—Brent Cross)

The 142 contract was offered by LRT in conjunction with Hertfordshire County Council, and awarded to London Country Bus Services Ltd. who run the service from their Watford Garage using a mixture of ANs and LRs. As with most LCBS vehicles at present, the transition from the old livery of green and white to the new two-tone green is apparent. In Watford, the 142 (and LRT route 258) were diverted away from Station Road and St. Albans Road "to serve recent office developments in Clarendon Road" instead. Many of the vehicles carry 'Watfordwide' stickers in addition to the LRT notices, as if the 142 is part of the Watfordwide network.

The destination blind details are less than adequate as many frames do not carry 'via points' and, where masking has been removed, it is not uncommon to see two destinations displayed together in the form of a 'lazy' blind. It is also noted that despite the LRT requirement, vehicles have yet to be fitted with 'No Smoking please' stickers at the front rows of seats on the upper deck.

In many respects the service is too closely matched to the old timetable because, although the route is operated from the Watford end, many buses continue to terminate at Edgware from the south and these carry on to Watford Garage out of service via the Watford By-Pass. Similarly, in the morning many buses run empty from Watford to Edgware to pick up service, either to return to Watford, or to continue to Brent Cross. The extra minutes and consequent cost required to liven up at least some of these journeys might well be spent in order to improve the attractiveness of the service at these low-frequency times.

### Route 298 (Turnpike Lane Station—South Mimms)

Another LRT contract in conjunction with Hertfordshire County Council was the 298 and, like the 142, was won by London Country Bus Services Ltd. For this service a number of 12-year-old Leyland Atlantean AN68/1R vehicles with Alexander 76-seat highbridge front entrance/exit bodies were purchased from Strathclyde PTE. They work from Hatfield Garage along with some LRs and have all been repainted into the new two-tone green livery. Although the destination box on these ANs is somewhat smaller than normal, the blind does manage to combine some 'via points' as well. The rear route number is affixed to the outside of the vehicle and both types are also now to be seen on LRT service 313.

In accordance with the specification, buses no longer run to Cranborne Road Factory Estate (see PB2 below), and frequencies were revised on Mondays to Saturdays, generally resulting in an overall improvement. Additional buses run on Mondays to Fridays between Turnpike Lane and Cockfosters to provide a bus every 15 minutes (except evenings), although the peak hour and Saturday services beyond Cockfosters are now reduced to half-hourly. Reductions over the section South Mimms and Potters Bar are partially offset by the rerouting of the 84 (see below).

National Travelworld AN169 turns right into Edgwarebury Lane on the first day of London Country operation on the 142. In its striking blue and white livery it must have caused some confusion during the early days after publicity had announced "Green buses for the 142". Many vehicles, such as this, still have the masking tape obscuring the 'via points'. *Richard Godfrey*

Right and opposite page: Ex-Strathclyde Atlantean SGA722N is now numbered 312 in the AN fleet and illustrates the rather small blind aperture on these vehicles at Clare Hall Hospital on the first day. A better display is provided by London Country's own LR61. *Ramon Hefford/Richard Godfrey*





## Route 84 (St. Albans—New Barnet Station)

## Route 263 (Potters Bar/Arkley—Archway Station)

"Red Buses return to Route 84" proclaimed the leaflet and advance publicity produced as a result of London Buses winning the Hertfordshire contract from London Country. The tender for route 263 was joint between LRT and Hertfordshire, and this too was won by London Buses. Both services are worked from Potters Bar Garage using Ms. London Country's 884 between St. Albans and Potters Bar was also replaced by the revised 84.

Route 263 was cut back from Potters Bar Station to the garage, and also reduced in frequency north of Barnet Church, with half the service running instead to Barnet General Hospital near Arkley. During the evenings and on Sundays, all buses run to the hospital apart from two early morning journeys on Sundays from Potters Bar, and two late night journeys to Potters Bar daily. In replacement for these sections (and also the reduced frequency of the 298 between South Mimms and Potters Bar), route 84 was diverted between South Mimms and Barnet Church by way of Cecil Road, Mutton Lane, Potters Bar Station, Darkes Lane, Church Road, Potters Bar High Street, Great North Road and Hadley Highstone. This had the effect of providing a Sunday service for the first time along Darkes Lane and Church Road. One return journey during each peak on Mondays to Fridays was retained along St. Albans Road between South Mimms and Barnet, these journeys displaying yellow blinds and the word 'DIRECT'.

The frequency of the 84 was similar to before: every 15 minutes during the peaks, hourly during evenings and on Sundays, and half-hourly at other times. However, additional buses now run during the evenings on Mondays to Saturdays between Potters Bar Station and New Barnet to provide a half-hourly service over this section. First and last buses are similar to before, although on Mondays to Fridays the last bus from St. Albans runs an hour later through to Potters Bar. Many of the positioning runs to and from St. Albans now run out of service, these not having been necessary in LCBS days.

The 263 was revised during the off-peak on Mondays to Fridays to give four buses per hour (instead of three) from Archway Station, two to Barnet General Hospital and two to Potters Bar. With the 84, this arrangement on Mondays to Saturdays provides an increased service between Potters Bar and Barnet of a bus every 15 minutes.

As a result of London Buses winning these contracts, no doubt aided by the introduction of a revised pay agreement at Potters Bar Garage, a special recruitment drive was started in order to replace what is believed to be a large number of the existing workforce who are leaving owing to lower rates of pay.

**Right:** The return of red buses to route 84 as a result of London Buses winning the Hertfordshire contract brought some considerable alteration to the route. Only certain peak hour journeys now run direct along St. Albans Road, and these display black on yellow blinds carrying the word 'DIRECT' as seen on M569 at South Mimms. *Ramon Hefford*



**Below right:** The LSs allocated to the Westlink services have been simply transferred from Houslow Garage and redressed with vinyl stickers. As shown by LS24 in Staines Road on the 116, the roundel has been covered by a vinyl patch, and the garage code has also been obscured. Interestingly, these London Buses vehicles are required to display 'LRT service' notices at the front. *Ramon Hefford*





## Route PB1 (Rushfield—Potters Bar Garage)

The contract for route PB1 was placed by Hertfordshire County Council with North Mymms Coaches who also won the contract for two new services—the PB2 between Cranborne Road Factory Estate and Potters Bar Garage (Monday to Friday peak hours), and the PB3 shopping journeys on Tuesdays and Saturdays between Barvin Park and Potters Bar Station. A maximum of two vehicles in total are required for the three services, a Mercedes and a Ford Transit minibus. Both are painted in their cream and red livery.

The PB1 is sometimes worked by Mercedes minibus C363KGG when the Ford Transit is unavailable. The Ford, C364XVU, is to be found on the PB3 to Barvin Hill where it waits in Abbots Wood. *Ramon Hefford*



## 19th July Route 293 (Epsom—Hackbridge)

In conjunction with Surrey County Council, LRT placed the contract for route 293 with London Country Bus Services Ltd. who have acquired further examples of the ex-Strathclyde PTE Atlanteans (see route 298 above). The buses operate from Dorking Garage running empty to Epsom (Clock Tower) to take up service. One particular improvement as a result of buses starting and finishing at the Epsom end, is the considerable increase in the number of journeys through to Epsom on all days of the week, including the restoration of a limited evening service between North Cheam and Epsom. First buses from Epsom are now at 0508 (0752 on Sundays) compared with 0707 (0937 on Sundays) previously. Last buses from Morden to Epsom were at 1908 daily, and are now at 0025 on Mondays to Saturdays and 2355 on Sundays.

**Left:** More ex-Strathclyde Atlanteans arrived for work on the 293. These, even older than those on the 298, run from Dorking and bring double-deckers back to the garage for the first time in many years. AN330 catches summer sunshine in Ewell on 20th July. *Ramon Hefford*. **Right:** An apparent shortage of the ex-Strathclyde ANs has resulted in one of the earlier LCBS examples (AN25) being drafted into Dorking Garage. When seen in Epsom Road (Morden) it had a makeshift blind display. *Ramon Hefford*





## 9th August



The split of route 197 has brought extra variety to the new London Country operation. The northern end, numbered 197, is worked by ANs from Chelsham Garage which display a lazy blind, and AN268 passes empty offices in Cherry Orchard Road. The southern end to Caterham is now the 197A, worked by Godstone Garage using LRs such as LR22 here at Kenley. *Ramon Hefford*

### **Route 116 (Hounslow—Bedfont—Staines—Thorpe Park)**

### **Route 117 (Brentford—Hounslow—Ashford Hospital/Staines)**

### **Route 203 (Brentford—Hounslow—Stanwell—Staines)**

The three services between Hounslow and Staines were put out to tender by London Regional Transport in conjunction with Surrey County Council. The contracts were won by London Buses Limited on the basis of the formation of a subsidiary company which would be able to operate independently of any existing agreements. The new company, Stanwell Buses Ltd., has its base at Unit 6, Pulborough Way, Green Lane, Hounslow and runs a fleet of 28 LSs adorned with vinyl stickers carrying its trading name of Westlink. Turquoise provides some contrast with the red, both on the vehicles and the publicity.

With the takeover by Westlink, a considerable number of changes were made to the services if one bears in mind that it was claimed that "Buses will run at the same intervals as now, but there will be some minor adjustments to the timetables". For example, buses from Hounslow on Mondays to Fridays now run up to an hour later on routes 116 and 117, and on Saturdays an hour later on the 117. The 203 was withdrawn on Saturdays between Hounslow and Brentford, and no mention was made of this whatsoever. The plus point, however, is that during the Monday to Friday off-peak period the journeys to and from Ashford Hospital now run on to Brentford.

### **Route 197 (Norwood Junction—Croydon)**

### **Route 197A (West Croydon—Caterham Valley)**

### **Route 197B (Norwood Junction—Caterham Valley)**

The tender for the 197 group of services was also offered by LRT in conjunction with Surrey County Council. The revised operation consisting of three services was won by London Country Bus Services Ltd. On Mondays to Saturdays, the 197 is now split into two sections: 197 from Norwood Junction to Croydon (George Street), and 197A from West Croydon to Caterham Valley. The original proposal to extend the 197 to Purley was not implemented. Through buses run on Sundays under the 197B number. In Croydon Town Centre, the 197A is routed along Wellesley Road to facilitate common stops with the 197 in George Street and Katharine Street. Chelsham Garage have gained an allocation of ex-Northern General ANs for use on the 197, the 197A and 197B being worked by Godstone Garage using older ANs from the LCBS fleet.

Apart from the splitting of the service on Mondays to Saturdays, the services over the respective sections are very similar to before, but one particular improvement concerns the restoration of an evening and Sunday service between Whyteleafe and Caterham.

### **Route 403 (Cheam Village—Warlingham Park Hospital)**

Again in conjunction with Surrey County Council, the LRT contract for the 403 was won by its existing operator, London Country Bus Services Ltd. The only external changes to be seen are the addition of LRT notices to the vehicles, while LRT now produce the timetable panel for the route.

As for the service levels, very little has changed, but first buses through Sanderstead are now much later on Mondays and Fridays, and the last bus from Cheam Village now appears to return out of service to Chelsham on Sundays. The last buses towards Warlingham Park Hospital are now over two hours earlier on Mondays to Saturdays, and 90 minutes earlier on Sundays, while the Sunday service to and from the hospital now starts up an hour later at 1306.

There were a number of changes to fares and pass availability with effect from the commencement of the LRT contract. Return fares are no longer issued, and a new off-peak maximum fare of 60p (30p child) was introduced. Certain fares for journeys to and from points between Hamsey Green and Warlingham Park were also altered. Two-zone Bus Passes and equivalent Travelcards and Capitalcards valid for travel in the Outer Fare Zone are now accepted throughout the route instead of just within Greater London, while Surrey County Council Concessionary Permits are now only valid for journeys starting or finishing within Surrey. LRT staff passes can also now be used on the 403.

The history of the 403 route from its earliest beginnings will be found elsewhere in this issue.



# The G (For Guy) Class

## Matters Arising

The article published in LBM 56 on the operation of utility Guy Arabs in London aroused a considerable interest, and it is worthwhile summarising additional points made particularly by David Ruddom, John Lines, R.F. Grande, Terence Jones, Brian Bunker and Maurice Lynch.

First, it can categorically be stated that no Guy ever had its side destination box altered whilst in London service nor did those buses without this feature have it added. John Lines corroborates the author's own belief on this. To clarify another point, there have only been three G classes (and two GS) and not four as stated. They were the original Strakers of Union Jack taken over by LGOC, the handful of Guys taken over from independents in the thirties, and the utility class. Maurice Lynch has pointed out that in the first sentence of the third paragraph on page 9 it would be more accurate to say that only General and London Transport had acquired secondhand Guys up to December 1942. In fact other Central Area operators had bought as many as 29 new Guy buses up to this date. Terence Jones adds the point that in late 1951 when Grays depot was transferred to London Transport ten early wartime Arabs were also operated but they remained the property of Eastern National, returning to them after about three months.

Mr. Jones also writes that the Mark numbers were introduced retrospectively and he has in his possession a letter from a member of the Guy family clearly stating that the Company did not initiate the Mark system when referring to the first 500 with short bonnets and 5-cylinder engine as Mark Is. In fact between 10 and 20% of the original 500 were fitted with 6LW engines, and as such were almost identical to the so called Mark IIs. None of these worked in London. It must be remembered that all Mark IIs and modified Mark Is exceeded the maximum legal length and needed permission for operation. Mr. Jones adds that it was unfortunate that the types of chassis came to be classified in this way because the Arab was in fact subject to a continuous series of developments.

Mr. Jones speculates about G436 whose body was really a Park Royal/Guy product as Park Royal constructed the frames and Guy completed the work. The author has always believed that the bus was purchased by London Transport so that various components including the Meadows 10.35 litre engine could be tested under London conditions when perhaps an RT would not have easily been so modified. Of course the feedback may have been two-way in that Guy would also have learnt some useful details. It seems clear that with the RT class well in production, there was no consideration of a bulk purchase even if Guy could have produced sufficient whilst maintaining its commitment to provincial operators. It would be interesting to know the real reason for G436's existence.

Brian Bunker recalls that in March 1943, virtually all of the Gs then in service were withdrawn for a few weeks owing to brake defects and that Tottenham (AR) was temporarily allocated sundry STs for the 76 and 34B.

It was pleasing to hear from R.F. Grande who lived off Clayhall Avenue, Ilford in the 1948/9 period that Upton Park (U) did indeed use Gs on route 129 contrary to the statement on page 34. They were not uncommon, and Mr. Grande remembers them particularly on Saturdays. London Transport's official schedules only refer to LTs and then RTs, and it would be useful to locate a photo of a G. On the other hand David Ruddom feels that from memory AR's Saturday contribution to the 102 was more usually LT than the official Gs although one such bus has been photographed. He also recalls riding on one of GM's Gs on route 137 for the short period that they were at that garage and his disappointment that a brand new bus should have been so under-powered.

Mr. Ruddom notes that the fact that AP did not participate in G operation early on can be explained by Traffic Circular 346 of 15th March 1946 which gives a list of garages into which extra-height double deckers (STD101-, D182-, B and G classes) must not be driven because of insufficient headroom. The full list was AC, AD, AE, AH, AK, AL, AM, AP, AV, B, C, CF, D, F, G, H, J, K, M, N, P, Q, R, S, T, TC, TL, UX, V, W, WG and X. However, in 1949 Gs did operate from AP, though it has not been possible to discover whether this was because of rebuilding or because the original ban was over-cautious.

Mr. Ruddom discusses the different liveries at length and points out that brown and cream was not "sometimes called Indian red and primrose" as stated in the article, and that these were two very distinctive liveries. He calls 'Indian red' a brownish red, and refers to the brown in the NCME livery of cream and brown as being chocolate. Massey's brown he describes as deep ginger with a clear suggestion of orange. The distinction between similar colours tends to be a somewhat subjective matter and the author in fact used London Transport's own official terminology. Mr. Ruddom correctly points out the contradiction regarding G363-8 as between pages 12 and 14, the page 12 version being correct in stating that the livery was light brown and broken white.

On page 12 G8 was stated to have entered service from AR with John Bull posters, on page 8 it has Picture Post posters, whilst on page 27 it is described as having been new to Barking (BK). It obviously started from AR with Picture Post posters, and the comment about distinctive front adverts should have made it clear that most Gs in their early days carried one or the other.

Finally the following errors should be corrected:

p 11: G62 always had a side blind.      p 15: G47 has just arrived at Greenford.      p 32: G256 not G236.  
p 13: G106 also always had a side blind.      p 27: G8 had always had a side blind.

The author would like to thank those who contributed to the above and to apologise for the errors.

Malcolm E. Papes



# Letter to the Editor

Dear Sir

**The Next Nine** by Malcolm Papes

Ruislip, Middlesex

I very much like the idea of these route history reviews at times when the LT participation comes to an end but must express my disappointment on reading **The Next Nine** in LBM57 at finding a number of inaccuracies and omissions. Whilst I accept that these potted histories may be intended as brief reviews it would appear from the treatment given to the 145 that the study is considerably detailed—and that is no bad thing. It is essential that historical notes included in an authoritative magazine like LBM are as complete and accurate as possible. People read LBM and **believe** its contents, especially the documentation of history, to be at least 99% correct. Whilst I am not in a position to criticize the earlier history of the route under review I find as follows in relation to more recent years:

## Route 145

The discussion of garage allocations and vehicle types in the thirties does not seem to give a comprehensive picture. Whilst LT allocation books should at best be regarded as a guide to vehicle types operated it is details of route to garage allocations that are more reliably recorded therein. I find that from at least 1934 until 1937 BK was the sole operator on weekdays, and again from 1939–42, apart from a flirtation with U on Saturdays for a short period in March–April 1936. BK allocated NSs to the 145 Monday–Friday until about the start of 1936 when LTs took over, although a mix of NSs and LTs is officially recorded on Saturdays from at least 1934. The Sunday service would seem to have been by U with TDs, according to the allocation book, from 1934 until late 1937 (or even up to January 1938) except for the period April–October 1935 when it records LTs on the 145 from G. It may be that the author can confirm that TDs were never in fact used, but the evidence suggests that they probably were. Either way he fails to throw any light on the matter. Again, STLs are booked as the official type from G on Sundays from December 1939–March 1942 when G lost its Sunday share of the route to AP from which LTs were allocated. G retained a Saturday interest in the 145 from then until October 1942 when AP came to supply buses daily. The statement “. . . by 1951 the allocations had settled to . . . Sunday RTL and RT contributions from AP and G respectively” is simply not true: G had not been active on the 145 since 1942, and it is not recorded as having an allocation again until December 1952. Only then did G regain an interest, albeit at weekends only, until its closure in April 1960.

There is some confusion over the Fords Works and Dagenham Dock journeys. Whilst the extension of weekday journeys to Fords did indeed commence on 13th December 1939 the Dagenham Dock journeys were introduced as a Monday–Friday bifurcation from 29th October 1941 and not as stated. These latter journeys were never an extension of New Road or Fords journeys. I have conflicting information regarding the introduction and withdrawal of Saturday and Sunday 145s to Dagenham Dock, but it looks as though the Sunday service to Dagenham Dock ran from October 1943–November 1958, whereas Sunday Fords journeys started in either 1942 or 1943 and ran until 1958.

It has been suggested by Les Stitson that the *initial* rerouting via Waterworks Corner was begun from 17th May 1944 and not on the date in 1946 given in the article. Scrutiny of Bus Maps reveals that the 145 was restored at High Road, Woodford again around 1965–6 by which time this would have only affected school journeys. The second revision via Waterworks Corner came about from 3rd July 1971.

Several smaller points also deserve mention. The Sunday 145 was withdrawn on the 19th July 1969 and not as stated. On page 14 the school journeys are stated to have been withdrawn on 18th July 1980 whereas they were in fact withdrawn on the same date in 1970. The OPO conversion took place on 20th April 1974 and not on 25th March.

## Route 200

On page 15 reference is made to the frequency of the service being increased “In the meantime . . . until 25th August 1965”. I see no evidence however of any such increase in the early sixties. The double run via Atkinson Morley Hospital was in fact introduced from 6th October 1973 at all times except Monday–Friday peak hours. What occurred on 31st October 1981 (the stated date of its introduction) was that the facility was extended to peak hour operation also.

On page 16 the account given of the Sunday services is somewhat confused. The 200 ceased to serve Mitcham after August 1982 on Sundays. From 5th September 1982 the Sunday 200 became Merton Garage—Raynes Park only, and in 1984 the entire morning service was withdrawn to leave an afternoons only service between Raynes Park—Wimbledon Station with just odd garage runs to AL. Finally the stock number of the LT pictured in page 15 is 1029 and not 1019 as stated.



### Route 275

On page 18 the statement that "Walthamstow by now provided 20 RMs" is slightly misleading since this was the allocation with which WW started operation of the 275. The extension to Claybury Hospital is shown in my records as having commenced on 19th June 1971 and not as stated. A mention of the special free minibus shuttle covering the section of the 275 along Snakes Lane during the M11 construction works which was in operation for a time from 2nd April 1975 (whilst the main service was diverted via Chigwell Road, Broadmead Road and St. Barnabas Road) would, I feel, have been relevant.

### Route 268

No mention is made of the use of SMDs during 1977. I have photographs of these.

### Route 283

It may be of interest to readers that when the idea of the 283 was conceived BL operation from R was envisaged but after a year's delay the service eventually evolved as a double-deck operation from S.

### Route 127/A

It is a little bland to describe the introduction of the 127 as "in effect a localization of the southern end of the 77". It was nowhere near as simple as that. This section of route 77 was in fact already 'localized', running only between Tooting Broadway and Wallington. It was, apart from rostering purposes, divorced from another route with the same number which ran from Tooting (Mitre) to Euston. It is perhaps more accurate to say that the 234A extension was the replacement for the Wallington leg of the 115. The 127 took the direct routeing between Hackbridge and Wallington as the 115 had done, whereas the 234A went over the old 77 roads via Carshalton Pond, as the erstwhile Sunday only 115A had done. I accept that the 127 did take over the 77 roads for a short stretch between Figgs Marsh and Tooting, and the 234A then became the replacement for the 115, and that as far as allocation went, the 127 OPO conversion took over duties at AL on the 77 crew roster, and eventually the 1984 route change made the 127 *appear* to be a direct replacement for the southern part of the 77 rather than the 115.

On page 21 it was the 127A that was introduced as a Sunday service from 5th February 1984. The total of nine Ds referred to as operating the 127 on Sundays were actually allocated to the Saturday 127. The 127A on Sundays used four buses. (These particular details were correct in the author's manuscript and the errors pointed out crept in at a later stage of production—Ed.)

There should have been more mention of the integrated changes involving the 234/A as these make greater sense of the 127 story. It is only at the end of the passage, when the 127 was projected to Selsdon, that the 234 gets a mention. Earlier clarification would have better illustrated the reasons for the changes to the 127 between Hackbridge and Wallington.

### Route 195

In this section the author has left out major chunks of the story and fails to mention the route's derivation from the parent 105. Much of the 195 story would have been better understood by more reference to associate changes involving the 105. Furthermore the RT era is omitted completely. The 195 was first introduced on 3rd October 1965 to replace the 105 altogether beyond Hayes Station, and beyond Southall Monday-Friday off-peak. The 195 worked Southall (Town Hall)—Hayes North (Goshawk Gardens) (Monday-Saturday), whilst during the Monday-Friday peaks the route ran beyond Southall to Perivale (Hoovers). Six RTs were allocated from HW with five on Saturdays. From 31st December 1966, the Saturday service on the 195 was withdrawn and the 105 replaced it to Hayes North again. From 30th May 1967 the 195 was extended to Charville Lane Estate, with the Saturday 105 following suit, but revision on 7th September 1968 saw the parent 105 swallow up its offspring altogether. Just over three years later the 195 was resuscitated as an OPO conversion of the then western end of the 105 to provide a daily service over the Hayes Station—Greenford section with Monday-Saturday buses extended to Charville Lane and Monday-Friday (all day) projections to Perivale.

I find no mention, incidentally, of the rerouteing to cover previously unserved roads in Southall from 6th April 1974 by taking the 195 via Burns Avenue and Dormer's Wells Lane; nor do I see mention of the change to a double-deck allocation (M) on Saturdays from December 1979. From 4th September 1982 the 195 was cut back on Saturdays from Perivale to Greenford, a fact omitted from the summary in LBM57.

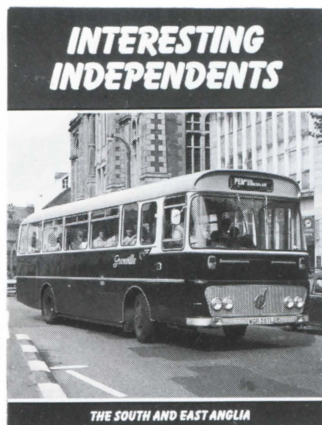
My references include *Reshaping London's Buses* (Harris & Arnold), London Bus Reviews, TLB, Bus Maps and Allocation Book extracts kindly lent by Les Stitson. I apologize now for any further errors I may have created here and welcome any corrections of these notes. I hope however that future articles of this nature can be checked more thoroughly before they appear in print so that any corrections can take up just the odd line in a following LBM rather than form a feature article in their own right.

Yours faithfully  
Colin Stannard.



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