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London Omnibus Traction Society

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LONDON OMNIBUS TRACTION SOCIETY

London Bus Magazine

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Front cover: Routemaster in Fife: Strathtay SR2 (Formerly RM298) leaves the Tay Road Bridge on 7th November operating one of the new deregulated 'Tayway' services based on Dundee (seen in background). *E. Shirras*

Back cover: Orpington was once a focus point for several RT operated routes such as the 94. This route had its claim to fame by being the last RT route to have two allocations, Bromley and Catford, and to have run RTs continuously from the early 1950s until their withdrawal from the 94 in August 1978. Balding RT 2623 rests between trips at Petts Wood Station a month before replacement with Routemasters. The 94 was replaced by the 208/261 on 4th September 1982. *Eamonn Kentell.*

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Around & About

21st June saw widespread changes which included several conversions to opo. Amongst these was the 2 which at the same time was withdrawn north of Victoria and re-allocated from SW to N. M1253 was photographed at Norwood on 22nd June bound Stockwell Station, its most northern point on Sundays. *M.E. Papes.*



With the withdrawal of the 2B north of Baker Street on the same day new opo route 82, exemplified here by M481, was introduced to run between Victoria and North Finchley with a Sunday extension to Barnet (Chesterfield Road). In previous incarnations this number has been used for the Rotherhithe Tunnel and Heathrow Cargo Terminal routes. *R.J. Waterhouse.*



Trial bus stop Information System

Last August a trial information system known as Passenger Information at Bus Stops (PIBS) was introduced at nine bus stops located on routes 36 and 36B in the Lewisham and New Cross areas. Each stop has been equipped with a dot matrix display panel which shows estimated waiting times with destinations for the next two buses on the routes concerned. The information transmitted derives from the BUSCO Route Control System, which has been in use for over two years, applying radio and computer technology to locate the position of each bus on the two routes.

The three-month trial follows a similar experiment in 1985 at stops in Victoria and Lewisham which proved the idea was technically possible.

AN15 from Hatfield appears on route 359 fully blinded but incorrectly dressed since it is without an LRT board or Wayfarer ticket machine. R. Upcraft.



New London Coach Terminal—Paddington or Vauxhall?

Sites at Paddington and Vauxhall are the front-runners for a new Central London coach terminal in a report to LRT by transport planning consultants Steer, Davies and Gleave. The Paddington site is the former station goods yard adjacent to Westway while that at Vauxhall is on the south bank of the Thames by Vauxhall Bridge.

The report follows an earlier study commissioned by LRT at the request of the Department of Transport (as reported in LBM 57) which identified a need for a major new 'hub' terminal. The site at Vauxhall was a late addition to the earlier list of potential sites at Kings Cross, Paddington and White City.

Benefits from the development of either of the two favoured sites include:

- (i) Improved passenger terminal facilities.
- (ii) Improved access by public transport, especially the Underground.
- (iii) New employment opportunities with the creation of 600 new jobs, three times as many as at Victoria Coach Station today.

Local residents, however, have voiced their opposition to the proposals and a former councillor has been quoted as saying that the Paddington site would "ruin the lives of local people by introducing noise, dirt, vibration, litter, prostitution and parking problems".

Below left: The June changes included the introduction of 262A, a Sunday-only operation by WH between Walthamstow Central and East Beckton worked here by T309. This route and its re-routed weekday counterpart 173 bring buses for the first time to Stansfield Road. 262 was the 'number sake' of a shortlived route between Cheam and Cuddington introduced in June 1953 and withdrawn the following March. *D. Sturtard.* **Below right:** Still in Dockland and a strange visitor indeed! From 21st June the Isle of Dogs ASDA service was returned from U to BW with LSs instead of Ts. On at least two days in August when the former were unavailable RMs were substituted with crews. RM167 was used on 29th August with a makeshift blind. *P. Carpenter.*



Bus Lanes shown to be beneficial

A recent study on bus priority measures in London by consultants Colin Buchanan and Partners on behalf of LRT, has found that the benefits of most of London's bus priority schemes outweigh any delays they cause to other vehicles.

With-flow bus lanes, contra-flow bus lanes, exemptions from banned turns and priorities at traffic signals were all covered by the study. Around 2½% of London's total bus mileage currently consists of bus lanes and most of them have been shown as worthwhile. The best performers were at sites with regular and prolonged congestion with a high flow of well patronized buses, e.g. Park Lane, Vauxhall Bridge Road and the contra-flow lane in Tottenham High Road. However, the existing outbound lanes along East India Dock Road were considered to have overall disadvantages and, these are to be reviewed. In addition, a number of other lanes were considered to have only small net benefits and these too, will be reviewed.

The study estimated £7m of annual net benefits to bus, coach and taxi passengers in 1985, mainly through savings in journey and waiting times and improved service reliability. There were also benefits to operators in reduced operating costs and additional revenue bringing the total annual gains to about £10m. For LRT alone, the direct annual financial gain is in excess of £2m saving the equivalent of 0.4% of bus operating costs or a 1% increase in bus fares.



BLs have been recent strange visitors on route 210 from HT. BL35 has just arrived at Golders Green Station on 27th September. R.J. Waterhouse.

Capital Radio on a London Bus

RML890 has been equipped to give broadcasts of Capital Radio programmes on the upper-deck. Launched on 17th October when Capital Radio's 'Breakfast Show' was broadcast live from the bus along route 30, which passes the radio station's studios at Euston, the vehicle carries posters proclaiming 'Capital Radio plays all over London and on this bus'. It entered normal service on the 30 (Hackney Wick—Putney Heath) on 20th October and is expected to transfer subsequently to other routes.

Revised bus network planned for Kingston

LRT has issued a consultation document proposing a number of changes in the Kingston area for implementation in 1987. The proposals are based on a survey of passengers' travel patterns which showed that existing services were reasonably well matched to travellers' requirements but that there was scope for improvements and the introduction of new links.

The main features include two new weekday midibus services: L1 operating between Kingston and Sunray Estate via Surbiton and Tolworth replacing part of route 152; and L2 operating between Kingston and Hook via Surbiton, Berrylands, Tolworth and Chessington Industrial Estate replacing parts of route 216 and 281. Changes are also proposed to route 65 (to operate between Ealing and Kingston only, the Chessington section to be replaced by an increase in frequency on route 71 which would run from Richmond to Chessington via Copt. Gilders Estate) and route 152 (diverted at New Malden to operate via Kingston Road and Cambridge Road terminating at Kingston).



Above left: South London was not missed by the June service alterations. On 22nd June new Sunday-only route 12B commenced between Forest Hill and Chipstead Valley replacing routes 12A and 59. LS333 is from ED at which garage these were amongst the final events of note before its closure on 25th October. *M.E. Papes.* **Above right:** Another new route to be introduced in South London in June was the 286 linking Greenwich (Cutty Sark) and Eltham (Southend Crescent) and operated by NX with Ts. It replaced parts of the 108 and 108B, the former being withdrawn between Blackheath and Eltham and re-routed to Lewisham Bus Station. T766, adorned with the usual New York Subway-type graffiti, was caught at Greenwich on 21st June. *M.E. Papes.*

Below left: Yet more changes came about on 25th October with another batch of opo conversions. Numbering amongst these was the 24 on which T533 was caught at Parliament Square on the first day. CF used Ms on this route prior to conversion thus making it host to quite a wide variety of front-entrance types over the years. *R.J. Waterhouse.* **Below right:** With the withdrawal of the Monday-Saturday 68 north of Euston on 25th October new opo route 168 came into being on those days between Hampstead Heath and Waterloo. The number 168 had of course an earlier existence between 1950-81 running (broadly speaking) between Wandsworth and Farringdon Street replacing trams in the first tram to bus conversions in 1950. *R.J. Waterhouse.*



Although route 174 was withdrawn on Monday-Friday (except for a peak hour service between Dagenham New Road and Fords Foundry) with the June changes it was reborn on Saturdays as an express route between Harold Hill and Romford where T435 was seen on the first day of operation. Changes were made in the same 'package' to routes 247 and 294 including the introduction of a bifurcation to Chigwell Row on the former, as depicted by T296 at Hainault. *M.E. Papes.*



LRT Fares to rise by 4.5% overall

London Bus and Tube fares are to be increased by an average of 4.5% on 11th January 1987 but bus passes, adult Travelcards for use outside the Central Zone and London Explorer tickets will be unchanged in price. Generally Underground fares will be more affected than bus fares.

In the Central Zone, the 'short-hop' 30p bus fare will be increased to 35p while the 50p bus (and tube) fare will be unchanged. The 30p Inner or Outer Zone bus fare will rise to 35p before 0930 on Mondays to Fridays, but will remain at 30p at all other times. Most 60p fares between the Inner and Central Zones and most 90p three zone fares will rise by 10p to 70p and £1 respectively. The 60p bus fare between the Inner and Outer Zones will remain unchanged. Also unchanged are child single bus fares and the 40p Red Arrow Flat Fare. On the night routes, the Central Zone 30p 'short-hop' will be abolished, 50p being thus charged for all journeys made wholly within this zone. Fares for journeys on LRT bus services outside Greater London (out-county) will generally not be changed.

The one-day 5-zone off-peak Travelcard will remain at £2.00 for adults and will be reduced from 80p to 70p for children. A new one-day 4 zones off-peak Travelcard costing £1.70 is to be introduced covering the Underground zones outside Central London (Zones 2, 3a, 3b and 3c) to supplement the existing 4-zone ticket (Zones 1, 2, 3a and 3b) which will stay unchanged at £1.70.

In justifying the 4.5% increase, Basil Hooper, LRT commercial director explained "although price inflation is now below the level of fares increase proposed, this is certainly not the case with wage inflation in most industries. Our own pay settlements have been around 5% and with pay accounting for about three-quarters of our costs, we feel a 4.5% increase is reasonable."

Below left: T2 began operation on 7th June with Ms from GM and X on an anti-clockwise circular service from Victoria linking the various points shown. Although there was a farescale the maximum £2 adult (£1 child) allowed all-day reboarding – assuming the passengers ever made it alive given the dangerous looking boarding and alighting facilities afforded at Victoria in this view of M172 seen on 9th June. **R. Hefford.** **Below right:** Another route to succumb to obo in June was the 134 on whose second day of operation as such M1385 from MH was photographed at Tottenham Court Road. **M.E. Papes.**



Travelcards and Capitalcards to be valid on Green Line

Coinciding with the LRT fares increase on 11th January 1987, the availability of Travelcards and Capitalcards will be extended to include most Green Line coach services for journeys wholly within Greater London. A five-zone structure, similar to the Underground, will apply subject to the ticket covering a minimum of two zones.

Experimental sale of pre-paid tickets from Post Offices

Nearly two hundred Post Offices in West and North-West London have been selected to sell LRT bus passes and Travelcards for a trial period. The range available is similar to that handled by local newsagents. According to LRT, market research has shown that convenient sale points for pre-paid tickets is one of the strongest elements in their success and many Post Offices were ideally placed to provide a facility where none existed before. The increased number of sales outlets should in turn lead to a higher proportion of pre-paid ticket holders thereby reducing boarding-times on OPO buses. If the experiment proves successful, the service will be extended to other parts of London.

Un-numbered Optare Citypacer D351 JUM was caught on its first day of operation on the new Kensington minibus route C1 in Buckingham Palace Road. Though operated by a subsidiary of London Buses these vehicles are in fact owned by LRT. R.J. Waterhouse.



New Central London Midibus Services

The new 50p (20p for children) flat-fare midibus service between Westminster and Kensington, reported in LBM 58, commenced operation on 25th October as route C1. During the evenings the vehicles (Optare City Pacers) used to operate the C1, are utilised to operate an experimental circular service, numbered C20 (clockwise) or C21 (anti-clockwise) linking Victoria and Waterloo Stations with West End Theatres.

Normal Travelcard and Permit arrangements apply on both services. The latter services were announced on 22nd October, just three days before they began, with apparently almost non-existent publicity.

Ten more Service Contracts announced

LRT has announced the undertakings which are to operate those services put out to tender last summer.

The successful tenderers are:

London Buses

London Country Bus North West

London Country Bus South East

London Country Bus South West

Ensign

Grey-Green

Routes 4, 297

Routes 53 (section between Regent Street and Parliament Hill Fields), 153. Both services to be operated by midibuses.

Routes 42, 196, 289

Route 110

Route 62

Route 173

Long term savings in the operation of these services are expected to exceed three-quarters of a million pounds, equal to roughly one-seventh of current operating costs. The revised services are to commence early in 1987.

LRT contracted services 107 (Queensbury—New Barnet) and 307 (Barnet—Brimsdown), operated by London Buses and Eastern National respectively, began on 27th September while route 359 (Manor House—Hammond Street) commenced on 25th October but operated by London Country Bus North East pending operation by Eastern National (the original successful tenderer) from 25th January 1987.

Below left: Since its commencement on 21st February 1934 former LT and LCBS route 453 really has seen everything including: C, 10T10, RT, RF, RMC, SNB, AN and now this Bedford/Plaxton Supreme of East Surrey Coaches which has been awarded the Warmingham-Caterham Station section by Surrey County Council. This part of the route has been re-numbered 553 as a result of the latter's policy that all services awarded under contract should be in the 500 series . . . R. Godfrey. **Below right:** . . . But even this is not the end of the story! From 27th October the Woldingham journeys of the former 453 were awarded to Skinners of Oxted who incorporated them into their new route 540 which has replaced former LCBS 440 between Caterham and Reigate. Mercedes Minibus passes Woldingham Green on the first day. R. Godfrey.



Where Are They Now?

MDs always seem to look striking, especially in the liveries they have subsequently acquired from a variety of sources.



Left: ASDA stores are becoming quite a common photographic feature! Here ex-MD5 appears on the free service linking Runcorn with the store at Widnes on 27th August last year. *R. Hefford.*



Below left: The somewhat brash lines of ex-MD18 are given full effect by the livery of Charles Cook on whose Stevenage-Biggleswade run it was seen on 3rd March 1984. *R. Hefford.* **Below:** During April 1984 ex-MD59 visited Hannover for promotional purposes and was photographed near the main entrance of Messegelände. *Lutz Bartoschek.*



The appearance of Routemasters in Scotland, Blackpool and elsewhere was one of those surprises which serve to provide good cheer in otherwise uncertain times, though whether such developments are a mere stopgap or the prelude to new trends remains to be seen.



Above: The meticulous attention to blinds by Clydeside enhances the appearance of RM 652 photographed against a strangely rugged backdrop in June this year. *P. Carpenter.*
Above right: RM 229 waits at Bridgeton Cross in Glasgow's East End on Kelvin's 628. Following de-regulation route numbers have changed drastically since this view was obtained earlier this summer. *P. Carpenter.*



Right: Half a dozen Routemasters have been purchased by Blackpool in whose red livery (hitherto used for opo trams) RM 1583 looks particularly striking. *P. Carpenter.*

25 Years Ago

The Story of 1961

by Ken Glazier

The year 1961 was again to be dominated by the dismantling of the trolleybus network and the replacement of the vehicles by motorbuses. The other notable strand running through the twelve months was the stream of massive one-way systems which were introduced by Alex Samuels' London Traffic Management Unit with the sole aim of increasing road capacity to ease the passage of the increasingly troublesome motor car. Almost without exception, these imposed long and expensive diversions on buses, usually taking them away from the passenger objectives in one direction and therefore making bus services less attractive to the user. The development of the New Towns and new estates had reached a plateau and there was little in the way of expansion in those areas. Financial problems continued to dog the Executive however, and there were two major fares increases during the year.

The first fares increase came early in the year, on 15th January, when ordinary fares from 7d-1/11d went up by 1d; 2/--2/9d by 2d; 2/10d-3/8d by 3d; 3/9d-3/11d by 4d; 4/--4/10d by 5d; and so on, in similarly increasing steps up to an increase of 1/4d on fares between 8/5d-9/3d. Lower fares were unchanged. Early Morning Single Fares of 1/3d and 1/5d were withdrawn and these fares now applied only to journeys where the ordinary fare was more than 1/7d. On Green Line some 11d fares were kept where there would otherwise be no fare below 1/-, which was then a condition of retaining Stage Carriage status. The usual exceptions applied on Country Buses where other operators ran along the same roads

The overhead wiring at Waltham Cross is now extravagant providing as it does for trolleybuses to overtake on the stand. Two RMs demonstrate their ascendancy while K3 1692 seems to hold back coyly before making its turn. This class, which carried the last Leyland trolleybus bodies ever built, never ran again after 18th July. *Michael Dryhurst.*





and fares in these areas were held at their previous level until those undertakings got authority from the Traffic Commissioners to increase theirs to come into line. The first of these came on 5th February when there were increases in Grays, Romford and Brentwood following granting of an increase to Eastern National. On 26th March fares in Hemel Hempstead, Berkhamsted, Chesham and Amersham similarly came into line with other operators. (These had not been increased in May 1960 or January 1961.)

Early in the year London Transport announced that its experimental installation of the Bus Electronic Scanning Equipment (usually known as BESI) on route 74 had been sufficiently encouraging to justify its extension to another five routes. These were to be routes 6, 13, 28, 31, and 73.

In contrast, the experiment with a light green livery for the Green Line had proved unsuccessful and the vehicles concerned were gradually restored to normal livery on overhaul or repaint. Towards the end of 1961 some further experiments were carried out using dark green for the main body panels and the lighter green for the relief colour. This experiment was abandoned even more quickly, although coaches continued to appear with the revised scheme for some time until stocks of the paint were exhausted. No further attempts at improving the coach livery were to be made until the purchase of the RC class coaches later in the decade.

The only service development during the first month was the introduction on 18th January of an experimental local service between Sevenoaks Station and Chipstead, numbered 413B and operated by a GS. It survived for only three months and ran for the last time on 25th April.

What at first sight appeared to be a rather curious development in the story of the Q1 class took place on the first day of the year, when sixteen of the 1952 batch (eight each at Fulwell and Isleworth) were delicensed and a similar number from the first batch licensed in their place. This proved to be the first in a sequence of events which led ultimately to

Above: From the end of January until June, the experimental Reliances were at Addlestone, working the 427/437/456 group. Addlestone Station is the scene of these two views of RW1 in service on the 427. D. Odd collection.



Right: Highgate trolleybus depot before the main invasion of the motorbus. All-Leyland K1 1105 heads a long line of trolleybuses inside the depot in January. The 653 disappeared in February; the trolleybus ran for another five months. Ken Glazier.



Above left: The first production run of chassisless trolleybuses had been the AEC/MCCW L1 class which went to Holloway (Highgate) in 1939 and stayed there for the rest of their lives. The twelve remaining at the beginning of 1961 were all withdrawn in February, including 1364 here seen at Camden Town about to turn into Camden Road. *Michael Dryhurst.* **Above:** The L2s differed from the L1 class only insofar as they were not fitted with coasting and run back brakes for Highgate Hill. They too spent nearly all their lives at Holloway and were a familiar sight on the 617. One of the three withdrawn in February was 1375, seen here off the wires in Charterhouse Street, Holborn. *Michael Dryhurst.*

Left: The J3 class had AEC chassis, fitted with coasting and run-back brakes for Highgate Hill, and Birmingham Railway Carriage and Wagon Co. bodies, dating from 1938. Except for one emergency loan to Carshalton, they had always been at Holloway/Highgate. The sole remaining example was withdrawn in February but the majority, like 1043 seen at North Finchley, had been taken off in July 1960. *Alan B. Cross.*



The large L3 class also had an association with Holloway dating from their first entry into service in 1939, although the majority were always elsewhere. 1428 is standing at South End Green, Hampstead on a cheerless January day a few weeks before the changeover of route 513 to diesel traction. *Ken Glazier.*

125 of these superb vehicles disappearing overseas to Spain. In the period leading up to 10th January, twenty were taken to Poplar garage to be prepared for shipment. This sale was completed on 20th January and comprised the odd numbered vehicles between 1843 and 1883 inclusive, except for 1867. On 13th February, another thirty were sold, followed by another thirty three days later. This process continued until the programme was completed with a sale on 16th November comprising eleven vehicles. The sales were not made directly to the operators who eventually ran the vehicles and a somewhat complex exchange took place between the official and actual recipients. Two Q1s avoided this course: 1841 had its body shell sold to George Cohen & Co. for breaking up but its traction motor and gear went to the Imperial College Museum, other items being retained in stock, and 1768 was donated to the British Transport Museum, officially on 31st May.

The experimental Reliances; classified RW, which had been running on route 322 for three months or so, began a fidgety 'progress' on 1st January, when RW2 went to Addlestone for training. The other two joined it on 20th January, in exchange for a like number of RFs and went into service on the Addlestone to Woking group of routes (427/437/456). In June they moved again, this time to Reigate for routes 440/A. RW2 was first again, on the 7th, followed by 3 and 1 on the 12th and 26th respectively. By the end of the year the trio had found their way to St. Albans, for operation on route 355, starting with RW3, for training, on 13th November, then 1 and 2 on 1st and 11th December respectively.

A significant event occurred on 12th January when RM632 unexpectedly left London for Coventry, where its immediate destination was Self Changing Gears Ltd. It was not seen in the capital again until 20th June, when it returned from Leyland Motors (then not associated with AEC) and went into service at Hanwell within twenty-four hours. What had happened in the meantime was that the bus had been fitted with a Leyland engine, an event which was to have considerable significance for future vehicle policy.

On the following day another sale of twenty RTLs to the Ceylon Transport Board was completed. Sales of surplus buses continued on the 16th when the first two of the GS class, 40 and 41, were sold to West Bromwich Corporation. The Corvedale Motor Co. of Ludlow, Shropshire took three (61 on 17th April, 63 on 8th May and 37 on 13th June); GS24 went to the London Fire Brigade Welfare Association on 8th June; and GS32 was sold to Birds Commercial Motors of Stratford-upon-Avon on 12th June. Finally, GS70 was sold to the West Ham Society for the Handicapped. GS24 replaced a representative of another rare breed, former Inter-station Leyland Cub C111. Fortunately, this interesting vehicle had survived long enough to be released into the era of preservation and was purchased for that purpose. It still exists in 1986. The final motorbus sale to be recorded concerns the only case of an RT2 this year, when RT129 was sold to Botleys Park Hospital on 20th January.

The first of the year's four stages of the trolleybus abandonment scheme, which took place on 1st February, marked a further stage in the conversion to bus operation of the second largest trolleybus depot, Highgate. Trolleybus routes 513/613, 517/617, 615, 639 and 653 were withdrawn, reducing the scheduled requirement for trolleybuses at this base by 105 to a rump of 22 needed to operate route 627. The withdrawal of route 653 saw the end of any significant electric street traction in the East End with the abandonment of the section between Aldgate, Whitechapel and Bethnal Green. (Only the 647 maintained a tenuous hold at Aldgate East.) The overhead abandonment at this stage comprised: the whole of that section of route 653 between Aldgate and Amhurst Park, via Hackney and Stamford Hill; the whole of the old Hampstead network from Hampstead Heath to Kings Cross via Camden Town and Crowndale Road, or via Prince of Wales Road and Royal College Street and from Parliament Hill Fields to the North West Polytechnic; Pentonville Road between King's Cross Road and The Angel, Islington; and from Kentish Town to Highgate depot via Junction Road and Fortress Road, used only for depot runs.

The Hampstead network had never been a money-spinner. Even in tram days its routes had been operated by low powered cars and for many years until their withdrawal, the trolleybuses used had been the short-wheelbase B classes of Leyland, which had 60-seat bodies. The replacement motorbus network was therefore designed for economy and to increase revenue potential by opening up new areas of travel opportunity. Parliament Hill Fields was given a restored link to the West End with the extension of route 39 from Camden Town (where it had been curtailed in the post-strike cuts of 1958) and a new link with south London by the extension of the 63 from Kings Cross, over the 513/613. Hampstead Heath's new link took the form of an extension over the 513/613 of the 45 from Farringdon Street, making this a very long and circuitous route. The 615 and 639 trolleys were directly replaced by new bus routes 214 and 239 respectively and no attempt was made to increase their penetration of the City. The 517/617 were replaced in part by a new 17 and this was extended southwards from Farringdon Street to Camberwell Green via route 45, which had its frequency reduced over that section. The rest of the 517/617 was covered by an extension of the Monday-Saturday 143 from Archway to Farringdon Street via Farringdon Road. This arrangement was designed to reduce the level of service north of Archway, where loadings had been poor for some time, whilst maintaining the link from East Finchley to Farringdon Road and the frequency from East Finchley to points south of Archway. There was also a desire to increase the use made of the 143 between East Finchley and Archway, which had also been poor. Presumably on the sound business principle that it is best never to interfere with a successful product, the 653 was replaced by an identical bus route numbered 253. The night service on 513/613 was covered by a new route N93 which ran both ways via Farringdon Road and was extended to Charing Cross.

Route 39 was re-allocated from Chalk Farm to Holloway (J) and its place at Chalk Farm was taken by a new allocation on route 45, which also took over its RTWs Holloway ran RTs, displaced from the 143, on the 39, which now became



Top left: A load of passengers have disembarked from L3 1424 at the Parliament Hill Fields terminus of route 615 and the driver prepares to make the U-turn across the Swains Lane junction, for the protection of which manoeuvre a 'DANGER' sign was displayed in the frame of an old 'shamrock' type tram stop frame in West Hill. *Ken Glazier.* **Top right:** The World Of Suzie Wong is on at the Plaza, Regent Street but it will not be the world of the 653 much longer. L3 class 1394 shares the dilapidated background of Aldgate lay-by with an RT during January. *Ken Glazier.* **Above:** All-Leyland K1 1062 prepares to make the descent of Pentonville Road to Kings Cross on route 639. *Michael Dryhurst.*

a mixture of RT and RTW. The 63 acquired a Highgate allocation of six RMs but the bulk of its operation continued to be RTs from Peckham. Route 143 was re-allocated from Holloway (where its place was taken by the 39) to Highgate and changed over completely to RMs, the first RT operated route to be so treated. The other routes were allocated to Highgate and used RMs.

The effect of all this was to increase the scheduled requirement for motorbuses by 111 (+114 RM; -3 RTW). Highgate received an allocation of 117 RMs comprising 393/397/399-415/417/419-31/433-36/441-42/453/460/480-85/87/92-97/99/500/507-9/11/13-17/19/20/23/27/75-99/601-3/5/6/8-10/12/13/15/16/18-20/22-23/26/27-31. The trolleybuses withdrawn finally, comprised the last two H1s, which had been in use as spares at Stamford Hill and Wood Green; 2 J3 (HT); 8 K1 (HT); 4 K2 (HT); 12 L1 (HT); 7 L2 (HT); 6 L3 (HT); 1 M1 (HT); and 65 Q1 (22 at IH, 43 at FW7). The Q1s were replaced by sixty-four L3s which went from Highgate to Fulwell, which in turn sent twenty-two Q1s to Isleworth. Two of Highgate's K2s also survived for further service, one each at Stamford Hill and Wood Green. Classes withdrawn for the last time were J3 and L1.

The operation of the new services was marred by staff cuts and by the effects of traffic congestion on the longer wide headway operations, such as the suburban section of route 143, for example, which had hitherto been a relatively unmolested

backwater operation. Furthermore, at least during 1961, the improvement in financial fortune which had been hoped for, was not fulfilled.

On the day of the conversion the first of the year's sales of redundant trolleybuses for breaking up, to George Cohen & Co. was sealed. During the ensuing eleven months, 293 vehicles went into that graveyard, comprising: 11 F1; 2 H1; 13 J3; 38 K1; 128 K2; 22 K3; 3 L1; 8 L2; 37 L3; 8 M1; 4 N1; 1 N2; and 18 P1.

A further stage in the development of the huge new roundabout system at Hyde Park Corner was introduced on Sunday 5th February when the section of Knightsbridge immediately west of Hyde Park Corner was closed to allow for the construction of the new road tunnel. A temporary viaduct for light traffic was brought into use and a new slip road linking Knightsbridge with the South Carriage Road of Hyde Park was opened. Buses and coaches from Knightsbridge were diverted via the new slip road and under the temporary viaduct into South Carriage Road, then left into East Carriage Road for Marble Arch or (for Victoria and Piccadilly) right into another new slip road at the southern end of Park Lane, right again into a slip road east of Apsley House, and left into the Hyde Park Corner system, joining southbound buses from Hamilton Place (for Victoria). From Park Lane buses bore right into a new slip road at the southern end of Park Lane, then via East Carriage Road, then, for Victoria, forward via Hamilton Place across into a new road, right across the mouth of Constitution Hill, then into Grosvenor Place; to Knightsbridge the route was into South Carriage Road to the left of the temporary viaduct. From Grosvenor Place, after passing Halkin Street, buses and coaches had to bear right through a new section of road east of Apsley House (where they were joined by buses from Piccadilly), then (for Knightsbridge), left into the new slip road and left into South Carriage Road, to the left of the temporary viaduct; for Marble Arch, buses continued into East Carriage Road.

It was still the custom in the sixties for London buses to act as ambassadors at events abroad, one of which took place between 5th and 16th February when RM546 took part in the British Week in Basle. It left London on 28th January and went via Dover-Boulogne, accompanied by three members of the engineering staff. The same bus went abroad again on 26th April when it went to Rotterdam and The Hague, followed by a visit to Paris to help BOAC publicise the opening of its new office in the Champs Elysees.

Some minor improvements were made to services in Crawley and Swanley on 1st March. St. Mary's Estate, Swanley was given a direct service to Dartford by the diversion of route 423 through the estate in place of route 478 which only provided a useful link to Swanley itself. In Crawley, the service along the 'old' Ifield Road (which was about to be severed at the by-pass) provided by routes 426, 426A and 852 was withdrawn and diverted through Ifield Avenue in the New Town. There was also a further penetration of Pound Hill North with the diversion of the 426A via St. Mary's Drive, Chaucer Road and Grattons Drive instead of Worth Park Avenue.

The completion of work on lowering the road under the railway bridge at West Drayton allowed the introduction of double-deck buses south of there, which took place on 15th March. As the route via Cowley Road was still restricted to single-deckers because of the low bridge in Yiewsley High Road (which carried the Western Region Uxbridge branch), it was possible to take advantage of this only by restructuring the routes. Consequently, the service to Hounslow, hitherto provided by route 222, was taken over by an extension of the 223, which was already double-deck. Route 222 itself was partly replaced by the strengthening of the 224 group between Uxbridge and West Drayton, including a new Monday to Friday RF-operated 224C which in peak hours continued south of West Drayton, following the former route 222 as far as London Airport North and then diverting to run into the central area of the airport. This had the double effect of maintaining a link from Cowley Road to Sipson Road and Bath Road while introducing a new direct facility to the

Two of the twenty-three year old Leyland/MCCW H1 class had survived for ten months after the official withdrawal of the class by being held as spares by the Rolling Stock department but they were finally withdrawn in February. 773 was at Stamford Hill . . . while 829 saw out its days at the depot most associated with the type, Wood Green. It is seen here at the Tottenham Court Road terminus in January. A. J. Wild.



centre of the airport. The opportunity was also taken to tidy up the operation between Uxbridge and Ruislip which had been shared by the 204 and 223, so that this was now normally on route 223, except for a couple of school journeys. Uxbridge needed three more RTs and four fewer RFs. Two of the RTs were red ones recovered from Crawley and the third came from Merton as part of an overhaul shuffle. The RFs went to Kingston where they replaced green examples which went back to the Country Area.

On 16th April a one-way system was introduced in Rickmansworth, which made the High Street one-way, eastbound between Rectory Road and Station Road and westbound between the By-pass and Station Road. Routes 309, 321/A and 803, approaching from Uxbridge Road were therefore diverted via High Street, Station Road and By-Pass then to Park Road (321/A/803) or High Street and Church Street (309). Routes 335 and 336 approaching from Chorleywood, were diverted via By-Pass to Park Road. Route 703 towards Chorleywood was diverted via High Street and Station Road.

The former bus garage at Clapham, which had enjoyed such a short career in that role between 1950 and 1958, entered a new phase on 29th March when it opened as the Museum of British Transport. At first only small exhibits and models were on display but ultimately it was to house the entire London Transport collection of historical relics, including Q1 trolleybus 1768 which was officially donated on 31st May.

One other item of vehicle interest during March was the arrival into stock on the 7th of RM8. Although its belated delivery was unusual, the event would hardly be worth marking but for the fact that the bus went straight into the hands of the experimental shop at Chiswick and then spent the first fifteen of its twenty-four years with London Transport there.

The only set of service changes during April were those concerned with stage 10 of the Trolleybus Conversion Scheme on the 26th. The routes contained in this programme were not as originally planned. The London Traffic Management Unit was anxious to get on with a major scheme of one-way traffic in Tottenham Court Road and they were being frustrated by the continued presence of trolleybuses at its northern end. Under the original plan the last Tottenham Court Road route would have been the 629 in November, when Wood Green depot was due to go over to motor bus operation. The LTMU, whose power should not be underestimated since Sir Alex Samuels had been a personal appointee of the Minister, suggested that a suitable compromise would be to bring that conversion forward so that the traffic scheme could be initiated in the middle of the year. It was established that the depot reconstruction would be far enough advanced to allow an allocation of about 50 buses at Stage 10 and that the buses would be available. It was also possible to accommodate the extra driver training within the planned programme without the need to take too many off service duty at one time. The main snags were concerned with scheduling. That department had been coping with an exceptional work load and there was some doubt as to its being able to take on the extra work if a suitable scheme of integration with route 29 was to be included. More important than this administrative headache was the severe loss of scheduling efficiency which would result from the separation of the conversion of the jointly compiled routes 629 and 641. Despite these problems, which represented a real loss of money to an already hard pressed undertaking, the decision was taken to meet the wishes of the LTMU and include the 629 in Stage 10.

The routes included in this conversion were: 627, 629, 659 and 679. Relative to the size of the routes little overhead was abandoned as substantial sections were still in use by routes 521/621, 641 and 649. Nevertheless, electric traction disappeared from the section between Enfield and Winchmore Hill, between Seven Sisters Corner and Manor House, between The Nags Head, Holloway and Tottenham Court Road and between The Angel, Islington and Smithfield via St. John Street. Trolleybuses disappeared from Camden Town and the once major junction on the network at Islington was reduced to one through route.

There were six new motorbus routes to replace these trunk services. Route 127 replaced the whole of the 627 but ran

Below left: One of the Q1 class of BUTs withdrawn on 1st February was 1767. It was new in February 1948, and had been relicensed a month earlier to release a 1952 vehicle for disposal. It had only two more complete days to run when photographed, almost empty, in a deserted Eden Street, Kingston. **Ken Glazier.** **Below right:** Twickenham Junction on 29th January was uninviting but some cheer was added to the scene by the elegant lines of Q1 1876, destined for final withdrawal three days later. **Ken Glazier.**





Still only 8½ years old, Q1 1856 wastes its talents poodling around the backwater of the Kingston Hill Loop in Kings Road, Norbiton in December 1960. Ken Glazier.

daily, rather than Mondays to Saturdays only and was extended via route 29 to Victoria to give new West End links from Edmonton and Tottenham. At Victoria it terminated alongside the garage because not all the bays in the forecourt of the station could accommodate the 8'-wide buses. Route 29 was also redirected to the garage, so that all buses towards Charing Cross Road could stop in Wilton Road together. Bus route 269 was the identical replacement for the 'anagrammatic' 629. The 659 was replaced by route 259 but this did not run between Waltham Cross and Edmonton on Mondays to Fridays, when this section was served additionally by the new 279A. The 679 was covered by an identical 279 on Sundays to Fridays; on Saturdays the new route had an additional section running from Tottenham to Flamstead End, covering for the new 279A on that day.

There were two entirely new routes, of which the 279A has already been mentioned. This ran between Tottenham Hale and Flamstead End via routes 275, 279 and 205 and had a threefold purpose. It covered the journeys which had operated to Tottenham Hale on the 679 (although these had been comparatively few in number); it was intended as a localised service to protect the top end of Hertford Road from in-town delays; and it gave some relief to route 205 in the expanding area of Flamstead End.

The other new route was something entirely different. It was numbered 276 and ran nominally between Tottenham and Brixton Hill following the 127 to Camden Town, the 3 to Charing Cross and the 59A. It was designed to provide a link to the heart of the West End from Tottenham, to give further relief to services on Brixton Hill, where new flats were being built and to provide another additional service to the newly built offices on Albert Embankment. The complexity of its service pattern, albeit on a comparatively low frequency, probably doomed it to eventual oblivion from the start for it was never able to make its mark.



The first route to lose RTs in favour of RMs was the 143 when it was involved in Stage 9 of the trolleybus abandonment scheme. Saunders bodied RT3060 was photographed on the old stand in Brookside Road, Archway, a few days before the event. Ken Glazier.



Left: The last 615 was also the last trolleybus into Highgate on those routes which changed over to motorbus in February. L1 1365 bumps over conduit tram track which had been disused for nearly ten years, amid a small group of well-wishers, in the early hours of 1st February. *Ken Glazier.* **Right:** One of Highgate's huge new allocation of Routemasters, RM589 stands in a peaceful Finsbury Square, incorrectly displaying a 253 intermediate point blind. *Michael Dryhurst.*

The allocations produced some curiosities, all brought about by considerations of scheduling efficiency or maintaining levels of work at individual locations. Route 259, formerly an Edmonton route was now shared by Highgate and Wood Green; and route 269 had a small West Green allocation of RMs to balance the loss of work on route 29. Perhaps the most startling change, however, was the re-allocation of part of route 253 from Highgate into Edmonton. This was intended only as a temporary measure until part of Edmonton garage was due to close in November. Buses ran out of service between the garage and Stamford Hill. The most eye-catching development was undoubtedly the retention of a Sunday allocation at Highgate for route 609, operated by RMs of course, but retaining the trolleybus route number and fully integrated into the route's schedule.

The schedules for the new routes required 142 additional buses (+145 RM; -3 RTL) and these replaced a trolleybus requirement of 138. The comparatively small increase, despite the losses of efficiency particularly at Wood Green, reflected the reductions in frequency along the main Hertford Road. These had been made because even at that early stage the newly electrified Eastern Region suburban services were attracting substantial numbers of passengers away from the buses. This was in spite of the catastrophically bad start which those services had made when the equipment on many trains literally blew up in service!

A total of 147 RMs were licensed of which Edmonton received 73: 617/669/70/72/74/76/83-87/89/90/92/93/95-729/31/36/46/48-50/52/58-72/77; Highgate 23: 611/14/47/61-63/66-67/730/32-35/37-45/47; Wood Green 46: 518/21/24/600/21/24/25/33-46/48-59/68/71/73/75/77-82/88/91/9; and West Green 5: 753-757.

Trolleybuses withdrawn for disposal totalled 120 and comprised: 28 K1; 33 K2; 2 L2; 3 K3; 4 M1; 3 N1; 13 P1; and 37 Q1. One of the L2s was the prototype number 954, which had always been distinguishable from its brothers by

Left: The unspoilt paintwork of Highgate's RM598 glistens in the gloom of Farringdon Avenue on the first day of operation of the newly extended route 143. *Ken Glazier.* **Right:** An unidentified RM working on route 17 soon after the withdrawal of the 517/617 trolleybus routes. *D. Odd collection.*



the cream relief band under the windscreen. Two of the other withdrawn vehicles were earmarked for the Transport Museum: K2 1253 and Q1 1768. These withdrawals brought to an end the operation of the Leyland/MCW P1 class, the last of the 'pre-war' classes, actually delivered during 1941.

A further thirteen trolleybuses were withdrawn but held as spares: 9 K1; 1 K2; 3 N1. The Q1s were replaced by eleven L3s transferred from Finchley to Fulwell and twenty-six K1s from Wood Green to Isleworth. To replace their contribution, Finchley received eight M1s, one N1 and three N2s from Highgate.

The Tottenham Court Road one-way system came into use on 1st May. Southbound buses on routes 24, 29, 39, 127, 134, 134A and N90 were diverted from Hampstead Road via Gower Street, Bloomsbury Street and Shaftesbury Avenue to Charing Cross Road. Routes 1 and 176, from Euston Road, ran via Hampstead Road and Drummond Street to join the others in Gower Street. The southbound 27, 137, 253 and 269 ran via Gower Street and Grafton Way, where the terminating services continued across into their terminal working and routes 27/137 ran via Tottenham Court Road to Euston Road. Routes 14 and 73 were diverted from Euston Road into Gower Street, Bloomsbury Street and Shaftesbury Avenue, then the 73 ran via St. Giles High Street to Oxford Street and the 14 continued along Shaftesbury Avenue. Southbound route 19 was diverted from Bloomsbury Way via Southampton Place, High Holborn and then Shaftesbury Avenue, to rejoin its route at Cambridge Circus. Southbound routes 38/A ran via Southampton Place and High Holborn instead of Bloomsbury Way and New Oxford Street to Shaftesbury Avenue and the 22 also made the slight deviation through High Holborn, southbound. The main change to the 22, 38 and 38A was northbound, in which direction they were diverted at Cambridge Circus via Charing Cross Road and Oxford Street. These changes therefore eliminated the difference between the 19 and the 22/38/38A between Cambridge Circus and Bloomsbury. The 1961 workings differed in a number of important details from those operating in later years because the Euston Road underpass had not been built, Centre Point and its roundabout did not exist and the Holborn gyratory was still in the future.

On the 3rd, Eccleston Bridge re-opened after major reconstruction which included the installation of new enclosed steel and glass shelters. All coach services passing through or terminating at Victoria were diverted back to their normal route across the bridge.

The introduction of the annual Summer Programme of service changes by Central Road Services came on 10th May. A reduced programme of weekend route extensions, excursions and of increased Sunday frequencies was introduced but there were two notable absentees from the Sunday extensions this year. These were two of the oldest established operations of their type, the 93 to Dorking and the 116 to Old Windsor. The disappearance of these countryside operations had considerable significance, symbolising as it did the erosion of this kind of demand for public transport and its loss to the private car. The furthest that the summer extensions now penetrated was into Epping Forest. The Seeing London Tour, forerunner of the Round London Sightseeing Tour, did not start until 16th May.

Non-seasonal changes included the withdrawal of route 64 between Tooting Broadway and Wimbledon Stadium, now that standing space for it had been found at Tooting; the introduction of a Sunday service to the Windsor Avenue estate at Hillingdon by a diversion of route 98; and the extension of route 119 to Thornton Heath Pond to serve the industrial areas of Purley Way.

For some, the most important event of the day was the closure of Athol Street bus garage. Given the existence of Poplar a few hundred yards away, with ample spare capacity, this was hardly a surprising development. Indeed, the closure would have taken place sooner but for the need to provide canteen facilities on the main road for crews taking their meal reliefs, Poplar garage being too far away to provide an efficient alternative. The new canteen, known as the Aberfeldy, was now ready and the garage therefore closed after the last conductor paid in on 9th May. The site had a long association with public transport. The LGOC had opened a horse bus depot there in 1879 and at that time the area alongside was used by the North Metropolitan Tramways Co. The garage had long been associated with services through the Thames Tunnels and had been well known as the home of the specially designed NS and STL class buses. In more recent years the specialness of the vehicles had been reduced to the fitting of reinforced tyres. All of Athol Street's fifty-two RTLs and its two Private Hire RFWs were shipped the short distance to Poplar, which took over the operation of routes 56, 82, 108 and 108A. One curious effect of this was that the operation of RMs on route 56 on Saturdays (on which day Poplar had shared its operation) officially ceased, because at this time it was not the practice to use spare RMs at weekends on routes which used RT family vehicles during the week.

Another major road construction project which continued during 1961 was at the Elephant and Castle, where a roundabout system was being built to take the place of the congested six-road junction. In preparation for the scheme, the LTMU already had plans to introduce one of their mammoth one-way systems encompassing St. Georges Road, Westminster Bridge Road and London Road and southbound buses from St. Georges Road had already been diverted via Garden Row and London Road. On 1st June came a further important stage requiring the closure of Walworth Road between New Kent Road and Draper Street (which now forms the section of Walworth Road leading into the Newington Butts roundabout). The new section of dual carriageway alongside Spurgeon's Tabernacle, which later got the name 'Elephant & Castle', had already been built and was from now on to be used by buses to and from Walworth Road. While the main roundabout was being built, buses and coaches from New Kent Road were diverted along this new section to the Butts roundabout and then back along the other side.



Above left: The western extremity of route 45 was at South Kensington Station, a terminus newly introduced during the tram conversion some 10½ years earlier. RM393 was the lowest numbered of Highgate's new batch of RMs. *G. Mead.* **Above:** Saturday 4th February and the trolleybus overhead in Aldgate lay-by is still hanging intact over Highgate's RM591 on the three day old route 253. *Ken Glazier.*

The start of a short-lived new era. Twenty-two year old AEC/MCCW chassisless L3 class 1428 was one of those transferred from Highgate to Fullwell to replace Q1s and is seen here at New Malden (Fountain) on a day when the service appears to be in some disarray. *A.J. Wild.*

RFL502 sweeps around the station approach at West Drayton on its way to Hounslow Central on route 222 during February. *Ken Glazier.*

RM8 was delivered well behind time on 8th March and went straight into the experimental shop. The modified front end was part of an experiment to improve the air flow around the front brakes. *Michael Dryhurst*



The terminus of route 223 at Hounslow was the bus station, enabling it to serve the High Street, unlike route 222 which it replaced. Uxbridge's RT1600 is parked at the back of the bus station between trips. *Peter J. Relf.*



Below: Special hospital route C ran for the last time on 5th February. RT2611 takes its long afternoon layover at Clare Hall Hospital. *Ken Glazier.* **Below right:** This faultily processed print shows an RTL on route 73 entering the South Carriage Road of Hyde Park under the new flyover, using the new section of road. *Ken Glazier.*



The Country Bus Summer Programme schedules started on 7th June and featured a number of improvements in the New Towns. In Hemel Hempstead, Bennetts End benefitted from the extension of route 302 from Longlands and there were also some minor changes to works buses on the 301C and 314B. Welwyn Garden City featured in a redeployment of routes centred on the diversion of the 303/A via Digswell Road and Knightsfield giving those areas a direct service to centres outside Welwyn Garden City for the first time. The 340B was diverted away from Stanborough Road and Peartree Lane, to run through Handside Lane, to replace that part of the 372/A and to give that area of the town a service to Hatfield in peak hours and during shopping hours on Saturday. It was also extended from the station to Haldens. Valley Road retained the 330 and the loss of the 303 was compensated in part by a new route 315A which was in effect various short-working journeys on 303, mainly between Mardley Hill and Welwyn Garden City and the Welwyn Garden City to Hitchin portion of the 340B Saturday journeys to Hitchin renumbered. After these alterations, nearly all parts of the Garden City had a direct bus service at least to Hatfield and usually also to other places outside the New Town. In Hatfield, the local peak hour route 389 was withdrawn and replaced by a diversion of 340 in South Hatfield. The Pescotts area of Stevenage was penetrated slightly further by the extension of 809 from Pankhurst Crescent to Chells Way.

Another restructuring of routes was based on the withdrawal of the 372 and stretched between the two New Towns of Welwyn Garden City and Harlow. One of the aims was to give surrounding areas a direct bus to Harlow which was now becoming a major magnet in north-west Essex. Half of the service on 393 was diverted via Nazeing Gate between Broxbourne and Tylers Cross and the service between Hertford and Welwyn Garden City strengthened to cover the loss of the 372. The section of that route between Hertford and Tylers Cross was taken over by an extension of the 390 which then continued over the route of 393 to Harlow. The rest of the 372 was covered by a new 381A basically between Roydon



Waltham Cross trolleybus terminus before the depredations of the motorbus. A characteristic line-up is led by examples of the two last pre-war designed models, albeit new in 1940/41. All-Leyland K3 1695 is followed by Leyland/MCCW 1711. J.G.S. Smith

and Coopersale Street. This and the 381 were also diverted to serve the Beaconsfield Estate in Epping. The new Harlow Town Station also got its first regular bus service with the diversion of all journeys on routes 396A, 805 and 806 which passed Burnt Mill roundabout. Finally, the Trotters Road area of Latton Bush was served for the first time by an extension of route 804 to form a loop from Tysea Road.

Economy was also in the air of course, and the most obvious example of this was the withdrawal of the 399 and its replacement by extensions of the 323 to Orsett and the 328 to Bulphan. The extension of services to Whippsnade for the summer season also took place and there were many other changes of less importance. Full details are shown in Appendix A.

An event of great significance to the preservation movement took place on 10th June. The experimental centre entrance Feltham tram, which had been number 100 in the fleet of Sunderland Corporation for most of its working life, was taken by road from Bradford to the new Tramway Museum at Crich. The car had been delivered to the Metropolitan Electric Tramways Co. in 1930, became 2168 in the London Transport fleet and was sold to Sunderland in 1936.

At the end of June there were two interesting developments by the Central department. On the 21st, a new experimental route 261 was started between Arnos Grove and New Barnet via Church Hill Road and Waterfall Road, operated by two RTs from Palmers Green. This unpromising service managed to survive the upheavals of the subsequent twenty-five years and still lives today in the form of the 84A. The other change was a minor one but interesting in that it was another example of the restoration of a service lost in the cuts which had followed the 1958 strike. On Sundays route 131 was diverted in Walton to run, via the 264, to Hersham Station, which was as close to Hersham Green that it could get because of the low railway bridge.

The ill-starred attempt to operate RTLs in the Country Area came to an end in June, beginning on 1st June when four of Hatfield RTLs were replaced by RTs which had been repainted green from red. The rest were gradually replaced during the month and the last one, RTL1311, ran on 30th June. They then became the first of the class to be allocated to the training fleet, replacing RTs on 1st July.

Stage 10 of the trolleybus replacement programme came on 19th July and comprised the remaining services on the main north-south corridor between Waltham Cross and Liverpool Street, routes 543/643, 647 and 649/A. Motorbuses were allocated to Stamford Hill for the first time and trolleybus operations there and at Edmonton came to an end. Overhead was abandoned along the whole of that trunk route, together with the sections from Wood Green to Tottenham, via Lordship Lane; from Shoreditch Church to Holborn Hall via Clerkenwell; and from Shoreditch High Street to London Docks. There was now no trolleybus operation east of the line from Winchmore Hill to Moorgate and the last vestige of electric operation in the East End (route 647 at Aldgate East) had disappeared.

The 543/643 were directly replaced by bus route 243 but this was altered at Holborn to run in only one direction around the loop: inwards via Grays Inn Road and outwards via Farringdon Road. This concentrated the service on one set of stops, an important consideration now that the off-peak service was at times as little as three buses an hour, and avoided the two awkward right turns into and out of Holborn. The 647 was replaced on Mondays to Saturdays by a route numbered 67 (which might have caused some confusion in the minds of locals who could remember the old route with this number withdrawn only three years earlier). The 67 was extended northwards from the trolleybus terminus at Stamford Hill to Northumberland Park via Tottenham to give a service for the first time to Lansdowne Road. The Sunday service was on route 243A, which also replaced the Sunday only 649A, between London Docks and Wood Green. The main replacement

The first of the long run of L3 chassisless vehicles was 1380, which had a unique registration marque. Passing the Mother Red Cap at Camden Town, it turns from Camden Road into High Street with RT3355 in the background making its way across into Parkway. Michael Dryhurst



for the 649 was new route 149 which, on Mondays to Fridays was given a long extension to Victoria to serve the new offices which had been built in Southwark Street and along the Lambeth riverside. A further contribution to the trolleybus replacement between Liverpool Street and Stoke Newington was an extension to the latter, from Shoreditch, of route 47. Finally, the night 543/643 was replaced by the N83, which was extended to Charing Cross. Unusually, this had a Saturday night/Sunday service because there had been a few early morning journeys on Sunday which could not be accommodated on the new bus schedules under the provisions of the Agreement with the Trade Union and it was therefore necessary to provide a full night service to give a full duty's work to the crews.

The extensions of the 47, 67 and 149 had been included because the Police had imposed new restrictions on the number of buses which would be allowed to terminate at Liverpool Street, Shoreditch Church and Stamford Hill. The arrangement whereby trolleybuses had turned at London Docks against the flow of a one-way system at The Highway was also unacceptable and a revised working for bus route 67 had to be introduced at Cable Street.

The schedule of trolleybuses was reduced by 88 and the need for motorbuses increased by 90 RM and 3 RT. For this Edmonton were allocated an additional thirty-eight RMs: 311/54/63/512/660/751/773/74/76-81/802-13/15/18/24/34/38/41/42/44-48. Stamford Hill received fifty-five: 782-801/814/16/17/19-23/26/28-33/35-40/43/49-61. Trolleybuses withdrawn for disposal included the last K3 machines and comprised: 20 K1; 47 K2; and 18 K3. Four K2s were withdrawn but held as spares.

Another LTMU one-way system was introduced on 29th July, this time at the Marquis of Granby junction in New Cross. The roads affected were New Cross Road, which became one-way eastbound between Lewisham Way and Amersham



A warm sunny early spring day in Parkhurst Road and Holloway's RM386 appears to have been abandoned, crewless. It is being overtaken by Wood Green's K1 1145 which is about to cross the overhead connection from the Warlters Road turning loop. The differing styles of blind layout adopted for bus and trolleybus operation show an interesting contrast in priorities. *Michael Dryhurst.*

Road; Lewisham Way, one-way northbound between Amersham Road and New Cross Road; and Amersham Road and Parkfield Way which both became one-way towards Lewisham Way.

The second general fares increase of the year came on 30th July. Fares of 8d and above were increased by 1d; fares of 3d, 5d and 6d and the two mile fare of 8d remained unchanged. Early Morning Single Fares of 1/6d and 1/8d were withdrawn and journeys costing less than 1/10d (ordinary) no longer had EMS fares. Fares in the Amersham, Aylesbury and Tring areas were not increased until 13th August; Grays and Brentwood (where common with ENOC), Hatfield, Hitchin and Welwyn Garden City, (where common with Birch Bros.) until 3rd September; and in Luton and Dunstable, until 29th October.

An event of historical significance in the slowly developing change in London Transport's attitude to vehicle design policy and no less important in the history of labour relations, took place on 10th July. That was the day when a vehicle numbered ER880 (ER stood for Extended Routemaster) was delivered from AEC, the first of a batch of twenty-four 30'-long Routemasters with a seating capacity of 72. Apart from its length, the vehicle was a conventional RM with open

Left: The last of the pre-war designed classes, the P1, ran for the last time in April. Although nearly always widely dispersed, they were nevertheless associated with Edmonton depot, whose 1712 is seen here in Maple Street overtaking RTW17 on a short working 14, surrounded by the battered remains of wartime bombing *Michael Dryhurst.* **Right:** The old Gas Company building in Cecil Road, Enfield makes a forbidding background for K1 1099 working out its last few weeks before being withdrawn for scrap. *Ken Glazier.*



platform and therefore did not represent a particularly radical change in the context of contemporary vehicle design. However it was a major step for LT, who now had a serious argument on their hands with the Trade Unions. As often happens, the Executive was hoist by its own propaganda petard because the Union had not forgotten the claims made by London Transport, when the RM had first been launched, that research had shown that a 64-seat rear platform bus was the optimum design for London. The original intention had been to run these buses on a busy central London route but this was strongly resisted and an agreement was finally made to run the experiment on a former trolleybus route, where there would then be no material change in the conductor's burden. The route eventually chosen was the replacement for route 609, of which more will be said later. The rest of the main story belongs to later years but this small change started the process which eventually led to the operation of rear-engined buses in London.

Before these buses went into service there were some other developments. Two further vehicles were to bear the class letters ER: 881 and 882 (the latter being delivered on 22nd August). The next one to arrive, on 30th August, was called RML883 and the first two were similarly redesignated on the same day. What had happened was that an important decision had been taken about vehicle purchase policy. There had been a policy since the earliest days of the post-war RT family to have at least two suppliers to encourage competitive pricing. The prototype Routemasters had therefore been shared between AEC and Leyland, as well as three body builders. Splitting the production of the chassisless RM body structure and of the 'chassis' units was considered to be uneconomical and it had therefore been decided to maintain the principle of 'alternative sourcing' by allocating part of the engine contract to Leyland. This was the reason for the experiment on RM632, already mentioned. Having made this decision, the use of the 'L' in the vehicle classification ceased to be relevant and it was decided to use the classification to signify body variations. The longer RM thus became the RML, the CRL became RMC4 and RML3 became RM3 (although in this case, not until 7th September). Ironically, the ink on the contract was to be hardly dry when the two companies merged.

Tramway Avenue, Edmonton in the last weeks of wholly trolleybus operation. Both K1 1093, on the left, and K2 1172 were withdrawn in April. These two classes were almost identical, the only difference being in the control equipment which was by Metrovick and English Electric respectively. L.G. Stitson collection.



The scrubbing of tyres and a light metallic clang from the overhead would have been the predominant sounds as Edmonton's K2 1174 swept smoothly from Holloway Road into Seven Sisters Road at the busy Nags Head junction, Holloway. L.G. Stitson collection





Leyland/MCCW P1 1712 just made it to its 20th birthday, having been delivered new in the midst of the Blitz in April 1941. The bombed out building therefore makes an appropriate backcloth to the expiring route 679. L.G. Stitson collection.



One of the L2s withdrawn in April was 1372, here seen representing the Highgate depot contribution to the Sunday operation of route 609. A Highgate RM on route 17 appears symbolically to be pushing the trolleybus off the stand at Nether Street, North Finchley. A.J. Wild.



The other L2 withdrawn in April was the prototype (954), new in 1938. It had a shallower windscreen than the production vehicles and this gave it its most distinctive feature, the continuation of its lower cream band around the front. Ken Glazier.

An event which proved less significant than some expected, took place on 13th July. RM664 had been delivered rather belatedly the day before with all its metal body parts unpainted to test whether economies could be achieved thereby. To maintain an overall 'silver' look the moulded plastic sections were painted in a matching colour. RM664 entered service on route 276 from Highgate on Mondays-Fridays. This seemingly improbable route was chosen because it served the heart of the West End (where RMs were otherwise unrepresented) and passed the seat of government in Whitehall. On Saturdays, it ran on route 127.

There was a rest from service developments during August, but Sir Alex Samuels' tireless crew continued their activities—this time in Richmond where the narrow streets of the town centre were switched to one-way operation on 28th August. Southbound buses from The Quadrant to Hill Street were diverted via Sheen Road, Eton Street and Paradise Road; westbound buses from Sheen Road were diverted via Paradise Road and Red Lion Street.

Apart from a few minor route changes, September passed without significant incident, whereas October, being the traditional month for ending summer operations, was crammed with change. Central Road Services led with their Winter Programme on 11th October. The principal feature was two major groups of route alterations, in north-east and south-west London.

The first mostly concerned routes which were very recent in origin, being services introduced in the trolleybus replacement programme. Two new areas got bus services for the first time: the Lonsdale Avenue area of East Ham, and Mayesbrook Park. The changes were very complicated and involved the switching of many sections of route. Route 5 was extended to take over the Becontree end of the 238, the 41 was extended to take over the southern end of the 249A to Victoria & Albert Docks, the 162 was diverted to Mayesbrook Park and its Little Heath service was taken over by the 238. The rest of the Monday-Saturday 249A, which was withdrawn, was covered by more buses on the 249 north of Stratford, Lonsdale Avenue was served by an altered 272. Use of the service to Royal Albert Dock had been a disappointment from the outset and showed no sign of improving, so the section south of Greatfield Avenue was withdrawn and the route diverted through Lonsdale Avenue to Upton Park, then via route 162 to Stratford. This restored the circular working of trolleybus days, albeit by a different intermediate route.

The changes in the south-west introduced a service to Sutton Common Road for the first time. Circular route 156 at



Above left: The motorbus garage into which trolleybuses penetrated was Enfield, although only into the open forecourt which was used as a short working terminal for the high frequency Hertford Road routes. Route 649 still has three months to run but P1 1708 has only another ten days. A.J. Wild. Above right: The Q1 class ran in London for the last time on 25th April but 1768, seen here rounding the eastern end of Shepherds Bush Green, was kept back for the museum. LTPS.

Morden was withdrawn and the half via Cheam covered by an extension of route 151 from North Cheam to Sutton Garage. The section through St. Helier was not replaced directly, leaving a section of Reigate Avenue between St. Helier and Sutton Common Road unserved. The Oldfields Road and Collingwood Road section was covered by a new route 286 which ran between Raynes Park (Hotel) and Belmont via Worple Road, Wimbledon then route 93 to The Woodstock, Sutton Common Road, Sutton Green and Sutton High Street. Sutton took a share of route 151 (four RTs) whilst Merton lost two RT runnings. The 286 was worked by Sutton, using seven RTs. Compensating frequency reductions on the 93 reduced the Chelverton Road allocation by two RTLs but Sutton took one extra running.

Another new route was the 85A between Putney Bridge and Roehampton (Alton West Estate, Minstead Gardens), operated by Chelverton Road using the two RTLs released from the 93.

Weekend changes included the by now customary round of mileage cuts. Routes which were altered or withdrawn in the process were: 56, 91, 205, new route 205A, 242, 255 and 277. Details of these can be found in Appendix A. The

summer extensions and excursions were withdrawn, in the case of routes 57A (between Victoria and Camden Town), 90A and 170A, for the last time. The 'Seeing London Tour' continued until 29th October.

Part of Edmonton garage closed from 11th October and the 'temporary' allocation of route 253 was transferred to Stamford Hill, along with thirty-four RMs.

The Country Bus programme took effect a fortnight later, on 25th October. A further stage in the linking of Harlow New Town to surrounding villages was accomplished by intermediately diverting route 380 to make a double-run from a point between Gilston and Eastwick, to and from Harlow bus station. Bury Lane Estate, Rickmansworth was further penetrated and given a second service by the extension of the 385 group from Croxley Green. The main change in the south was a new route 405B between Redhill and Tilgate via Horley and Tinsley Lane, absorbing the 476B and works journeys on the 405. Apart from these, the new schedules were primarily concerned with service economies, especially on Sundays and with minor changes to works and school services. The routes affected were: 307B, 319, 336/A, 388, 393, 417, 434, 438C, 441, 443, 460, 712, 805, 808 and 809 and details can be found in Appendix A.

The last of the year's share of trolleybus conversions was on 8th November. Routes 521/621, 609 and 641 were withdrawn, the conversion of Wood Green depot to motorbus operation was completed and motorbuses were introduced to Finchley depot. Overhead abandoned comprised: the full length of the 641 from Winchmore Hill to Moorgate via Green Lanes and Hoxton; North Finchley to Wood Green via Bounds Green; Manor House to the Holborn loop via Holloway, Caledonian Road and Kings Cross; and North Finchley to Old Street via Archway, Holloway and Islington. Trolleybus operation in central London came to an end and the remaining sections of route which had formerly been part of the LCC tram network now ceased. There were now no trolleybuses east of a line between Barnet and Golders Green and those that remained were confined to the former London United Tramways south-western network and the old north-west London network of the Metropolitan Electric Tramways.

No fewer than nine motorbus services were involved in covering these three-and-a-bit routes. The 521/621 were replaced by two routes, the 221 (RM-operated by Finchley) which covered the same route, except that it ran both ways via Farringdon Road and terminated at Farringdon Street; and the 168 which was extended from Farringdon Street to Turnpike Lane, retaining RT family vehicles but with an additional allocation at Holloway. The 609 became bus route 104 (RML operated by Finchley) but was replaced in part by an increased service on route 43. The main replacement for the 641 was a new route 141 which was extended on Mondays to Fridays via the new London Wall and route 179 to Grove Park. Wood Green and New Cross shared this route, both using RMs. The rest of the 179 was absorbed by a new route 4A (RT operated by Holloway) between Finsbury Park and Waterloo. Route 269 was also increased in frequency between Turnpike Lane and Winchmore Hill. Consequential changes involved the withdrawal of the 48 between Waterloo and Aldgate, and the renumbering of the weekend 179 to 141A.

The use of route 168 in the conversion of route 521/621 was necessary because the loss of joint schedule compilation with route 609, with the adoption of Central Bus agreements, would have created an unacceptably inefficient duty schedule. A similar problem existed on route 641, where the joint compilation with route 629 had already been lost in April. To avoid carrying this imposed inefficiency through to the new bus schedules, the extension over route 179 was introduced

Below left: The last 679, K2 1315, flanked by its crew at Finsbury Park station early on the 26th April. *Michael Dryhurst.* **Below right & facing page left:** The very last trolleybus into Highgate depot was AEC/Weymann unit-construction class M1 1554 on route 627. As on other similar occasions, a cheerful use was found for fog flares, which by that time were all but redundant themselves. *Ken Glazier.*



Edmonton RM722 at the Tottenham Court Road terminus on 26th April working the temporary allocation on route 253. *Peter J. Relf.*



so that the heavy peak hour requirements of the northern end of the route could be carried by the more evenly spread requirements of the southern end.

There were also some complicated re-allocations of routes between garages. To make room at Holloway for the 4A and the 168, eight runnings on route 134 went into Muswell Hill (where there was also an increase of one) and the 171 was taken out altogether, four going to Tottenham and three to West Green. At the latter location, it replaced the 269 which now went wholly into Wood Green, bringing West Green's short and only operation of RMs to an end. The increase in work at Muswell Hill on the augmented 43 and re-allocated 134 was balanced by the transfer of the whole of route 125 into Finchley.

Pulling all this together, there was an increase of ninety-five in scheduled buses, (consisting of four RT, seven RTL, 15 RML and sixty-nine RM) and a cut in scheduled trolleybuses of ninety-three.

Finchley was allocated twenty-five RMs and fifteen RMLs: RM876/78/79/904-8/910/12/22-25/35/65/76-79/81-84/86; RML880-94; New Cross twenty-two RMs: 926-34/36-38/42/46-54; and Wood Green thirty-seven RMs: 607/15/56/823/909/11/15-21/39-41/43-45/55-64/66-69/72-74 (+ RM743 from HT). The bulk of Finchley's RTs came from New Cross, where they had been released from the 179 and some of the extra RTs needed at Holloway and Muswell Hill also came from there. Only two of West Green's RMs went to Wood Green, the other three being delicensed as were Poplar's.

The shortfall of four in the number of RMLs needed for route 104 was an indication of the extremely slow rate at

Below right: Proving that there was no practical need to renumber the trolleybus routes on conversion, Highgate RM586 displays a clear route number at Barnet Church on the short-lived mixed Sunday operation. *Ken Glazier.*





RM364, one of Highgate's first allocation of Routemasters on one of its newly acquired routes, the 259, is followed by Finchley L3 1483 on route 621 in Charterhouse Street, Holborn. *Photomatic*.



Wood Green's RM642, approaching the Euston Road junction in Hampstead Road on route 269, is all but masking a northbound 39 on its way to Parliament Hill Fields. *LTPS*.

which these buses were being delivered. This was caused by the method of construction which, because of the small number involved, could not be set up as a production line. Instead, the basic RM frame was divided and the extra 2' 6" section inserted between the third and fourth bays. Delivery of this batch had still not been completed at the end of the year, when RML901 was the latest in stock. The standard RMs had by then reached number 1074. Three more (895-897) were sent to Finchley on 1st December.

The last of the K2, L2 and M1 classes were withdrawn at this stage and the complete list of withdrawals for disposal comprised: 18 K1; 18 K2; 33 L3; 8 M1; and 1 N2. Six K1s and seven L3s were withdrawn but held as spares and twenty-seven L3s were transferred for further service from Finchley to Fulwell.

The first appearance in public of intermediate point blinds with upper and lower case lettering came with this conversion. All the new services, including those using RTs, received the new displays. This followed extensive tests which established that there was no loss of legibility compared with wholly upper case displays. Destination blinds remained in upper case throughout "for greater emphasis", as LTE put it. The change appears to have been in response to current fashion rather than for any practical advantage.

On 1st November, there was a mass delicensing of RMs at Poplar, where no fewer than twenty-two vehicles were involved. Others were licensed to replace them, including eight new ones. This brought to public notice that a defect had been found in the steering columns of RMs, which were, in consequence, being returned to Southall for ultrasonic testing and modification. This programme was to continue into 1962.

Two more LTMU one-way systems came into operation on 26th November. Baker Street became one-way southbound. Northbound buses were diverted at Portman Square to run via Grosvenor Place to Marylebone Road (route 30), Dorset



Above left: Lambeth Palace provides a setting of historic tranquility which is apt for the near empty RM477 on route 276. *Ken Glazier.* **Above right:** The new order in West London was a case of young vehicles giving way to older, which gave some K1s and L3s a short reprieve. 1283 is at the Wellington Road turning circle, Hounslow, which had been purpose-built for trolleybuses in 1935. *Ken Glazier.*

Square (routes 23, 74A) or Park Road. Routes 712, 713, 714, 716/A were diverted via Gloucester Place to Park Road, northbound, instead of Marylebone Road and Baker Street. Route 726 would be diverted in the 1962 season, northbound from Marylebone Road via Harewood Avenue and Rossmore Road to Park Road.

Piccadilly became one-way eastbound between St. James's Street and Piccadilly Circus. Routes 14, 19, 22, 38, 38A and N97 were diverted via Haymarket and Pall Mall, where they were joined by route 9 to run via St. James's Street to Piccadilly. Routes 25 and 32 were subject to corresponding diversions.

There were only two minor service changes in December (see Appendix A) but there was one more interesting vehicle development to mention. Almost at the end of the year, on 22nd December, a Park Royal bodied forward-entrance AEC Regent V (model 2D2RA), registered 220 CXK and wearing the livery of British European Airways, was delivered to Chiswick. This marked an important argument which was then in progress between the London Transport engineers and BEA, on whose behalf LT operated the airport coach service. BEA wanted to renew the fleet using double-deckers in response to the increasing size of airliners. LT's engineers were keen to persuade them to buy a version of the RM but they were not convinced, particularly in view of the purchase price. The Airline therefore decided to try out a production model vehicle, which is why 220 CXK was ordered. Eventually they were to change their minds but at the end of 1961 they had exercised their right to make their own choice.

That completes the story of the last full year of trolleybus operation in London, made so by the fateful decision to sell the Q1 class trolleybuses. Who knows how the subsequent history of trolleybus operation in the United Kingdom might have differed had the original intention to retain those vehicles until the early seventies been sustained? Unknown to those taking part at the time, 1961 was the opening year of an eventful decade which culminated in the end of the London Transport as it had been, apart from variations in ownership and control, since 1933. All that was still in the future, however, as the Christmas period came and went, with bus services much the same, apart from the scale, as they had been for decades of Christmases.

Below left: The Epping end of the old 372 was taken over by the new number 381A in June. Epping's RF549 is seen in Station Road. *Peter J. Relf.* **Below right:** Harlow bus station became an important centre for travel to the surrounding areas of Essex with the radical changes that took place in June. Hertford's RF613 works on one of the newcomers, route 390. *Ken Glazier.*



APPENDIX A

ALTERATIONS TO ROUTES AND ALLOCATIONS

JANUARY

- 18th: 413B: New OMO GS-operated route: Sevenoaks Station to Chipstead via Hitchen Hatch Lane, London Road, Worships Hill, Westerham Road, Homedean Lane, High Street and Chipstead Lane.
- 27th: 436/A/461/462/466/469: Temporary diversion between W.R. station and Staines Bridge, via Church Street and Clarence Street, introduced on 30th July 1959, now permanent.

FEBRUARY

- 1st: *Trolleybus Conversion Stage 9*
- 17: New route, replacing trolleybus routes 517/617: North Finchley to Kings Cross, continuing to Farringdon Street (via Grays Inn Road) Mon-Sat and Camberwell Green (via route 45) Mon-Fri. (Highgate allocation—RM.)
- 39: Extended from Camden Town (Charing Cross evenings) to Parliament Hill Fields, replacing part of trolleybus routes 513/613. Chalk Farm (RTW) allocation replaced by Holloway (J) (RT).
- 45: Extended daily from Farringdon Street to Hampstead Heath via Grays Inn Road, Kings Cross, Royal College Street and Prince of Wales Road, replacing part of routes 513/613. Chalk Farm (RTW) allocation introduced.
- 63: Extended daily from Kings Cross to Parliament Hill Fields via Royal College Street and Kentish Town, replacing part of routes 513/613. (Highgate RM) allocation introduced.
- 143: Extended from Archway to Farringdon Street via Holloway, Caledonian Road, Kings Cross, Swinton Street and Farringdon Road, replacing part of trolleybus routes 517/617. Re-allocated from Holloway to Highgate (RT to RM).
- 214: New daily route between Parliament Hill Fields and Moorgate via Kentish Town, Royal College Street and Pancras Road, directly replacing route 615. (Highgate allocation—RM.)
- 239: New daily route between Hampstead Heath and Moorgate via Camden Town and Crowndale Road, directly replacing route 639. (Highgate allocation—RM.)
- 253: New daily route: 'Tottenham Court Road' (Maple Street) to Aldgate, directly replacing route 653. (Highgate allocation—RM.)
- N93: new night route between Hampstead Heath and Charing Cross, replacing 513/613 but running both ways via Farringdon Road and extended via Fleet Street and Aldwych.
- Trolleybus routes withdrawn: 513/613, 517/617, 615, 639 and 653.
- 12th: Hospital service C (Hounslow to Clare Hall Hospital Weds and Suns) withdrawn.

MARCH

- 1st: 423: Diverted in both directions to serve St. Mary's Estate, Swanley, from London Road via St. Mary's Road, Cherry Avenue (eastern arm), Rowan Road (eastern arm), Laburnum Avenue (part of which was too narrow for two buses to pass) and Brook Road. (Replaced 478.)
- 462/852: Diverted in both directions from Three Bridges Road via The Broadway, The Boulevard, High Street, Ifield Avenue and Warren Drive to Ifield Road (except journeys on 426 terminating at 'The George').
- 426A: Diverted in both directions from West Green Drive via Ewhurst Road, Ifield Avenue and Warren Drive.



On Athol Street's last day as a bus garage, its Metro-Cammell bodied RTL587 takes layover on the Brunel Road stand at Rotherhithe on tunnel route 82. G. Mead.



Above: On a sunny Wednesday afternoon exactly two weeks before the removal of trolleybuses from Stamford Hill Broadway, the Ks seem to be in full command on routes 543 and 643. *Ken Glazier.* **Above right:** The classic lines of pre-war Leyland bodywork are well illustrated in this rear view of K1 1106 climbing up the slope of Charterhouse Street to the (then unsignalled) Holborn Circus junction. *Michael Dryhurst.*



Right: K1 1114 on route 643 sweeps into Stamford Hill on the through wires, having just crossed the terminal loop which runs into a siding for layover buses. Between the trolleybus and the traction pole on the centre island can be seen the junction wiring for the turning loop from the other direction. On the same pole is the bamboo pole used for dewiring and rewiring . . . which was especially useful when a dewirement occurred. Such was the fate of K2 1218 on 30th January, no doubt to the dismay of the drivers of the other vehicles held up by the immobilised trolleybus. *Michael Dryhurst/A.J. Wild.*



Journeys to Pound Hill further diverted in both directions from High Street (Three Bridges) via St. Mary's Drive, Chaucer Road and Grattons Drive to Worth Park Avenue.

478: Withdrawn between Swanley Station (north side) and St. Mary's Estate (replaced by 423).

15th: 204: Withdrawn Sundays between Ruislip and Uxbridge, also on Mon-Fri except for two school journeys. (Replaced by 223.)

222: (Uxbridge to Hounslow Central Station via Cowley Road) Single-deck route withdrawn. Replaced by extension of double-deck 223 and new single-deck route 224C.

223: Extended daily from West Drayton Station to Hounslow Garage, replacing 222; also Sundays from Uxbridge to Ruislip, replacing 204.

224C: New Mon-Fri single-deck route between Uxbridge and West Drayton (extended peaks to London Airport Central) via Cowley Road and Sipson Road, replacing part of 222.

APRIL

26th: *Trolleybus Conversion Stage 10*

127: New daily route between Edmonton Station and Victoria (extended Mon-Sat to Waltham Cross), replacing route 627 and extended south of Tottenham Court Road via route 29. (Edmonton and Highgate allocations—RM.)

253: Partially re-allocated from Highgate to Edmonton.

259: New route: Holborn Circus (in via Farringdon Street; out via Grays Inn Road) to Lower Edmonton Station, Mon-Fri; Edmonton (Tramway Avenue), Mon-Fri peaks; and continuing to Waltham Cross on Sats and Suns. (Highgate and Wood Green allocations—RM.) Replaced most of route 659.

269: New daily route between Enfield Town and 'Tottenham Court Road' (Maple Street), directly replacing route 629. (West Green and Wood Green allocations—RM.)

276: New route between Brixton Garage and Tottenham (Swan) via route 59A to Albert Embankment, then Westminster Bridge, route 3 to Camden Town and 127 to Tottenham.

Worked: Brixton—Tottenham, peaks; Brixton—Finsbury Park, between peaks Mon-Fri; Charing Cross—Finsbury Park, Mon-Fri eves; Charing Cross—Tottenham before 9 am and between 11 am and 3 pm Sats; Charing Cross—Holloway between 9 and 11 am Sats. (Highgate allocation—RM.)

279: New daily route between Smithfield and Waltham Cross, directly replacing route 679. On Saturdays an additional section worked between Tottenham Garage and Flamstead End. (Edmonton allocation—RM.)

279A: New Mon-Fri route between Tottenham Hale and Flamstead End via routes 275, 279 and 205, partly replacing 659 and 679. (Edmonton allocation—RM.)

609: Partly converted to motor bus operation on Sundays. (Highgate allocation—RM.)

Trolleybus routes withdrawn: 627, 629, 659 and 679.

Other change

413B: Experimental route withdrawn.

MAY

10th: Summer extensions re-instated: 14, 27, 35A, 38, 57A, 83, 90A, 97, 102 (Sat p.m. and Sun), 170A.

NOT re-instated: 93, 116, 235, 247B.

12: Extended Sundays from Oxford Circus to Shepherds Bush.

64: Withdrawn between Tooting Broadway and Wimbledon Stadium.



The London Docks trolleybus terminus required a U-turn across the T-junction of Dock Street and The Highway, in the face of oncoming one-way traffic. Two K2s, led by 1206, have made the turn and are waiting at the Hearts of Oak stand before returning to Stamford Hill. *Michael Dryhurst.*

Only two trolleybus routes ever had suffix letters on their route numbers, the 601A (formerly 1A) and the 649A. This had been operated between 1940 and 1949 with the designation 'EXTRA' and was really the Sunday version of 5/643. K2 1206 at Stamford Hill takes its load to market.
Michael Dryhurst.



98: Intermediately diverted on Sundays via Windsor Avenue and Granville Road instead of Long Lane, Hillingdon and RENUMBERED 98A.

119: Extended Mon-Fri peak hours from Croydon (Park Lane) to Thornton Heath Pond via Waddon and Purley Way. (+2 RT).

16th: Seeing London Tour re-introduced. (New Cross—2 RT.)

JUNE

7th: 301C: One evening peak journey extended from Maylands Avenue to Swallowdale Lane (High Street Green).
302: Extended from Longlands to Bennetts End and diverted in Adeyfield via Adeyfield Road and Longlands instead of Broadfield Road.

303/A: Intermediately diverted between Welwyn Garden City 'Cherry Tree' and Old Welwyn, Pavilion Cinema via Digswell Road, Knightsfield, Shoplands (northbound), Ingles, Kirklands, Digswell Road, Bessemer Road, Hertford Road, 'Slip' Road, and Welwyn By-pass. Also some journeys diverted at St. Albans Road, Hatfield, to Longmead via Great North Road.

310: One morning peak journey diverted in Hertford from Fore Street via Castle Street, Pegs Lane, Bullocks Lane and Horns Mill Road to Horns Mill.

313: Some journeys extended in St. Albans to Fleetville from St. Peter's Street via Victoria Street, Grimston Road, Stanhope Road and Hatfield Road. Also extended Sundays to Fridays for the summer season to Whipsnade Zoo.



The last 543 left Holborn at 20.07 on 18th July, the late evening service being operated in a one way loop on route 643. K2 1305 is about to make the last trip from Charterhouse Street and will itself not operate another day. *Ken Glazier.*

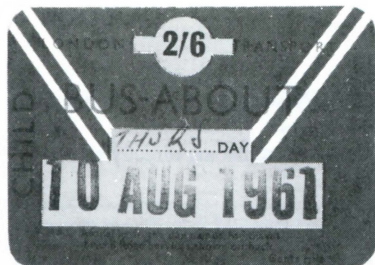


Above left: Stamford Hill's last trolleybus, K2 1326, is led in procession by depot and platform staff carrying fog flares just before 00.30 on 19th July. Ken Glazier.
Above right: About ten minutes before the last trolleybus came in, Stamford Hill's first motorbus, on new night route N83 was given a ceremonial send-off. Ken Glazier.

- 314B: Diverted between Marlowes, Hemel Hempstead and High Street Green to run direct via Queensway.
- 315A: New route: Hatfield Station to Hitchin (St. Mary's Square) via former route of 303 via Ayot Green and incorporating Saturday afternoon journeys on route 340B between Welwyn Garden City and Hitchin.
- 321B: New route: Rickmansworth Station to Frogmore (Sherfield Avenue) via By-pass, Station Road (northbound), High Street, Church Street and Harefield Road.
- 323: Extended from King Edward Drive to Orsett via Southend Road, Baker Street and High Road (Orsett).
- 324: Sunday service to Knightsfield withdrawn (replaced by re-routed 303/A). Also extended on Sundays from Welwyn Garden City Station to Lemsford Lane, replacing routes 372/393.
- 325A: (St. Albans, Firbank Road to Cottonmill Estate). Withdrawn.
- 328/A: Extended from Orsett to Bulphan. (Replaced 399.)
- 328B: One school journey extended from Purfleet Station to Tank Hill.
- 337: Sunday journeys diverted via Whipsnade Zoo for the summer season.
- 338: Withdrawn between St. Albans and Sandridge.
- 340: Some Monday-Friday peak journeys diverted at Barnet By-pass (Roestock) via Bishops Rise, Cavendish Way and Cavendish Way Bridge to South Hatfield (South Down Road) (covered 389).
- 340A: Withdrawn between Hatfield Technical College and Hatfield Garage.
- 340B: Diverted between Stanborough and Welwyn Garden City Station via Handside Lane (also Springfields and Stacklands towards Hatfield) and extended from there to Haldens via Bessemmer Road (replaced part of 372/A).
- 341: Some journeys diverted from St. Albans Road (westbound) or Queensway (eastbound) via Cavendish Way, Roe Green Lane, Hatfield Technical College, Roe Green Lane and Barnet By-pass to Hatfield Road.

Below left: Dalston's Park Royal bodied RTL1610 working on newly extended route 47, crosses the old London Bridge on a southbound journey. D. Odd collection.
Below right: The Daily Express took an exclusive contract for the advertising on RM664, cashing in on the publicity being given to the experiment with an unpainted aluminium finish. It certainly looked immaculate when new, as here in early autumn sunshine in Great Portland Street but it soon came to look dowdy. Peter J. Reif.





Above: Another aid to touring was the newly introduced 'Bus-About' Rover tickets, for travel on Central Bus and Trolleybus services on Mondays-Fridays during June, July and August.

Right: The customary range of sightseeing tours operated during the summer, many of them using the ECW/Regal IV 39-seat coaches. RFW7 leads Leyton's RT2384 across Lambeth Bridge. LRT



346C: New limited stop schooldays only route: North Watford (Maytree Crescent) to Bushey and Oxhey Station, via Leggatts Way, By-pass, North Orbital Road, Sheepcote Lane, St. Albans Road and route 346E.

355A: One school journey extended from St. Peter's Street, St. Albans to Marshalswick Estate via Sandridge Road, Marshalswick Lane, The Ridgeway and Kings Hill Avenue.

358: Extended in St. Albans to Green Lane via Harpenden Road.

364A: Extended Sundays from Kensworth to Whipsnade Zoo for the summer season.

372/A: Withdrawn: covered by route 340B (Mon-Sat), 324 (Sundays), 381A and 393/A.

380: New route: Hertford (Bus Station) to Sawbridgeworth via Ware, Great Amwell, St. Margaret's, Stanstead Abbots and Eastwick.

381: Diverted intermediately between Lindsay Street and Station Road, Epping, via Shaftesbury Road, Beaconsfield Road, Coronation Hill, St. John's Road and High Street.

381A: New route: St. Margaret's Station (Sundays and one morning peak journey) or Roydon (daily) to Coopersale Common via Stanstead Abbots, Stanstead Bury, Roydon, Tylerscross, Roydon Hamlet, Epping Green, Epping Upland, Epping Bury, Epping Town and Stewards Green. (Replaced part of 372.)

388: Withdrawn between Hertford and Sawbridgeworth (replaced by route 380).

389: Withdrawn (covered by diversion of 340).

390: Extended from Hertford to Harlow 'Green Man' via Ware, Amwell, Stanstead Abbots, Stanstead Bury, Roydon, Tylerscross, Great Parndon, Third Avenue, Harlow bus station and First Avenue.

393: Withdrawn between Welwyn Garden City Station and Lemsford Lane, except for some Mon-Sat journeys; also peak journeys diverted between Bridge Road East and Cole Green Lane via Peartree Lane and Ludwick Way.

393A: New route: Welwyn Garden City to Harlow via route 393 except that it ran via Nazeing Gate between Nazeingbury and Tylers Cross.

396A/805/806: All journeys passing Burnt Mill roundabout diverted to serve Harlow Town station.

399: Withdrawn (covered by 328/A).

405: Extended Sat and Sun evenings from Redhill to West Croydon.

406: Diverted in Redhill to terminate at the station (instead of Market Place).

423C: New route: Watchgate (Ladygate Road) and Dartford (Downs School) via Longlands Drive, Hill Rise, Green Street, Gore Road, Trolling Down Hill and Green Street Green Road.

447: Diverted in both directions between Chart Lane and Lesbourne Road via West Road, Reigate (instead of direct).

723B: Diverted between Barking and Rippleside via Movers Lane and By-pass. (Date not confirmed).

726: Summer seasonal service re-instated Sats and Suns but cut back from Harold Hill to Romford (Market Place).

801: School journeys extended from Longmeadow to Pescotts (Warwick Road) via Oaks Cross, Shephall Way, Six Hills Way and Chells Way.

804: Extended at Latton Bush to run via Tawnays Road, Southern Way, Tysea Road and Commonsides Road, returning via Trotters Road, Southern Way and Tawnays Road.

809: Extended from Pankhurst Crescent to Pescotts via Warwick Road.

21st: 261: New Mon-Sat route between New Barnet Station and Arnos Grove via Church Hill Road and Waterfall Road (Palmer's Green allocation—2 RT.)

25th: 131: Diverted on Sundays at Walton High Street, via route 264 to Hersham Station, restoring service lost in November 1958.

JULY

5th: 726: Mon-Fri seasonal service commenced.

19th *Trolleybus Conversion Stage 11*

47: Extended daily (but not after 19.30 Mon-Sat) from Shoreditch Church to Stoke Newington via Dalston Junction, partly replacing routes 543/643, 647 and 649/A. No change in garage allocations.

67: New Mon-Sat route between London Docks and Northumberland Park Station, replacing directly route 647

Below left: The inverted guttering above the cream band, a peculiarity of the Metro-Cammel RT7 bodies, throws a surprisingly heavy shadow in this view of Chelverton Road's RTL902 on new route 85A alongside the electricity sub-station at Putney Bridge Station. *G. Mead.* **Below right:** The number 156, associated with the Morden-Cheam road since the original Underground feeder services had started in 1926, disappeared from the area on 11th October. RT1594 lays over between trips on the circular route at Morden Station. *Ken Glazier.* **Bottom:** Old traction poles, retained as street lamps, are the only evidence that trolleybuses ever ran at Stratford Broadway. Replacement route 162 has already been radically altered and now runs to Mayesbrook Park, which is where Barking's RT2365 is bound. Also in view are RTL256 and two unidentified RMs. *C. Carter.*





Above left: 'The New Sunday' proclaimed in the advertisement is the Sunday Telegraph and not route 242A on which Enfield's RT2860 is taking layover at Potters Bar Garage. Ken Glazier. **Above right:** Two threatened species at Cornwall Road bus stand, Waterloo. Cricklewood's RT3956 is on route 260, destined to be renumbered 60 in October and Poplar's RM131 is on the 48, due to be cut back to Aldgate in Stage 12 of the Trolleybus Conversion Scheme. A.J. Wild.

but extended northwards via Tottenham and over new ground via Lansdowne Road (Stamford Hill allocation—RM.)
 149: New daily route between Waltham Cross and Liverpool Street, continuing to Victoria on Mon-Fri before 19.00, directly replacing route 649, with an extension southwards via (southbound) Bank or (northbound) Cannon Street and Monument, Southwark Bridge, Stamford Street, Waterloo and Lambeth Bridge. (Edmonton allocation—RM.)

243: New Mon-Sat route between Wood Green and Holborn Circus, directly replacing routes 543/643, except that the Holborn loop section was operated in one direction only: inwards via Grays Inn Road. (Stamford Hill allocation—RM.)

243A: New Sunday only route between London Docks and Wood Green, replacing route 647 and part of route 649A. (Stamford Hill allocation—RM.)

N83: New night route between Stamford Hill and Charing Cross, replacing 543/643 but diverted at Clerkenwell Green to run both ways via Farringdon Road, Ludgate Circus and Aldwych to Charing Cross. This route operated every night as there had been an early Sunday morning service on 543. (Stamford Hill allocation—RM.)
 Trolleybus routes withdrawn: 543/643, 647, 649, 649A.

Below left: Representing 'big bus' one-man operation in the southern Country area, RF560 is seen on Reigate's route 440A. D. Odd collection. **Below right:** Subsequently to be chosen as London's ceremonial last trolleybus, L3 1521 is here aptly working on the 521, doubling for its registration number, in Charterhouse Street. Ken Glazier.





Top: Between the mock-Gothic of the Prudential building and the genuine Tudor of the preserved houses in Holborn, AEC/Weymann M1 1540 makes ready to turn into Grays Inn Road. Also in view is a Barking roof-box RT on route 23 and an RTW on route 22. The M1 class disappeared from the streets after 8th November, C. Carter. **Above left:** L3 1528, on route 609 in High Road, North Finchley, was one of five which had been fitted with sliding ventilators when new, owing to wartime material shortages. A.J. Wild. **Above right:** Part of the service on route 641 terminated in Turkpike Lane bus station, where the lane alongside the station was wired and reserved for trolleybuses. K1 1114 was photographed in April. A.J. Wild.

SEPTEMBER

- 7th: 805A: School journeys diverted at Tillwicks Road via Tendring Road to Passmores School.
 13th: 390/393/A: Intermediately diverted in Great Parndon between 'The Cock' and Southern Way via Kingsmoor Road and Southern Way.
 27th: 303/A/716: Intermediately diverted in Welwyn Garden City between Knightsfield and Kirklands via Ingles.

OCTOBER

- 11th: 2A: Withdrawn on Sats: between Golders Green and Swiss Cottage all day; and between Swiss Cottage and Victoria before 0930 and after 1330.
 5: Extended Mon-Sat from Barking Garage to Becontree (Chittys Lane) via Bennetts Castle Lane, replacing part of 238. (+2 RM.)
 41: Extended Mon-Sat from Stratford to V&A Docks via Balaam Street and Freemasons Road, replacing part of 249A. (+6 RM.)
 56: Withdrawn Sundays. Covered by 277.



Above left: New Cross RT2986 turns from Station Place, Finsbury Park, into Stroud Green Road at the northern extremity of route 179, reached only three years earlier as part of the post-strike changes in 1958. **LTPS. Above right:** Another class to disappear in November was the AEC/MCCW chassisless L2. They had spent almost all their lives at Holloway (HT) and only during 1961 did four stray over to Stonebridge for a few months. One of these was 1377, seen here at Paddington Green. *Michael Dryhurst.*

85A: New Mon-Sat route between Putney Bridge Station and Roehampton (Alton West Estate, Minstead Gardens) via route 85 and Danebury Avenue.

91: Withdrawn Sats between Hounslow West and London Airport Central.

151: Extended Mon-Fri from North Cheam and Sats from Morden to Sutton Garage, via Cheam and Sutton High Street, replacing part of route 156.

156: Circular route Morden—North Cheam—Cheam—Sutton—Sutton By-pass—St. Helier withdrawn. (–11 RT.) (Replaced by routes 151 and 286.)

162: Withdrawn Mon-Sat between Longbridge Road and Little Heath and diverted instead to Mayesbrook Park via Lodge Avenue. (+1 RT, –4 RM.) Covered by 238. Renumbered 162A on Sundays.

205: Withdrawn Sundays between Flamstead End and Hammond Street—replaced by 205A.

205A: New Sunday route between Wake Arms and Hammond Street, covering parts of 205 and 242.

238: Withdrawn between Longbridge Road and Becontree and diverted instead to Little Heath via Barley Lane, replacing part of 162. On Saturdays also withdrawn between East Ham and Canning Town diverted to Stratford via route 272 and RENUMBERED 238A. Becontree service covered by 5.

242: Withdrawn Sundays. Covered by new 205A and existing 242A.

249A: Withdrawn Mon-Sat. Covered by 41 and increased frequency on 249.

253: Edmonton allocation transferred to Stamford Hill.

255: Withdrawn Mon-Fri evenings between Acton Vale and Hanwell.

260: Mon-Fri route renumbered 60.

272: On Mon-Sat, withdrawn between High Street South, East Ham and Royal Albert Dock and diverted to form a circular route via Greatfield Avenue, Lonsdale Avenue, Boundary Road, Green Street and West Ham Lane to Stratford Broadway. (+1 RM.)

277: Extended on Sundays from Cubitt Town to Poplar, replacing 56.

286: New daily route between Raynes Park Hotel and Belmont 'California' via Worple Road, Wimbledon, South Wimbledon, Morden, Sutton Common Road, Collingwood Road and Sutton, indirectly replacing part of 156. (Sutton 9 RT.)

25th: 307B: Saturday only route withdrawn and replaced by additional buses on 320.

319: School journeys diverted at Abbots Langley via Hazelwood, Huntonbridge Lane and Grove Mill Lane to Langleybury School.

336: Withdrawn on Sundays between Latimer Lane and Watford.

336A: Withdrawn Saturdays.

380: Intermediately diverted between Gilston and Eastwick to serve Harlow Bus Station via Fifth Avenue, Central Avenue, East Gate and Terminus Street (double-run).

385/A/B: Extended from Croxley Green (Manor Way) to Rickmansworth (Bury Lane Estate) via Repton Way, Sherbourne Way, Barton Way, New Road, Croxley Green, Rickmansworth, Uxbridge Road, Church Lane, Shepherds Lane, Tudor Way, Berry Lane and Oakfield. Also journeys to and from Aldenham Works withdrawn; some journeys diverted at Cox's Corner via Watford Road to Berry Grove Lane.

388: Intermediately diverted in Welwyn via New Road and Hertford Road, instead of Station Road.

393: Works journeys intermediately diverted at Heronswood Road via Ridgeway and Black Fan Road to Lincoln Electric Factory (Welwyn Garden City).



Above left: K1 and K2 1116 and 1251 turn at the junction of Bush Hill and Ridge Avenue, Winchmore Hill, a turn which motorbuses were not permitted to use at first. Note that the wiring for the Enfield route, together with the junctions, has already been removed. *Ken Glazier.* **Above right:** Route 125 broke its life-long association with Muswell Hill garage on 8th November when it defected to Finchley. Shortly before, RT2170 starts a journey to Southgate in Ballards Lane, where it was then the odd-man out among the trolleybuses. *Ken Glazier.*

405: Peak journeys diverted in Crawley via Three Bridges Road, Mitchells Road, Gales Drive and High Street to Three Bridges Station; also journeys to Gatwick Road (Rutherford Way) withdrawn and replaced by new route 405B.

405B: New route: Redhill to Tilgate (Canterbury Road), via Earlswood, Horley, Brighton Road, School Lane, Tinsley Lane, Gatwick Road, Manor Royal, Crawley Town, Three Bridges Road, Southgate Avenue, Tilgate Way and Ashdown Drive. (Replaced 476B and some journeys on 405).

417: Withdrawn Sundays (covered by 441 and 460).

434/473: Works journeys extended from Faraday Road to Gatwick Road Roundabout via Manor Royal.

438C: Extended from Crawley to Three Bridges Station direct.

441: Sunday afternoon service introduced between Windsor (Thames Street) and Old Windsor Hospital, formerly numbered 417.

443: Regular operation withdrawn: number retained for special Ascot race service only.

460: Extended on Sundays from Slough to Langley 'Harrow' via route 417.

476B: Withdrawn (covered by 405B).

712: Withdrawn between St. Albans and Luton except Mon-Fri peak hours and Saturdays before 21.30.

805: Withdrawn between Harlow Town Station and bus station.

808: Extended from Longmeadow to Bandle Hill via Oaks Cross and Shephall Way.

809: Sunday service between Stevenage and Hitchin withdrawn and diverted to terminate at Stevenage station.

NOVEMBER

3rd: New flyover in Cecil Road over Barnet By-pass. 29/313 used flyover; 340/B diverted via flyover, St. Albans Road and Bignell's Corner to Barnet By-pass.

8th: *Trolleybus Conversion Stage 12*

4A: New Mon-Fri route between Finsbury Park and Waterloo (Aldwych only after 19.00) via Fleet Street, replacing

Below left: The new style of intermediate point blinds using upper and lower case lettering were unveiled with Stage 12 of the Trolleybus Conversion. The number 4A was revived at the same time on a fusion of elements of the 48 and 179. Holloway's roof-box RT3348 was caught at a rather bleak looking Cornwall Road stand, Waterloo. *L.G. Stitson collection.* **Below right:** New territory for buses, Wood Green's RM939 on the first day of operation along the still developing London Wall, 8th November. *C. Carter.*





Above left: The first day of 30'-long motorbus operation by London Transport, 8th November 1961: RML890 climbs Archway Road on its way to Barnet. The remarkable absence of traffic from such a main road on a Wednesday in November illustrates the vastly different road conditions then encountered. *Michael Dryhurst.* **Above right:** RM969 on the localised section of route 221 at Turnpike Lane bus station a few days after the changeover. *Ken Glazier.*

parts of routes 48 and 179. (Holloway allocation—RT.)

43: Increased service Mon-Sat, including the introduction of a Mon-Fri evening service between Moorgate and Friern Barnet and a Saturday afternoon service between City Road (Windsor Terrace) and Hampden Road, in partial replacement of 609.

48: Withdrawn between Waterloo and Aldgate. Partly covered by route 4A.

104: New daily route between Moorgate and Barnet Church, directly replacing route 609. (Finchley allocation—RML; plus Highgate with RM on Sundays.)

141: New daily route between Winchmore Hill and Moorgate, directly replacing route 641, continuing over new ground via London Wall to St. Pauls and then via route 179 (which it replaced) to Grove Park. (New Cross and Wood Green allocations—RM.)

141A: Saturday and Sunday service on route 179 renumbered. (New Cross allocation—converted from RT to RM.)

168: Mon-Sat route extended from Farringdon Street to Turnpike Lane Station via Grays Inn Road, Kings Cross, Holloway and Manor House, replacing part of routes 521/621. Normally operated in two parts Putney Heath—Farringdon Street/Clapham Junction—Turnpike Lane. (Holloway allocation—RT—introduced.)

171: Holloway allocation transferred to Tottenham and West Green (Mon-Fri.)

179: (Grove Park to Finsbury Park)—withdrawn Mon-Fri. Covered by new routes 4A and 141. RENUMBERED 141A on Saturdays and Sundays.

221: New daily route between North Finchley and Kings Cross, continuing on Mon-Fri and before 14.00 Sats to Farringdon Street via Farringdon Road. Replaced part of routes 521/621 (Finchley allocation—RM.)

269: Service increased partly to cover route 641. West Green allocation withdrawn.

609: Sunday motorbus operation renumbered 104.

Trolleybus routes withdrawn: 521/621, 609, 641.

DECEMBER

384: Intermediately diverted at Willian 'The Fox' via Letchworth Lane and Letchworth Gate.

22nd: 462: Some journeys extended from Leatherhead 'Railway Arms' to Woodbridge via Kingston Road.

APPENDIX B THE SCHEDULED FLEET

	31st December 1960			31st December 1961		
	Mon-Fri	Sat	Sun	Mon-Fri	Sat	Sun
CENTRAL BUSES						
RLH	29	21	8	28	18	6
RT	3426	3057	1737	3393	2985	1708
RTL	1231	1090	608	1218	1048	610
RTW	476	436	281	471	435	274
RM	437	382	230	842	745	467
RML	—	—	—	15	15	—
RF	202	207	146	198	202	127

TD	19	17	4	16	14	3
Central Bus Totals:	5820	5207	2969	6181	5462	3195
TROLLEYBUSES	631	578	388	200	167	125
CRS Totals:	6451	5785	3357	6381	5629	3320
COUNTRY BUSES						
RLH	38	35	23	38	35	22
RT	707*	624*	321*	709	619	299
15T13	1	1	—	1	1	—
RFOMO	134	126	62	130	123	57
RFTMO	27	27	20	27	28	21
RFW	1	1	1	1	1	1
RW	3	3	3	3	3	3
GS	55	51	14	57	51	13
Country Bus Totals:	966	868	444	966	861	416
GREEN LINE						
CRL/RMC	1	1	1	1	1	1
RT	87	57	77	85	61	72
RF	251	239	247	242	230	227
Green Line Totals:						
	339	297	325	328	292	300
Country Bus and Coach Totals:						
	1305	1165	769	1294	1153	716
Motor Bus and Coach Totals:						
	7125	6372	3378	7475	6615	3911
GRAND TOTALS	7756	6950	4126	7675	6782	4036

*—includes up to 18 RTL.

APPENDIX C Summary of passenger vehicles owned

	31.12.60	31.12.61		31.12.60	31.12.61
BEA*	—	1	RT	4472	4470
GS	74	66	RTL	1355	1335
RF	700	700	RTW	500	500
RFW	15	15	RW	3	1
RLH	76	76	T	2	2
RM	624	1043	TD	24	24
RML	1 ^f	21 [§]	Bus Total	7847	8258
CRL/RMC	1	1	Trolleybus Total	855	435

GRAND TOTAL

8702

8693

*AEC REGENT V 220CXX

^f RML3

[§] 30' model

Below left: By the end of the year the experimental Reliances had settled at St. Albans, where they worked route 355. They were among the first single-deckers to be dressed with blinds incorporating lower-case lettering, as seen on RW1 in St. Peters Street. Ken Glazier. Below right: On Saturday 30th December a Hatfield RF failed at Golders Green; Cricklewood sent RT780 to the rescue and here it is, fitted with the blinds from the RF, ready to work a journey to Welwyn Garden City. Ken Glazier.



Orpington & District

The New Network for Orpington came into operation on 16th August 1986. A new subsidiary of London Buses Ltd. — Orpington Buses Ltd. — successfully won the tenders for the midibus routes and trades under the name of Roundabout. London Buses Ltd., London Country Bus Services Ltd. and Metrobus Ltd. also won LRT contracts in the area, and we can now illustrate the routes to be found in this part of south-east London.

The midibus routes are worked by a mix of Robin Hood City Nipper bodied Iveco vehicles, and Optare City Pacers. The busy R1 route between Sidcup (Queen Mary's Hospital) and Bromley Common is usually worked by the former type, and the livery application of maroon and grey can be seen in this shot of RH13 in Sidcup High Street passing RH10. *Paul Carpenter.*



Resting in the sunshine at Green Street Green on the new R3, OV1 shows the unusual body style of these vehicles. *Colin Fradd.*





Certain peak hour journeys on the R5 are worked by LSs from London Buses' Bromley Garage. LS406 in Sevenoaks Road, Orpington shows the 'double route number' arrangement carried on these journeys. *Paul Carpenter.*



Centre left: London Buses also won the contract for the shortened section of route 61 between Eltham and Chislehurst on Mondays to Saturdays which was renumbered 61B. This route itself changed further from November when it was linked with route 228 into a circular operation numbered 228A and 228C. The shortlived 61B is represented here at Chislehurst War Memorial by T557 from Sidcup Garage. *Colin Fradd.*



Below left & right: The Contracts for routes 51 and 493 were awarded to London Country Bus Services Ltd. The takeover of the 51 resulted in the re-opening of Swanley Garage as an outpost of Dartford, and an assortment of ANs were drafted in. Some were acquired second-hand from Strathclyde PTE while others, such as AN221 in Fools Cray, were brought in from around the fleet. *Colin Fradd.* Little change was made to the 493 route which was already worked by London Country, but in accordance with the LRT specification, vehicles now carry the 'LRT service' notices at the front as shown by SNB359 in Spur Road, Orpington. *Paul Carpenter.*

The tender for the 61 service between Bromley and Chislehurst was won by Metrobus Ltd., which mainly uses ex-LT DMS class vehicles purchased from Ensigns of Purfleet. However, the use of other vehicles can often be found and here in Orpington High Street one of the new Wadham Stringer-bodied Bedford sets down passengers. *Graham Sanders.*



Centre right: The hourly service between Bromley and Green Street Green, designed to assist the Green Line 706 over this section, was numbered 361 and originally awarded to London Buses. However, difficulties resulted in London Buses giving up the contract which instead passed to Metrobus Ltd. which, once again, uses an assortment of vehicles. On this occasion, the first day, ex-LT DMS2173 was in use, smartly repainted into their standard dark blue and ochre livery. *Colin Fradd.*



Below: The 353 and 357 have been worked by Metrobus Ltd. since the days of the company's formation, but the routes have now been fully integrated into the LRT network. The highbridge DMSs are not able to work on the routes, which are normally the province of either the Bedfords, or the 1972 Daimler Fleetlines acquired from West Riding in 1984. *Paul Carpenter.* **Below right:** Although not part of the LRT Orpington network, the 477 route has become notable since the temporary acquisition of some Bournemouth Alexander bodied Atlanteans. Special side boards are sometimes carried displaying the London Country fleetname which obscures the Yellow Buses fleetname of Bournemouth. Bournemouth's 265 was caught here in Swanley during September. *Graham Sanders.*



Letter to the Editor

West Ham Trolleys Relived

Sir

I would like to say how much I enjoyed *West Ham Trolleys Relived* by Bob Saxby in LBM 57. The minor details of public transport and, indeed, the everyday life of the late 1950s are recorded very well and a number of my own memories of bus and trolleybus travel at the time came flooding back.

May I set the record straight on one point concerning a photograph caption on page 37? It is stated that the origins of Green Line route 721 went back to pre-war route Y1 but, in fact, they go back rather further. Green Line started running between Charing Cross and Brentwood on 23rd July 1930; the route was subsequently lettered B from 21st February 1931.

The 4th October 1933 reorganization of the network introduced route Y between Brentwood and Aldgate (with projections to Horse Guards Avenue at certain times) and it was this route which was redesignated Y1 from 26th June 1935. In January 1934 the London Passenger Transport Board acquired both Hillman Saloon Coaches Ltd. and Sunset Pullman Coaches Ltd. and absorbed their operation into route Y. These operators had been on the Brentwood route from December 1928 and January 1930 respectively.

Yours faithfully
L.E. Akehurst, MCIT
Watford
Herts

* * *

The following minor amendments should be made to the above article:

Page 40—At the time described route 663 was Aldgate—Ilford but was extended on 7th January 1959 to Chadwell Heath when the 695 was withdrawn.

Page 41—621A was rebodied in 1942 and not as stated.

Page 46—1665 is of course approaching Romford Road and not Barking Road.

Appendix A—Routes 567 and 665 should be bracketed together and route 569 (which was always operated by PR and never by WH) deleted.

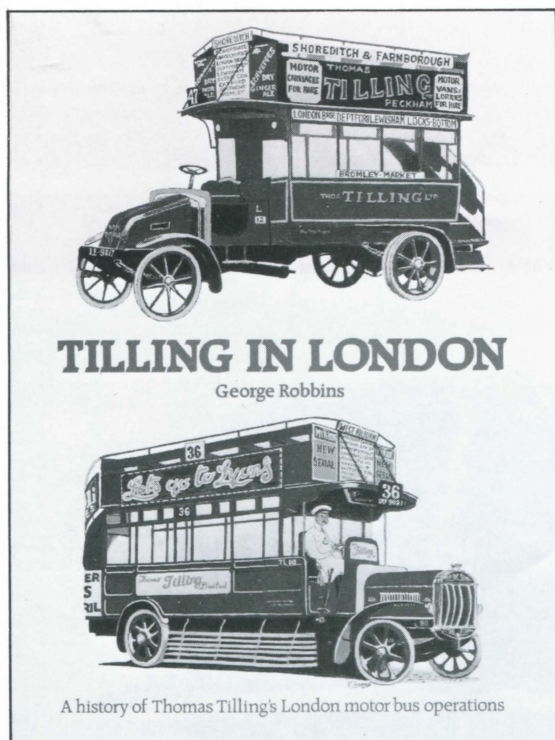
Appendix B—E1 575 and E2 626 should both be suffixed C.

Thanks are due to Alan Sales, Hugh Taylor and the author for pointing out the above.



W. Gash & Sons have acquired a number of Routemasters which have been hastily pressed into service on their Newark local route 83 following deregulation. RM1990 shows that there has been little external improvement since its last days in London. R. Upcraft.

New from Capital Transport



Tilling in London Thomas Tilling was the first operator to successfully introduce motor buses in London, doing so in 1904; one year before the General. This book covers the period of motor bus operation until LPTB takeover in 1933 and also deals with the history of Tilling's vehicles and routes up to the time the last of the buses inherited by London Transport were withdrawn. Around 120 photographs accompany George Robbins' text and appendices list vehicles and routes. 104pp, 9½ins by 7ins, £6.50. *Available Now*

Docklands Light Railway Produced in conjunction with the DLR, this is the official handbook of the light railway now nearing completion in Docklands. The history of conception and construction is covered, together with details of the rolling stock being used and station layouts. Well illustrated, including fifteen colour pictures. 64pp, 8¼ins by 5½ins, £3.50. *Available Now*

London Underground Rolling Stock The 1986/87 edition of this book gives full details of rolling stock owned by London Underground Ltd. at 1st September 1986 together with descriptions of the new 1986 stock. Unit formations are listed and 90 photographs accompany the text. 96pp, 8¼ins by 5½ins, £3.95. *Available Now*

Major Bus Operators The Midlands With the lines of demarcation becoming less significant between independents and 'major' operators, the very large independent companies will in future feature in the Major Bus Operators series and the Interesting Independents books will tend to cover the operators with smaller bus fleets. In line with this, the new edition of Major Bus Operators The Midlands is enlarged to include Barton and Stevensons, making it the biggest book in the series so far. 144pp, 8¼ins by 5½ins, £4.95. *Available January*

Capital Transport books can be ordered through any bookshop, many transport societies, or post-free direct from Capital Transport, 38 Long Elmes, Harrow Weald, Middlesex, HA3 5JL.



£1.70