

London Bus Magazine

Autumn 1987

Number 62



London Omnibus Traction Society

31st October 1987

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London Omnibus Traction Society

London Bus Magazine

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Front cover: Impressive neo-classical architecture in the centre of Paisley provides a fitting background to a classic bus such as Clydeside's RM720. This operator currently has around sixty Routemasters. These can be found at Thornliebank (M), Johnstone (J), Inchinnan (I) and Paisley (P) depots. *Russell Upcraft*.

Back cover: Southampton CityBus operate Routemasters on route 16 (City - Millbrook) which runs weekdays only on a ten minute frequency. TIM ticket machines are used by the conductors. Like all other Southampton examples, RM1993, seen here at Shirley Precinct, has a Leyland engine. *Russell Upcraft*

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Around & About



The closure of Wandsworth (WD) on 11th July led to the transfer of route 22 to Putney (AF), and in consequence the appearance of RMLs such as RML2316 seen swinging into Chelverton Road on 7th July. At the other end of the route Ash Grove (AG) has taken over from Clapton (CT) prior to the latter's closure. Ramon Hefford



Not surprisingly RMs now turn up on route 14. RM2174 still displays its WD ancestry as it leaves Putney Heath for Euston on 14th July. Ramon Hefford

100 Metrobuses converted from Hydraulic to Air Brakes

The hydraulic braking systems on 100 Metrobus vehicles from Tottenham (AR) and Wood Green (WN) garages are being replaced by air brakes. The work is being carried out under contract (said to be costing around £340,000) by Scottish Bus Group Engineering at Kilmarnock. The conversions are being carried out on an experimental basis and if they prove successful more could follow.

Capital's Case for an OPO-Free Zone

Capital, the Campaign to Protect and Improve Transport in London, a transport users' and workers' pressure group, has called for an OPO-Free Zone in an area corresponding roughly to the Central Fare Zone. In a booklet *Get London Moving - The Case for an OPO-Free Zone*, Capital argues that driver-only buses are "socially and economically unacceptable" and urges an end to further conversions, together with the reversion of some routes to crew operation. LRT's assertion that driver-only operation saves money is regarded as being based on false assumptions. The booklet claims that Londoners, in general, consider driver-only buses to be unsafe, slow and unreliable, and even the Metropolitan Police are opposed to OPO in Central London. Capital concludes "in the snarl-up that is Central London, an OPO-Free Zone is a key step on the way to stopping the rot and beginning to repair the damage of the last three years". It is interesting to note that LBL now speak of the extension of OPO "where justifiable".

"A Helping Hand for Disabled Passengers"

In order for bus crews to be more aware of the needs of disabled passengers, LRT's Unit for the Disabled and the TGWU have jointly produced two leaflets (one for drivers, the other for conductors) explaining to staff how they can give a helping hand. The leaflets outline the problems that people with hearing or visual handicaps, speech impediments, or who are physically disabled, may encounter when travelling by bus. Drivers and conductors are given advice on how to recognise and assist these types of passengers.

LRT has devised special "Helping Hand" notepads for people with speech or hearing difficulties. They simply fill in a tear-off sheet from the notepad giving details of their journey and hand it to the driver or conductor.

Bids Invited for London Country Companies

In a full page colour advertisement in some national newspapers on 22nd July 1987, the four London Country companies are featured as being "for sale as part of the privatisation of National Bus". Bids are invited from prospective buyers but "in the interest of sustaining local competition, it is unlikely that any one organisation will be permitted to acquire more than one of the four subsidiaries."

The advertisement which is headed "The Privatisation Approaches London" and depicts an assortment of London Country vehicles, gives a brief description of the companies' activities together with the somewhat ominous statement that "The London Country companies have already met the challenge of deregulation in their own areas and are well placed to break new ground in the metropolis".

Earlier in the year the London Buslines operation on LRT route 81 hit a bad patch with ex-Culturebus DMSs and luxury coaches with conductors substituting for its own DMSs. Since the arrival of Leyland Lynxes on route 81 and 195 the situation has improved considerably, and the operator has been granted a three year extension of the 81 contract. D751 DLO waits in the gloom of Slough Bus Station on 4th June.

R. J. Waterhouse





Upper: From 30th May the 706 was renumbered 22 and curtailed to run between Bromley and Tunbridge Wells on weekdays only. This led to the end of operation by London Liner of the last journey worked here by RCL2250 on 27th March. Clive Hyam

Lower: The Sunday service on the 22 was put out to tender by Kent County Council and gained by Maidstone Boro'line. Representing the new order this Bedford YMT carries rare Wright Brothers bodywork and a brown and cream livery similar to that used by Maidstone Corporation vehicles until the 'sixties. 203 makes its way to Bromley North near Bromley Common. The roundel indicates the acceptance of passes in the Greater London area. R. S. Godfrey



Chiswick Works up For Sale

London Regional Transport is seeking offers for its Chiswick based subsidiary, LRT Bus Engineering Ltd (BEL). LRT believes that a private buyer, with access to wider markets would be able to make the business viable and preserve jobs. However, Mr Bill Fairhall, Chairman of BEL, said that at current output levels a reduction in the workforce from 800 to less than 600 would be needed to achieve a position from which the company could become profitable in future. There was now less work coming from BEL's major customer, London Buses, and although efforts had been made to offset this by building up external sales, overall demand was falling and losses continued.

Over the past two years BEL had received some £7 million from LRT to modernise and improve its working facilities and a similar amount to cover trading losses. In the first quarter of 1987/88 BEL had lost £1.7 million. The company must now cover its costs from revenue earned by supplying a service that was competitive. The Department of Transport considered that BEL should be excluded from receiving further grants from LRT because its ancillary activities are undertaken primarily for commercial reasons.

It has been suggested that if the company was not sold, the most likely alternative would be closure, an option LRT is anxious to avoid.

London Buses resort to Secondhand Vehicles

At a time when the flow of new double-deck buses into the fleet has apparently abated in spite of a programme of further OPO conversions, London Buses has perhaps not surprisingly, gone into the secondhand market for its vehicles. Purchases have included the following:-

- V4 - 15 Ex-South Yorkshire PTE Volvo Ailsas – Van Hool McArdle H44/31D bodywork.
New in 1976/7 and purchased via Ensignbus.
V4-14 have been allocated at Potters Bar (PB) and were first noted in service (V6, 9 and 12) on 20th March.
V15 was purchased direct from its previous owner and is possibly for spares only.
- V16 - 65 Ex-West Midlands PTE. Volvo Ailsas – Alexander bodied H44/35F.
New in 1976.
Allocated to Leaside District.
- M1443 - 1447 Ex-Greater Manchester PTE Metrobuses – MCW bodied H43/30F.
New in 1979 and purchased via Kirkby.
- M1448 - 1449 Ex-West Yorkshire PTE Metrobuses – Alexander bodied H43/32F.
New in 1982 and purchased via Ensignbus.
- M1450 - 1451 Ex-West Yorkshire PTE Metrobuses – MCW bodied H46/30F.
New in 1983 and purchased via Ensignbus.

All the secondhand Metrobuses have been allocated to Potters Bar (PB).

London Coaches have also been delving in the secondhand market and recent purchases have included two DAFs (numbered DV1 and DD3), an AEC Reliance (AD1), a Bedford YNT (BP1), an ex-Northern General Routemaster (RMT 2793) and the re-acquisition (by London Buses) of RM1783 and 1864 for the Sightseeing Tour.

LRT in 1986/87

In London Regional Transport's Annual Report and Accounts for the year ending 31st March 1987, the Chairman, Sir Keith Bright described the continued buoyancy of LRT's passenger business as a "vote of confidence" in public transport. Bus travel increased by 5% to over 2,700m passenger miles, the highest for eight years, while there were record levels of patronage on the Underground. 83% of Central London commuters travelled by bus and train, two percentage points up on the previous year.

However, in spite of the increase in passengers, LRT made a loss, after grants, of £33.5m although this was softened by the accumulated profits brought forward from previous years. While financial support for the day to day operation decreased, there was higher expenditure on investment and on the organisation's restructuring plans (mainly through voluntary severance payments costing nearly £35m) which brought the total revenue support requirement to £99m. This compares with £97m in 1985/86 and the government's target of £95m for 1987/88.

London Buses Ltd made an operating loss, before grants, of £119.5m, a reduction of £20.5m compared to the previous year. Although unit costs were reduced by 5.8% in real terms, the company's operating performance was hampered by industrial relations problems resulting in a decline in scheduled mileage. Total operated mileage fell marginally from 163m to 162m. Assaults on staff went down for the first time since 1983, attributed to the fitting of anti-assault screens on OPO vehicles. Following an improvement in the standard of vehicle maintenance, London Buses was granted a full five-year operator's licence by the Department of Transport.

During the year, contracts for an additional 9% of the total annual bus mileage operated on behalf of LRT was offered for competitive tender. Of the 56 routes tendered, London Buses won 40%. The report records the "successful" implementation of the revised network of bus services in Orpington, the first of a series of major restructuring plans of local bus services accompanied by the tendering process.

Sir Keith commented that the help of the traffic management and enforcement authorities would be needed to ensure the greater efficiency of bus service operation, given that buses were amongst the road users hardest hit by congestion.



From 31st May short journeys between Woolwich and Fools Cray on route 51 were extended live to Swanley Garage as 51A. Earlier in the year LCSE's performance on the 51 became the subject of hostile media attention, the ex-Strathclyde Atlanteans being singled out for particular criticism. Looking suitably down at heel 648 passes through Sidcup in June. Ramon Hefford

Major Re-structuring Plan for London Buses

A major reorganisation of the management structure of London Buses is to take place over a period of two years. The object is to make London Buses not only more competitive, but also to prepare the company to meet the challenge of deregulation (although unofficial reports emanating from the Department of Transport indicate that deregulation in London is unlikely to take place before 1989). The main proposals consist of:-

- 1) The creation of five new Bus Regions replacing the six Bus Districts. (Abbey District was scheduled to be broken up in August, its garages being transferred to neighbouring Districts.)
- 2) The appointment of Garage General Managers (the first appointments being expected in October) to be responsible for running garages as separate business units.
- 3) The creation of a new Central Traffic Division responsible for the planning and control of bus routes in Central London.
- 4) An overall reduction of administrative and supervisory staff of around 500 (17%), although it is hoped that compulsory redundancies will be avoided by redeployment or voluntary severance.
- 5) The number of centralised departments reduced from six to four with a corresponding reduction of executive board members.

The implementation of these proposals is expected to lead to an annual saving of about £30m (10%).

John Telford Beasley, the Chairman and Managing Director of London Buses, told LRT News "The whole aim of the restructuring is to meet competition and to prepare for the possibility of deregulation of bus services in London. But whatever the future, we have a duty to run the services efficiently. This programme is the basis of future growth for London Buses, and it should put us in a strong position over the next couple of years – and into the future".

Recent LRT Route Contracts

The batch of routes put out to competitive tender by LRT earlier this year has resulted in mixed fortunes for London Buses. Whilst being successful in winning all the Harrow routes (as listed in LBM61), London Buses were awarded only one of the six routes which had been offered for re-tender. The six were awarded as follows:-

79A (79)	Len Wright Travel Ltd (London Buslines)
84A	London Buses Ltd
125	Grey-Green
179	Grey-Green
179A (379)	Grey-Green
261	Metrobus Ltd

The new contracts will generally be based on the existing service specification and frequencies except for route 179A (379) which will be reduced from half-hourly to hourly. The routes are expected to start operating under the new contracts between September and November 1987.

The new network of services in Harrow will increase local bus mileage by 6% but with a net saving of around 11% in costs. London Buses were awarded the contract as a whole, as their tender bid for the combined group was not only the lowest, but was also lower than the total of bids received for individual routes. The revised services are expected to commence in November 1987. The future of Elmtree Transport's route 98B was still under discussion at the time of the announcement.

From reports in the trade press Grey-Green has ordered six new Leyland Lynxes and four new double-deckers (thought to be either Leyland Olympians or Scania's) for their newly won services. The name 'Cowie', Grey-Green's parent company, is expected to be displayed on the vehicles. On route 79 Len Wright will initially be using DMS vehicles displaced from route 81 although the operator hopes to introduce newer vehicles on the service in due course. Metrobus is purchasing eleven ex-West Yorkshire PTE Olympians from Ensign for route 261. The new Harrow Midibus services will be operated by MCW Metroriders.

The results of the Bexleyheath and Thamesmead tenders are as follows: all routes have been retained by LBL except for the 132, 228A/C and 233 which have been awarded to Maidstone Boro'line. The LBL operation will be known as 'Bexleybus' and the vehicles will be in a blue and cream livery.

New Identities for LRT and LBL

To promote a better understanding of the public transport structure in London, LRT and its subsidiary LBL, have both adopted new logos to emphasise their respective functions.

As LRT are responsible for planning and organising transport in the capital, rather than the day to day operation of services, the roundel was felt to be inappropriate in LRT business matters. A completely new design emblem was therefore devised comprising the letters 'LRT' in white on a blue background, with the words 'ORGANISING TRANSPORT FOR LONDON' underneath. The plain red roundel is to continue in cases where both bus and Underground related activities take place, such as Travel Information Centres, the LT Museum, LT Advertising and the Lost Property Office.

The new London Buses logo is a variant of the roundel which consists of a red circle with a yellow bar showing the words 'LONDON BUSES' in red. The new symbol is gradually being applied to LBL owned vehicles, L178, based at Norwood (N), being the first vehicle to display the new logo.

London Underground is to continue using the existing roundel variant i.e. a red circle with a blue bar.





New BL routes are something of a rarity these days. The Sunday only 128A came into being on 19th July with the withdrawal of the 128 on that day of the week. It runs from Uxbridge Station to Harefield Hospital (where BL95 is seen) mainly via 207 and 98 roads. This bus, incidentally, was the only special liveried BL to have gone to Holloway (HT) last November and not be returned as defective. R. J. Waterhouse Not to be outdone by the 128, route 251 was extended on 25th July via 142 and 140 roads from Stanmore Station to Stanmore Church. BLs at Edgware (EW) have still at times been found on other routes such as the 186, 240 and 288, and those at HT sometimes appear on the 210.

Ramon Hefford

TGWU loses High Court Challenge over Kingston Contracts

In a test case, a High Court judge has ruled that London Buses had the right to change the terms of conditions of employment of staff to be transferred to its subsidiary company, Kingston Buses Ltd, based at Norbiton (NB) garage. The Transport and General Workers Union had sought a Court Order declaring that the new working conditions were invalid, but Mr Justice Hoffman said that although the new contracts involved longer hours for less pay, existing staff were to receive compensatory payments over the next three years. He therefore rejected the Application ordering the Union to pay costs reported to be an estimated £6000.



Above left: On 6th June LCNE took over on LRT tendered route 292; but having found that insufficient drivers had been recruited the company was obliged to operate a basic hourly service for some while. LR4 (SA) pauses in Manor Way, Borehamwood. R. S. Godfrey Above right: As a result of its acquisition of the 292 duties elderly vehicles were moved into St. Albans (SA) to cover existing double-deck work. AN60 performs as the only double-decker scheduled for route 355 at Borehamwood, and remarkably shows the correct intermediate blind. This is the first time that SA has had two-door double-deckers. R. S. Godfrey



It was expected that new weekday service 163 (Wimbledon-Morden Station, replacing the 156 which was withdrawn between Raynes Park and Morden) would be operated with DS from Merton (AL). In the event however the allocation turned out to be LS when the service commenced on 11th July. LS194 speeds through Lower Morden. Ramon Helfford. Above right: Another 'municipal' encroachment into Greater London has been as a result of the sale of the Culturebus operation by Ensign to Southend Transport on 1st April. Southend use commuter route vehicles on such duties on layover. Suitably adorned for Culturebus is 364, a Leyland Olympian with East Lancs body on long term loan from Cardiff. Michael Dryhurst

Changes to former LT services in Essex

Since 16th August, LRT Travelcards, Capitalcards etc have no longer been accepted on Essex contract routes 202, 203, 204, 250 and 251. This decision was taken by Essex County Council who were unhappy that "Essex ratepayers were subsidising passengers using London passes". Travelcards continue to be valid, however, on LRT routes 20, 167, 206, 317 (formerly 217B) and Essex route 249 (South Woodford - Loughton formerly part of route 250) thereby leading to further anomalous situations of parallel sections of routes (such as routes 317 and 251 between Waltham Cross and Uphire) having different ticket conditions for the same journey. On Essex tender route 201, Travelcards are now restricted between Epping, North Weald and Ongar only when used in conjunction with journeys made on the Central Line.

Wests Coaches have recently taken over from Eastern National the Essex contracts for routes 252, 253 and 254 while Cullinan Coaches have been awarded the contract for route 249. Sampson Coaches have retained the Waltham Cross to Loughton section of route 250 and also route 251.

Farewell Loughton (L)

by Malcolm E Papes

In the early hours of Saturday May 24th 1986 the last Leyland National on route 201 entered Loughton Garage (L) as the final example of a London Buses red bus in this part of the Essex countryside. A few hours later buses of a variety of hues started to take over the routes which were now either operated for London Regional Transport or for Essex County Council. The hinterland covered by Loughton routes was unlike any other on the London network. The garage itself was outside the old GLC boundary and so were many of its services. The area includes tracts of open country forming part of the green belt whilst the council estates of Debden vie with the large expensive houses that are found elsewhere in the district. A journey on a Loughton bus reveals a

mixture of elderly ladies and youthful schoolboys and few journeys could have been really profitable. The history of routes operated unveils a unique heritage not well known to enthusiasts outside the immediate area.

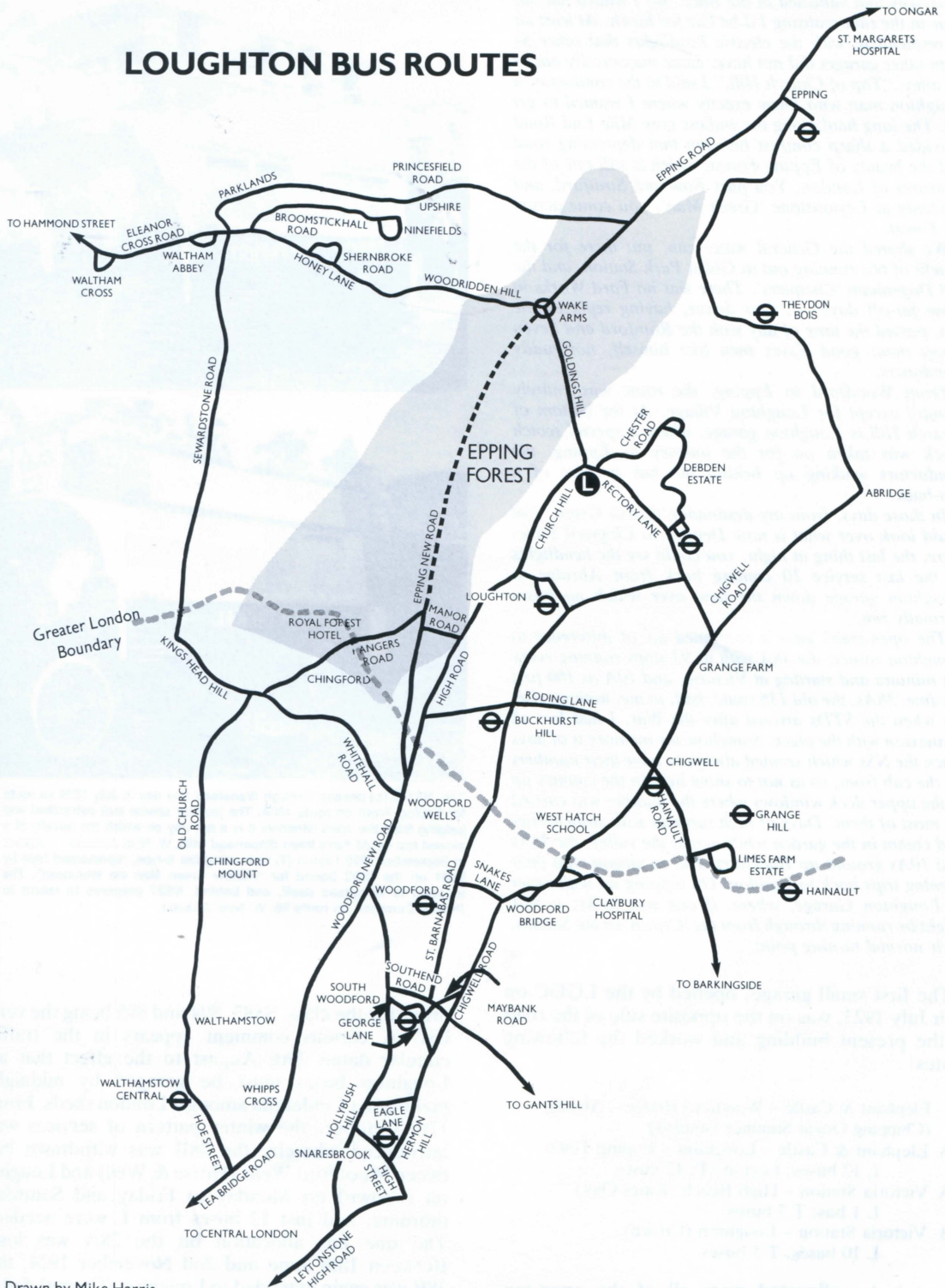
The following extract from an unpublished manuscript by George Behrend, a travel writer of the 'twenties and 'thirties, gives an account of a ride on a Loughton bus and the atmosphere of the area at the time:

My first visit to Loughton got off to a bad start because the 53 on which I travelled deposited me just far enough away from Newington Causeway to miss the 100B which started from Elephant and Castle – at least in theory. In practice, it lurked in a tiny little alley off Newington

RT operation at L is exemplified here by RT1352. Fully equipped with a five line blind and a slip board reading "To & from Epping Forest" the bus picks up passengers on 11th April 1959 at a solid London Transport bus stop. Alan B. Cross



LOUGHTON BUS ROUTES



Causeway that vanished in the Blitz. So, I waited half an hour in the rain realising I'd be late for lunch. At least an S, resplendent with the electric headlights that other Ss from other garages did not have, came majestically out of the alley. "Top of Church Hill," I said to the conductor, a Loughton man who knew exactly where I wanted to get off. The long haul along the endless grey Mile End Road provided a sharp contrast between that depressing road and the beauty of Epping Forest, which is still one of the pleasures of London. You pass Bow and Stratford, and suddenly at Leytonstone 'Green Man', you come across the Forest.

We shared the General water can, put there for the benefit of 66s running out to Gidea Park Station, and the 148 Dagenham 'Chequers'. There was no Ford Works in those far-off days . . . Our driver, having replaced the can, passed the time of day with the Romford and Seven Kings men: good Essex men like himself, not ruddy Londoners.

From Woodford to Epping, the route was entirely country except for Loughton Village. At the bottom of Church Hill is Loughton garage, where a special scotch block was taken on for the journey to Epping, the conductors walking up behind the bus in case of a run-back.

In those days, from my destination at Ash Green, you could look over what is now Debden to Chigwell Lane. Here, the last thing at night, you could see the headlights of the last service 10 coming back from Abridge to Loughton garage down the lane over which no buses normally ran.

The open-stairs gave a continued air of difference to Loughton routes: the 38A with its 93 stops running every ten minutes and starting at Victoria, and 10A as 100 first became. 38As, the old 138 route, had, to me, nothing else, for when the STDs arrived after the War, I had lost all connexion with the place. Somehow the memory is of days when the NSs which seemed always to have their numbers on the cab front, so as not to shine light in the country up to the upper deck windows where the number was carried on most of them. Days of high summer with strawberries and cream in the garden while across the valley, the 38As and 10As ground up Buckhurst Hill in unison with their evening trips back to London. On topping up with water at Loughton Garage, where, if one was lucky, a 38A might be running through from the 'Crown' or the Station, their normal turning point.

The first small garage, opened by the LGOC on 11th July 1923, was on the opposite side of the road to the present building and worked the following routes:

- 10 Elephant & Castle – Woodford Bridge – Abridge (Chipping Ongar Summer Sundays)
- 10A Elephant & Castle – Loughton – Epping Town
L 12 buses; Leyton (T) 12 buses
- 38A Victoria Station – High Beach (Kings Oak)
L 1 bus; T 7 buses
- 38B Victoria Station – Loughton (Crown)
L 10 buses; T 5 buses

The vehicles allocated were all of the open-top S-type and included examples of the last of the main



Top: NS142 (L) passes through Wanstead one day in July 1929 en route for Epping Town on route 100A. The journey seems well patronised and judging from the open windows it is a hot day on which the novelty of a closed top could have been dispensed with. W. Noel Jackson Above: in September 1929 Leyton (T) was using the S-type, represented here by S541 on the 100C bound for "Harlow Green Man via Wanstead". The location is Wanstead itself, and behind, NS27 prepares to return to Putney Common on route 96. W. Noel Jackson.

order for the class, S883, 894 and 895 being the very last. A curious comment appears in the traffic circular dated 29th August to the effect that all Loughton buses must be garaged by midnight making it a Cinderella amongst London sheds. From 17th October, the winter pattern of services was introduced whereby the 38B was withdrawn between Woodford Wells (Horse & Well) and Loughton (Crown) on Monday to Friday and Saturday morning, and just 12 buses from L were needed. The one bus allocation on the 38A was lost. Between 18th June and 2nd November 1924, the 38B was again extended to Loughton (Crown) daily, but with the winter schedules, T took over the entire

operation of the 10 also.

With the coming into force of the London Traffic Act on 1st December 1924 and the consequent implementation of the Bassom Scheme, renumbering took place as follows:-

- 10A 100 Elephant & Castle – Epping Town (Cock)
- 100A Elephant & Castle – Loughton Garage
- 100B Elephant & Castle – Loughton (Crown)
- 38B 138 Victoria Station – Loughton (Crown)
- 138A Victoria Station – Woodford Wells

T and L shared the working of the 100 family daily and L was in sole charge of the weekday 138A but shared duties with T on the 138 on Sundays.

Several changes came about with the spring programme that started on 10th April 1925. L now switched to operation of the 38 (Epping Forest,

Wake Arms – Victoria Station) and 38E (Victoria Station – Chingford, Royal Forest Hotel) both of which ran daily through the summer. Although L provided buses on weekdays, sharing them with Camberwell (Q) on Saturday, all the work on Sundays was left to T when more buses were put on to the 100 group. T provided all the buses for the 138 which ran daily between Loughton (Crown) and Victoria Station now via St. Giles Circus. The winter programme starting on 18th November reversed this with the 138 withdrawn weekdays, and the 138A operating daily with 16 buses from L on Monday to Saturday and 20 from T on Sunday. The 38 was withdrawn, and in addition to the 38E, a 38A was introduced between Walthamstow (Crooked Billet) and Victoria Station but with no L allocation.

DS34 was a Dennis which had belonged to Biss Bros but had now come under Public aegis. It is photographed in Leytonstone (probably at the garage premises) on 8th January 1928 soon after the introduction of short working 100F. The state of the blind and the condition of the yard in winter suggest an amateur approach to bus operation which could not last long.

W. Noel Jackson.



In a beautiful shot of the new buses so long to be associated with L, LT74 is seen at Victoria Station. The somewhat limited blinds for long route 138 were later expanded with the use of boards. How enthusiasts would rejoice if such a feast of interesting vehicles met their eyes at Victoria today! Alan B. Cross





Left: When photographed on 28th June 1947 LT95, one of the last of the class to work from L, had but a few days more service from that garage. This view highlights the ageing and somewhat primitive appearance of the rear of the vehicle as it leaves Central London for the twilight zone and leafy highways of Essex. Alan B. Cross Above: This photograph of open-back LT59 at the Royal Forest Hotel is rare since Monday to Friday route 38B only lasted for a few months in 1938. It ran from Loughton (Crown) to Chingford (Royal Forest Hotel) by a circuitous route that can be easily followed from the details on the blind. Morris service van M114 is also of interest. Brian Bunker

Buses from L were mentioned in the national press on 2nd October 1925 when four covered top NSs (1734-37) were allocated to the garage for route 100. This represented the first regular operation of closed tops by the LGOC and was something of an experiment. Five months later L was working a full allocation of such buses, but this only lasted until 12th October 1926 when open-top Ss returned to conform with the allocation at other garages.

Each year the summer programme contained new elements of interest. Starting 2nd April 1926, the 138 was re-introduced daily but only with buses from T, L concentrating on the 38 on which its weekday allocation was increased to 19 buses. From 22nd May, a 100E was introduced between Wanstead and Harlow (Green Man) using 8 S-types from L, and following the strict rules of Bassom, the 100 was renumbered 100A. An interesting Sunday service 161 was introduced between Stratford Broadway and Tylers Green via Wanstead Flats but it was always operated by T. 12th October saw an earlier return to winter operation: the 38 and 100 were withdrawn, and the 138 was replaced by the 138A during the week. L provided 16 buses Monday to Friday and 12 on Saturday, whilst on Sunday it matched T's 9 buses on the 138 with 8 of its own. The 100A/B now used 12 buses from L daily together with about 10 from T, and 3 from Old Kent Road (P) on Sundays. The summer programme of 1927 starting on 25th May saw further slight varia-

tions. The 138 again was introduced daily but L now provided 18 buses Monday to Friday, and 14 on Saturday, T only operating with 19 buses on Sunday. L did not work the 38. The 100E was only introduced on Saturdays using 4 buses each from L and T, and on Sunday route 100C was introduced between Stratford Broadway and Harlow using 8 S-types from L. On Sunday the service on the 100A/B was so increased to use 19 buses from L and 23 from T. The 161 ran again, albeit from T, and before the end of the season from September, L gained a permanent allocation of covered top NSs (unofficially classified NSc, open top examples being NSo). The usual reversion took place from 18th October for the winter.

On 11th January 1928 the 138 was introduced as a daily service all year round. L provided 18 buses Monday to Friday, 14 on Saturday, but T remained on Sundays with 19. T came off the 100A/B entirely on weekdays so that L increased its allocation to 23 NSCs Monday to Friday, and 24 at weekends with 14 NSCs from T on Sunday. At the same time the 100B was extended from the Crown to Loughton Garage. From 1st January, Public (the London Public Omnibus Co Ltd formed on 2nd July 1927 as an independent undertaking to purchase and co-ordinate the activities of other such firms) had started to work small single-deckers on the 100F between Leytonstone (Green Man) and Epping Town, and this continued until 22nd May when L

The LTs were replaced by STDs, represented here by STD160 on the stand at the Leytonstone (Green Man) terminus. These all-Leyland PD1s were ordered to overcome postwar vehicle shortages with their bodies modified as little as possible to meet London Transport requirements, so that quick delivery could be obtained. The full blind facilities were never used. D. W. K. Jones



took over these workings using 4 NSCs. Meanwhile, the summer programme starting on 6th April brought back the 100C with L buses on Sunday, but T had sole charge of the 100E on Saturdays as indeed it did of the 161. When, from 9th September, the 100C/E were withdrawn, L had no further part in these summer only routes except for sharing the 100C with T in 1932, the last year these extensions ran. Green Line and other express services had established themselves as a more efficient way of visiting London's country by then. Changes became few, though on 9th April 1930 L gained a foothold on the 138 on Sunday with 9 buses.

Soon after the formation of the London Passenger Transport Board the Bassom system was abandoned, and the consequent renumbering produced the following:

4TH OCTOBER 1934

OLD NUMBER	NEW NUMBER	DETAILS	GARAGE	TYPE	MON-FRI	SAT	SUN
138	38A	Victoria Station – Loughton (Crown)	L	LT	19	16	17
			T	LT	0	2	0
100	10A	Elephant & Castle – Epping (Cock)	L	LT	8	11	9
			T	ST	13	10	0
				LT	0	0	21

L only worked two routes, and from September 1930 when new six-wheeler open-back LTs 51/2/4-60/3-77/9-82/4-7/91/5,100/1 arrived, it operated the one type until well into World War II.

It was a measure of the success of these two routes that they saw very little change until the War forced economies. On 9th September 1936 the 10A was withdrawn between Borough and Elephant & Castle and diverted via St. George's Circus to Victoria

Coach Station in parallel with the 10 on weekdays. On 5th January 1938 an unsuccessful experiment was tried whereby the 38A was withdrawn on Monday to Friday and replaced by the 38B (Loughton, Crown – Chingford, Royal Forest Hotel via Woodford Wells, Whipps Cross, Leyton and Walthamstow). Buses from L were used, but from 3rd August the 38A returned between Victoria and Loughton on Monday to Friday. 13 LTs from L were used with 6 LTs from T.

The War saw change. From 1st November 1939, the 10A was withdrawn south of Leytonstone (Green Man) to make it a purely suburban route. From 20th March 1940, T got a stronger foothold on the 38A with a daily allocation. From 20th November 1940, the 38A was diverted in Loughton from the Crown to the Station, and a further diversion

from 5th May 1943 in Hackney took the service via Pembury Road and Cricketfield Lane. From 11th June 1941, it is recorded that two loaned provincial buses were working the route.

On 29th June 1942 single-deckers came to the garage when new route 231 was introduced daily between Epping Town and Waltham Abbey using just one T, T13 and 44 thereby being transferred in. The route ran via Wake Arms, Woodriden Hill and



RT425 (T) is almost new in this interesting December 1947 view. It is on a short working covering the closure of Eagle Lane associated with the electrification of the Hainault loop on the Central Line. The slip board reads "Via Hollybush Hill & Highstone". Hitherto the 10A had used the Eagle Lane level crossing to avoid the low bridge at Snaresbrook Station. Since no spare buses were available for these workings the service to Loughton and Epping had to be reduced. Alan B. Cross



The Crown Hotel at Loughton had been the terminus of local routes during the earlier years. STD136 (L) had spent the first weeks of its life at Potters Bar (PB) before arriving at L where it works the newly renumbered 20. D. W. K. Jones



Because new route 20 was so busy on Saturdays it was necessary to add an allocation of three buses from T. These were LT class. Here LT152 performs one of those duties aiding L's STDs which made up the bulk of the allocation. Alan B. Cross

New route 167 started life with an allocation of LTs from T. However during the postwar shortages it was common to find the smaller STs on the route. Here ST1128 is still in green livery proving that green buses are not new to the route. This vehicle started life in the East Surrey fleet and on 13th May 1949 could still be said to be operating a rural route. Alan B. Cross



In the winter of 1949-50 T used just three RTs spare from other routes for the 167 on Sundays. RT421 is still in its original condition complete with a small stencil for the off side route number only to be found on the earliest RT bodies. As the bus passes a typical Buckhurst Hill residence its poor patronage can perhaps be understood even in those days. C. Carter



One of the 11T11s allocated to L for new route 254 was T255. Conductors were of course carried and this one can be seen communicating with the driver who may be checking the schedule. Malcolm E. Papes





STD174 (L) stands in front of an early RT which has already had its first overhaul and gained a full blind. Loughton Station looks very bleak and open in the chill of February 1952, but the location is instantly recognisable today. The station had been rebuilt by the LNER at the beginning of the War, and to emphasise its continuing ownership the Company had instructed the architects to avoid undue similarity with contemporary London Transport stations. Alan B. Cross

Honey Lane, and some journeys were diverted via Sewardstone Road to Quinton Hill (Royal Gunpowder Factory). The service had originated as Country Area Service 340 operated by Epping (EP) from 6th May 1942, but had been withdrawn on 28th June. A contribution of one T daily was added to route 205 (Hammond Street, Rising Sun – Chingford, Royal Forest Hotel) from 21st April 1943, the main allocation being 4 or 5 Ts from Enfield (E).

Journeys were extended to Loughton Station on 22nd January 1941 and to Loughton Garage on 31st December. The L allocation on the 205, and the 231 entirely, were withdrawn from 21st May 1946.

In October 1946, a start was made on replacing the LTs when STD134/5/40-3/8/52 arrived new followed in November by STD144/9/51/3-6/60/1 together with STD112/33/6/8/45-7/50 from Potters Bar (PB). There was a slight lull until July 1947

Below left: The next generation of single-deckers on route 254 is represented by T577, a 10T10. The brackets for the side route board provide evidence of its demotion from Green Line duty. This bus had not long arrived from Uxbridge (UX) in the late autumn of 1951. Alan B. Cross Below right: RTW138 had to operate from T in June 1950 when all buses passing through Shaftesbury Avenue were of the wider variety as part of the Availability Tests . . . all buses except the Loughton allocation on the 38A which continued to be STD. This was the only fortnight when Loughton Station saw the RTW class. Peter G. Mitchell



when STD164/5/73 arrived ex-Croydon (TC), followed by STD171/2/4/6 ex-TC the next month, and STD168 ex-Southall (HW), and STD170/4/5 ex-TC the month after that giving a complete allocation of these buses. They were post-war Leyland PD1s with Leyland bodies, and although new, were not popular at PB and TC where they were temporarily replaced by older buses until RT3s arrived. They were slightly underpowered but they became a common sight around Loughton as well as through the West End to Victoria. The husky roar and anguished howl at full throttle and the 'clucking' when running early were very distinctive sounds.

The first post-war route change was on 30th November 1947 when the 10A was diverted via Hermon Hill, Chigwell Road, Maybank Road and Southend Road to Gates Corner due to the closure of Eagle Lane associated with the new works on the Central Line extension. A special separate service was introduced between Woodford Wells and Leytonstone via Highstone, Hollybush Hill and Woodford Road. This was withdrawn on 30th June 1948 when the 10A was renumbered 20, operating daily between Leytonstone (Green Man) and Epping Town via Wanstead, Snaresbrook, Woodford and Loughton with alternate buses terminating at Loughton Garage. 16 STDs were used on Monday to Friday, but on Saturday the route was so

busy that it used 25 STDs, and since this was still not enough T added 3 buses, LTs at first but later RTs. L provided 19 STDs on Sunday. To compensate on Saturdays, L only used 6 STDs on the 38A, the rest of the allocation being made up by T which at that time had received some of the earliest RT3s.

On 5th May 1948 new daily route 167 had commenced between Loughton Station and Barkingside (Old Maypole) via Chigwell using 3 LTs from T. T soon changed its contribution to STDs although for the winter season of 1949-50, 3 RTs operated on Sunday. From 11th October 1950 the route was extended from Barkingside to Ilford Station via Gants Hill, and the allocation now used 5 STDs from L. On 17th October 1951 the route grew further when it was extended from Loughton to Debden (Chester Road) via the new Debden Estate, part of the immediate post-war LCC rehousing programme which, however, due to changes of planning policy and the advent of New Towns and the Green Belt, was never as massive as originally destined.

Yet another new route reflecting the rehousing programme in the area was the 254 which started on 18th January 1950 operating daily between Buckhurst Hill Station via Loughton and Debden Station and looping to Loughton Station. This service used 4 11T11s from L on weekdays and 3 on Sundays. T

By October 1951 the 167 had been extended both to Ilford Station and Debden (Chester Road) and became a busy link. The STDs continued to provide yeoman service and STD150 looks in very good condition. Alan B. Cross





In October 1953 the 254 received a brand new allocation of RFs after a short flirtation with the first series of TDs. Since there were not enough RFs to allow a spare or extra bus required for duty on Saturdays, a second series TD was allocated. TD97 rests at Loughton Station. Alan B. Cross.



Brackets have already been added to RT1258 (L) prior to the fitting of trafficators thus spoiling the clean cut image of the RT. The bus is seen approaching its home base on the 11th April 1959. Alan B. Cross

253/5/80/98,359 arrived from Uxbridge (UX) as single-deckers returned. In the autumn of 1951, 11T11s were replaced by ex-Green Line 10T10s 498, 505/74/7/81/4,606. Another change of type came on 18th February 1953 when TD1,2,4-6,8/9 arrived from Muswell Hill (MH) to take over from the Ts; the service had increased to use 6 buses on Monday to Friday, 7 on Saturday and 4 on Sunday. Even the TDs were shortlived because on 7th October 1953, nearly new RFs 289/94, 481/3/5, 512 arrived. This meant that on Saturdays an extra bus was needed, and second series TD118 arrived from Kingston (K) to do these duties for many further months.

Representing a class that might have operated out of L but never did, were the RTWs. These eight feet wide Leylands which were being introduced in the late 'forties were restricted by the Metropolitan Police to selected outer suburban routes as the extra width was deemed to cause congestion prob-

lems. London Transport wished to use them on busy City and West End routes, and in order to put the conservatism of the police to the test, a number of RTW Availability Tests were devised in 1950 whereby certain streets used RTWs exclusively. The Second Test saw the use of wider buses on every route using Shaftesbury Avenue (which excluded L's duties on the 38A) between 19th June and 2nd July. However, although T used these wider buses and worked them to Loughton Station, L itself did not, keeping to STDs. Allegedly the reason was that as there were no plans to replace L's STDs with RT family buses, it was thought best not to cause dissatisfaction by loaning them for the fortnight. In fact this was not true; for had the RTW Tests failed to convince the police of their suitability for central routes, plans were for L to receive a batch for the 20. This was not to be, and never were RTWs (or RTLs) operated from L. The 38A returned to RT

from T although Monday to Friday STDs were introduced from that garage between the autumns of 1952 and 1954 to match those from L.

On 2nd December 1953 a large new garage of modern appearance was opened on the opposite side of the road to the existing garage. It had been conceived at a time when enormous estates had

been planned at Debden and Hainault at least double the size of those which materialised. The garage turned out to be far too large for local requirements, and although parts were later used to store green RTs prior to entry into service, and at other times redundant RTLs and RMs for trolleybus replacement, part of the premises were let. The allocation was:-

ROUTE	DETAILS
20	Epping Town – Leytonstone
38A	Victoria Station – Loughton Station
167	Debden (Chester Road) – Ilford Station
254	Buckhurst Hill Station – Loughton Station

GARAGE	TYPE	MON-FRI	SAT	SUN
L	STD	16	22	15
L	STD	12	6	4
T	STD	11	0	0
	RT	0	16	9
L	STD	6	8	7
L	RF	6	6	4
	TD	0	1	0

This used a maximum of 40 buses on Monday to Friday and 43 on Saturday.

On 19th May 1954, further provision was required for the Debden Estate, so the alternate buses on the

20 that had terminated at Loughton Garage were extended via Rectory Lane and Chester Road to Debden Broadway as the 20A, whilst the 167 was diverted direct to Debden Broadway via Rectory

By the early 'sixties four line blinds had become common on Loughton RTs. As RT925 prepares to leave Wanstead it is sobering today to reflect on the number of buses that would have operated from the stop. Peter J. Relf



With the departure of the STDs Leylands were rare visitors to Loughton, although as a result of the withdrawal of trolleybuses the 38A gained an allocation of RTLs from the ex-trolleybus shed of Clapton (CT). RTL882 passes through Dalston on its long run to Loughton Station on 19th September 1965. Gerald Mead





ROUTEMASTER REVIVAL

It hardly seems that it was five years ago when the first normal withdrawals of RMs commenced. Since then certain members of the class have reappeared in unexpected places and liveries.

Blackpool's half dozen Routemasters appear mainly on route 12 (Blackpool – St Annes) working alongside the PD3s. All are Leyland-engined. RM1583 here works route 5A (no longer operated) at Grange Park. Russell Upcraft



Another all-Leyland operator of Routemasters is Magicbus in the service of which RM1607 appears at Buchanan Bus Station, Glasgow before departing to Easterhouse. Magicbus examples operate out of Port Dundas depot in Glasgow and can also be found on route 20 (St Enoch Square – Castlemilk). Russell Upcraft



Clydeside's Thornliebank depot houses the company's largest allocation of Routemasters and is the location of this impressive line-up.

Clydeside are understood to be well pleased with the performance of these vehicles. Russell Upcraft

RMs operated by Strathclyde are to be found in Perth and Dundee largely on city services. RM610 was photographed in Perth and is painted in Strathclyde's standard livery. Russell Upcraft



RM26 was lent to Kelvin from the float of vehicles kept by Scottish Bus Group Engineering. In common with RM191 it is painted in Strathclyde colours, albeit in a different configuration from that operators other vehicles. Neither vehicle has so far actually worked for Strathclyde. Routes 5/5A (Old Kilpatrick/Fairley - Easterhouse) are now the only Kelvin routes operated by RMs. Russell Upcraft



Kelvin route 61 was converted to OPO on 11th July. Kelvin originally had fifty-odd RMs but around twelve have been recently withdrawn. RM415 is seen in Argyle Street, Glasgow. Russell Upcraft



Lane. The allocation now became:

ROUTE	GARAGE	TYPE	MON-FRI	SAT	SUN
20	L	STD	9	13	20
20A	L	STD	8	12	5
38A	L	STD	19	12	5
	T	STD	2	0	0
		RT	0	10	11
167	L	STD	6	6	6
254	L	RF	5	6	3

A re-adjustment to the 20 on Sunday afternoons from 10th October 1954 projected the terminus to Epping (St. Margaret's Hospital). It was not until 27th February 1963 that the weekday service received a similar extension.

The STDs could not be expected to last much longer when the RT family had conquered every other garage in the system, and thus in February and March 1955, the STDs were replaced by a fleet of secondhand RTs: RT1190/5, 1205/13, 1319/52, 1821/83/99, 1920/2/75, 2848/50/1, 3826-8, 3953, 4225/7-9/32, 4586, 4639/55/6/90/1, 4720/1/99, 4800/2-4/14/5. Route roof box displays became common on Loughton routes especially on buses with Saunders bodies, and a substantial proportion of the allocation involved the highest numbered RTs to enter service.

Apart from the inevitable slow decline in service frequencies that had set in through the 'fifties, there was little change for some while. On 8th January 1958, the 254 was extended on weekdays from Buckhurst Hill via Maybank Road to South Woodford Station, and then on 15th April 1959 the 38A found itself caught up in Stage II of the trolleybus replacement programme as a successor to route 581 (Woodford - Bloomsbury). Frequencies were increased, a diversion in Dalston and Clapton took the route via Graham Road and Lower Clapton Road, and a new garage, Clapton (CT) introduced RTLs to the area (although CT's RTLs were reduced to Sundays only from 29th January 1964):

ROUTE	GARAGE	TYPE	MON-FRI	SAT	SUN
38A	CT	RTL	12	9	9
	L	RT	20	12	7
	T	RT	20	13	0

The first sign of more turbulent times became apparent on 3rd October 1965 reflecting how increased car ownership in the wealthier outer suburbs was starting to take its toll of bus services. The 20 was withdrawn except on Saturdays when it used 4 RTs only. Partly to compensate, the 20A was increased south of Loughton Garage using 11 RTs Monday to Friday, 10 on Saturday, and a mere 5 on Sunday. (It was at weekends when the steepest fall in passengers was taking place). A new 20B was introduced Sunday to Friday between Loughton Station and Epping (St. Margaret's Hospital). 4 RFs were used, and a new departure for the garage was

that they were one person operated. The RFs on the 254 were converted to OPO at the same time. On 31st December 1966 the 20 was withdrawn on Saturdays; and the 20B was introduced on the same day, but with RTs, so providing the unusual spectacle of a route operated by crews on just one day of the week.

7th September 1968 was a big day for North East London when the Reshaping Plan really got under way. Route 38A was withdrawn after so many decades of service to the Loughton area, and the section between Leyton and Central London was covered by alterations to the 38. New route 20 was introduced between Loughton Station and Leyton (Bakers Arms) via the old 38A and then to Walthamstow Central Station which had just been opened on the Victoria Line. 13 RTs were used Monday to Friday, 7 on Saturday, and 6 on Sunday, all from L. A new daily circular route 167A was also introduced, running Abridge (Blue Boar) - Chigwell - Buckhurst Hill Station - Loughton - Debden - Abridge (Blue Boar) replacing parts of the 10A which had been introduced as a weekday service between Abridge and Leyton (Bakers Arms) via Chigwell, Woodford Bridge, South Woodford, Wanstead and Leytonstone on 18th November 1964. The new route used 2 RTs on weekdays and 1 on Sundays from L. It would have been an ideal candidate for OPO buses were it not for an awkward reversing manoeuvre at Abridge. On 14th June 1969 the 20 was extended to Epping (St. Margaret's Hospital) with a double run to Loughton Station and it replaced the 20B. New MBs (327/83/6/9-96/8) replaced the RTs, and the unreliability of these powerful but rattly buses is legend.

Meanwhile on 15th February 1969, L took over route 217A from E on Monday to Friday using 5 RTs. The service operated from Enfield Town to Epping Forest (Wake Arms) and journeys to Loughton garage were worked in service. On 16th January 1971, the 167A lost its Sunday service, but 5 RTs were introduced on Sunday service 205A (Epping Forest, Wake Arms - Hammond Street). On 11th May 1975 the 205A was extended from Epping Forest (Wake Arms) to Loughton garage as a regular service in addition to occasional garage journeys which had operated from 1971. These Sunday duties taken over from E were accompanied by the Saturday duties on the 217A using 4 RTs, including the extensions to Loughton Garage. On 3rd July 1971, more RTs were lost when SMS623/76/9/86/8/91-5 introduced OPO to the 167 with shorter but barely more satisfactory buses than the Merlins on the 20. On 28th October 1972 further retrenchment took place when the Abridge - Chigwell via Loughton Station section of the 167A was withdrawn during the Monday to Friday peaks, and the evening service was withdrawn altogether. There



Above right: L was one of the earlier garages to introduce OPO. RFs took over the outer part of route 20 where relatively few passengers used the service through Epping Forest, and this leg was renumbered 20B, initially a Sunday-Friday operation. RF448 lays over at Loughton Station on 2nd June 1969. Colin Stannard Below right: When the 20B was introduced on Saturdays RTs were used. Epping still has the atmosphere of a small country town in this view of the High Street, momentarily disturbed by the passage of RT 1966. J. G. S. Smith.



now followed a welcome space with little change which provides a useful opportunity to summarise the situation:

6TH OCTOBER 1974

ROUTE	DETAILS	TYPE	MON-FRI	SAT	SUN
20	Walthamstow Central Station – Epping (St Margaret's Hospital)	MB	10	8	6
20A	Leytonstone – Debden Broadway	RT	9	7	3
167	Ilford Station – Debden Broadway	SMS	9	7	4
167A	CIRCULAR Abridge – Loughton – Chigwell – Abridge	RT	2	2	0
205A	Hammond Street – Epping Forest (Wake Arms)	RT	0	0	5
217A	Enfield Town – Epping Forest (Wake Arms) – Loughton Garage	RT	5	4	0
254	Loughton Station – Buckhurst Hill Station	RF	8	6	2
	Extended Monday – Saturday South Woodford Station				

ALLOCATION

RT 480,542,652,658,760,1164,2283,2315,2628,2844,2880,3035,3476,3579,3951,4566,4579,4612,4723,4820.

RF 345,368,427,455,498,503,518,632,685.

MB 373,382,383,386,389,390,391,392,393,394,395,396.

SMS 654,676,679,815,816,817,820,821,822.

RFs and occasional SMSs substituted for MBs on route 20.



The 254 was an obvious candidate for OPO and RF345 works a duty in July 1973. By now the route had extended to South Woodford Station. The configuration of the route (South Woodford Station-Buckhurst Hill Station-Loughton Way-Valley Hill-Roding Road-Loughton Station-Loughton Garage-Rectory Lane-Debden Station-Oakwood Hill-Roding Road-Loughton Station) was somewhat complicated; hence the considerable detail given next to the bus stop sign so as not to confuse intending passengers. Barry Stewart



The Saunders body carried by RT3112 at Loughton Station still looks quite smart although it was due for early withdrawal. These bodies represented the last roof route boxes in London. The 20 was soon to be extended to Epping from Loughton Station. J. G. S. Smith.



The blind on RT1863 attempts to detail the circular nature of the 167A. This shot shows the poor loadings and rural surroundings found on the route which would have doubtless been an early candidate for OPO had it not been for an awkward reversing manoeuvre at Abridge. Colin Stannard



MB391 (L) stands in the winter light in December 1974 now that route 20 had reached St Margaret's Hospital. Although looking quite smart these cumbersome Merlins rattled their way through the Essex countryside and it is to the credit of Loughton drivers that bumps and scratches were kept to a minimum. Eamonn Kentell

With the decreasing numbers of vehicles required for local services, L sought to operate buses on neighbouring routes with garage journeys being worked live. RT2283 has taken over the Sunday only route 205A which extended beyond the Wake Arms, as the blind states, to "Loughton Garage via Goldings Hill". Malcolm E. Papes



During the week L found extra work on the 217A from February 1969. This route turned out the last RT operation at the garage. RT3951 is seen at Waltham Abbey on a garage journey in April 1976.

Colin Stannard





Here we see an example of the Swift family chosen for the single manning of route 167. These buses were three feet shorter than the Merlins but being relatively underpowered they thrashed along at only a modest pace. SMS679 (L) lays over at York Road, Ilford and carries a yellow sticker proclaiming operation to Epping Forest – in the case of the 167, a very debatable point. Malcolm E. Papes

Frequent but sometimes only small changes were now the order of the day. On 21st June 1975 the 205A and 217A were diverted in Waltham Abbey via the new Ninefields Estate. On 9th April 1976 the 167A was withdrawn and replaced by alterations in part to the 235, that most chameleon of all routes in the area, but never worked by L. The next day the 205A was withdrawn and replaced by the 217A on Sundays between Waltham Cross and Loughton Garage using just 2 RTs. The 254 was also withdrawn on Sundays without replacement. On 9th October 1976, the 20 and 20A swapped ends north of Loughton Garage to balance the different requirements of the routes. The 20 was withdrawn between Loughton and Epping and extended via the 20A to Debden Broadway whilst the 20A was withdrawn between Loughton and Debden and extended to Epping (St. Margaret's Hospital). Both

routes used OPO buses, 8 apiece on Monday to Friday, 4 apiece on Sunday, but 8 on the 20 and 5 on the 20A on Saturday. The frequency of 167 was markedly reduced at the same time.

Changes of bus type were common too. On 9th April 1976 the 254 replaced its RFs with SMS161,401,548/9,679/86 for the 6 Monday to Friday and 5 Saturday duties. On 25th April 1976 the cumbersome MBs on 20 were replaced by second-hand DMS1340,1450/99,1543/53/5,1603/6/65/88/95 which introduced double-deck OPO to the garage. On 12th September the 167 followed suit this time using new DMS1991, 2000/11-4/72, 2115/7/22 which carried the latest livery incorporating white upper deck window surrounds. With the 9th October changes the 20A had its RTs replaced by DMSs although DMS2015/7-9 were sufficient intake to cope with the overall reduced workload at the



DMSs too replaced the RFs on the 254. This example had recently arrived at L although it was second-hand. The passengers at Buckhurst Hill nevertheless seem pleased with SMS548. The bus stop announces that the service has lost its Sunday operation. Capital Transport

DMS2011 represents the welcome return of an upper deck to route 167 albeit with a marked reduction in frequency. Although called Ilford Station the terminus was in York Road, and because of the relative infrequency of the service, the stop is well back near Mansfield Road so that local passengers are encouraged to use the 150 or 247A and not crowd out those travelling beyond the Old Maypole.

Malcolm E. Papes



garage. On 23rd July 1978 new LS180/2-4/90/4, 200/2 arrived to replace the unpopular SMSs on the 254, and despite their spartan appearance and riding qualities, they were mechanically more sound than any OPO vehicle since the RF, and the garage staff grew sufficiently fond of the class to adopt LS200 and 'customise' it for showbus purposes.

Route 217A was withdrawn on 20th August 1977 without red bus replacement (although marginal improvements to London Country 703 provided some compensation). This proved something of a milestone for two reasons: it saw the end of RT operation from L, and it left the roads past the Wake Arms and Woodridden Hill without a red bus service for the first time for many decades. However in a package of services (reflecting Essex County Council subsidies) inaugurated on 31st March 1979, a new daily bus service 250 was introduced (Walth-

am Cross – Grange Hill, Limes Farm Estate via Wake Arms, Loughton Station and Chigwell Station). 4 LSs were used daily and the 254 was withdrawn. Also introduced was weekday 255 (Loughton Garage – South Woodford Station via Debden and the former 254 routing) for which 3 LSs were needed. At the same time, the 167 was rerouted to double run via Loughton Station, and four Monday to Friday peak journeys were diverted to West Hatch School via Chigwell Road. The alterations did not prove entirely satisfactory, and from 25th July 1981 the 250 was withdrawn between Limes Farm Estate and Buckhurst Hill and extended on weekdays to South Woodford Station. The lack of passengers on this large new estate was strange: the 250 was the only bus route ever to run into it, following a double circle of the estate at the start and finish of each journey. Emphasis did not

DMS2122 is a Park Royal bodied unlike DMS2011 which carries a MCW body. The main differences include the treatment of the guttering, the rear emergency exit and the front dome. The 20A has at last lost its RTs for DMSs, and has taken over the duties to St. Margaret's Hospital. Were trousers really as flaired as this is in November 1976? Malcolm E. Papes





One of the original LSs at Loughton was LS202. They only operated the 'first' 254 for a short while before it was withdrawn. The yellow blinds were an attempt to indicate the direction of travel to would-be passengers at Loughton Station, but they failed as the details were too sparse for the uninitiated. Eamonn Kentell



LS156 has passed once round Limes Farm Estate and pauses outside the Police Station before making its second circumnavigation and returning to Waltham Cross. The estate lost its bus service in July 1981. Malcolm E. Papes



Route 255 was shortlived being yet another attempt to provide a combined service to South Woodford and the Debden/Rectory Lane area. LS183 prepares to take up service outside the still quite modern looking building of Loughton Garage on 1st March 1982. Malcolm E. Papes

Brand new T406 leaves the side entrance to the garage to perform an afternoon duty on the bifurcation to West Hatch School in the spring of 1982. These handsome and comfortable buses stayed barely six months at Loughton before moving on mainly to North Street (NS) for the 174 and Ash Grove (AG) for the 106. Malcolm E. Papes



seem to be made of the fact that the route served the busy Hainault Underground Station as can be seen from a map. The 255 gained a loop working in both directions via Rectory Lane and the Debden Estate to and from Loughton Station. Route planners never seemed to have been happy about how to connect the Debden loop with the station sometimes preferring local services and sometimes extending the end of trunk routes.

Essex County Council were starting to reduce their level of support for unremunerative routes and on 24th April 1982 route 20A was the first to suffer. It was withdrawn between Leytonstone and Loughton Station and entirely on evenings and Sundays leaving a Monday to Saturday daytime service between Loughton Station and Epping with school journeys to West Hatch School. To make up for lost work, an L allocation was introduced daily to route 206 with a reduced contribution from T on weekdays. Due to an industrial dispute, the L allocation did not start until 16th May which meant a very reduced service frequency, and no service at all on Sunday until that date. The service rapidly became so complicated as the garage journeys were utilised for local purposes that it is worth quoting full details from the map:-

206 Walthamstow Central Station, Whipps Cross (Monday – Saturdays except evenings, and Sunday afternoons). Leytonstone Station, Wanstead, South Woodford, Woodford Bridge, Claybury Hospital, Chigwell (Grange Farm Camping Centre). Certain journeys extended to Debden Station and Loughton Garage and one journey in each peak is extended to Loughton Station.

The allocation once established became:

GARAGE	TYPE	MON-FRI	SAT	SUN
L	LS	5	5	5
T	LS	5	4	0

Between 26th January and 19th March 1982, Loughton's complete allocation of DMSs was replaced by brand new Titans which turned out to be the last new buses that the garage received. The buses were T358/78/87/93/4/9, 401/6-10/2-23/5/7/9. It must have been heart rending for the staff to have the entire fleet replaced by older LSs on 4th September, the more so in that most of these single-deckers came from Peckham (PM) where they had received a hammering on route 78 (Dulwich – Shoreditch). After the superb Titans, it was fascinating to see the mechanical staff get to work on the LSs so that soon they were in good repair. L was the only garage to have a complete allocation of this class.

The changes of 4th September had a significant effect on local routes, and once again tinkering to the Debden loop took place. The 20 had its routeing between Loughton Garage and Debden Broadway revived to operate a loop in both directions via Rectory Lane. There were Monday to Friday school journeys to West Hatch School, and it was converted from T to LS. The rump of the 20A was also converted to LS, whilst the same happened to the 167 which was rerouted between Buckhurst Hill Station and Loughton Station via Rectory Lane and Debden thus terminating at Loughton Station instead of Debden Broadway. The 250 was rerouted between Loughton Station and Buckhurst Hill Station via Palmerston Road which was a swap with the 167. On Sunday the leg between Buckhurst Hill Station and Loughton Station was withdrawn. The 255 was withdrawn, and to maintain the level of work at Loughton, the 206 became entirely L. Another new route was the 250A, a daily service (except weekday evenings) between Waltham Cross and Upshire via the 217 roads using LSs which worked a duty from the parent 250 from Waltham Cross. The 217 was withdrawn over this section.



Above left: The partly painted out intermediate blind on T407 is a result of the savage cut-backs on route 20A which withdrew the section beyond Loughton Station to Leytonstone and reduced the service to a shopping hours shuttle to Epping in April 1982. This view was taken soon afterwards on 2nd June. Malcolm E. Papes Above right: LS190 came from Peckham (PM) on 4th September 1982 in a knocked about state, but by 15th January 1983 the staff at L had restored it to this superb condition. It stands in Waltham Cross Bus Station having worked in on the 250, and is ready to do a turn on the 250A (which had replaced the 217 to Upshire) thus providing L with a little more work. Malcolm E. Papes

4TH SEPTEMBER 1982

ROUTE	DETAILS	TYPE	MON-FRI	SAT	SUN
20	Walthamstow Central – Loughton Garage and Debden Loop.				
	Journeys to West Hatch School	LS	9	8	3
20A	Loughton Station – Epping (St. Margaret's Hospital).				
	Journeys to West Hatch School	LS	1	1	0
167	Ilford Station – Loughton Station via Debden				
	Journeys to West Hatch School	LS	5	5	2
206	Walthamstow Central – Chigwell (Grange Farm).				
	Journeys to Loughton Garage & Debden Loop	LS	10	8	5
250	South Woodford Station/Loughton Station – Waltham Cross Bus Station	LS }			
250A	Waltham Cross Bus Station – Upshire (Princesfield Road)	LS }	6	6	2

The total requirement had been reduced to a maximum of 31 buses. L now continued to feel itself under threat with increasing out-county service reductions. It is to the credit of the staff that they were aware of this and co-operated with attempts at efficiency and initiative but which ultimately were doomed to failure once route tendering started.

On 4th December 1982 the service on the branch of the Central Line between Epping and Ongar was withdrawn outside peak hours, and a new daily 201 was introduced. It operated between Ongar (Two Brewers) and Epping Station with extensions (except evenings) to Loughton Station and further on Sundays to Buckhurst Hill Station. It also took over the remaining journeys on the 20A. The allocation was complicated due to inter-working with the 206, but basically 4 buses operated it on Monday to Friday and 3 at weekends, using the inevitable LSs. London Country also operated one peak journey in

the evening between Epping Station and Tylers Green usually using an RP from Harlow (HA)

A short lull followed, and then on 12th May 1984 slight expansion occurred. New route 254 was introduced on weekdays between Waltham Cross and Epping (St Margaret's Hospital) via Parklands, essentially a replacement for London Country's 329. Only one LS was needed plus two cross-worked from the 201 and 206. A brave attempt was also made to extend the 206 on Sundays from Claybury Hospital to Epping (St. Margaret's Hospital) via Abridge every two hours, but it was also pruned back on that day from Chigwell (Grange Farm) to Claybury Hospital, although Loughton Garage journeys also ran, and then increased its complication yet further so that its description on the 1984 Bus Map extended to eight lines of print. The extension was withdrawn on 27th October only to reappear on 27th April next year when the 206 was swapped with



Above left: Loughton staff seemed to grow quite fond of their complete allocation of LSs, and customised LS200 for the 1983 Jubilee celebrations. The iterations were quite modest although the sacrosanct roundel was modified to incorporate the garage name, and 'Forest District' was painted by the driver's window. Sadly, the blind carried to indicate that the 167 served Loughton Station before going on to Rectory Lane and Debden was woefully inadequate, especially for passengers at the Ilford end. Malcolm E. Papes
 Above right: In its second incarnation route 254 linked Waltham Cross with Epping (St. Margarets Hospital) on weekdays. Essentially it replaced London Country 329 but lasted less than a year from 12th May 1984. Despite criticism of the 167 blind most of L's routes carried adequate displays by the standards of the Leyland National; LS430 laying over at Waltham Cross is no exception. Malcolm E. Papes

the 235 between Snaresbrook and South Woodford to use Wanstead High Street. On the same date the 254 was withdrawn.

The last change was on 2nd November 1985 when, in a further attempt to provide L with a viable workload in the 179 (Barking, London Road – Chingford Station) was transferred in. This involved some alterations as the 179 had Titans from Barking (BK) and the lower capacity of the LSs meant certain extra journeys. Furthermore, garage journeys were operated in service beyond Chingford via Royal

Forest Hotel, which has long ceased to be a famous terminus, and Epping New Road. A few garage journeys were also worked direct beyond Woodford Wells. 7 LSs were used on Monday to Friday and 8 on Saturday. It was ironic when all the Loughton routes were tendered that this most recent one was the only one to be retained at the time by London Buses, so inevitably when L closed, it was re-allocated still with LSs to T, and the garage journeys to Loughton were withdrawn.

From 24th May 1986 the new order started:

- 20 Operated by Eastern National Citybus using Bristol VRTs. Walthamstow Central Station and Debden Station. Loop workings via Rectory Lane and West Hatch School journeys withdrawn.
- 167 Operated by Eastern National Citybus using Leyland Nationals and VRTs. Ilford Station and Loughton Station via Debden. West Hatch School journeys withdrawn.
- 201 Operated by Wests Coaches using Leyland Nationals. Ongar (Two Brewers) and Loughton Station, extended Sundays to Buckhurst Hill Station.
- 206 Operated by Eastern National Citybus using Leyland Nationals. Walthamstow Central Station and Chigwell Station, Claybury Hospital in late evenings. Withdrawn beyond Chigwell Station to Grange Farm, Loughton and Epping. A daily evening service to Walthamstow Central introduced.
- 250 Operated by Sampson Coaches using Leyland Nationals and DMSs. Waltham Cross and Loughton Station, extended weekdays to South Woodford Station.
- 250A Operated by Sampson Coaches using Leyland Nationals and DMSs. Waltham Cross – Upshire (Princesfield Road). Renumbered 251

SCHOOL BUSES journeys operated by Cullinan Coaches using Bristol RELLS

- 203 Introduced between Loughton Garage and West Hatch School.
- 204 Introduced between Loughton Station and Debden.



Standing in the sun on a peaceful summer afternoon LS195 is seen outside the Two Brewers at Ongar. Since it is Sunday the bus is working beyond Loughton Station to Buckhurst Hill Station. This service worked well beyond the County boundary.
Malcolm E. Papes



LS174 picks up yet more passengers at Gants Hill Station and clearly demonstrates that despite Forest's admirable policy of providing more work for L by transferring the route from Barking (BK), a Titan allocation was still needed. This bus is working beyond Chingford Station on the shortlived extension to Loughton Garage via the Royal Forest Hotel. Malcolm E. Papes



Saturday 24th May 1986 was the first day of Citybus operation represented here by 1789 at Loughton Station. The garage code for Walthamstow (WW) is just visible above the fleet number. The blind, though adequate, does not clarify the loop working. The operation of the 167 involves considerable dead mileage on garage runs.
Malcolm E. Papes

Double deckers have made a welcome return to route 20 although Nationals have been substituted. The canary yellow and green livery is striking together with the logo. The single door configuration as seen on 3101 however causes delays on this busy route at peak times. Malcolm E. Papes



Sampson's ex-DM1119 is in a striking livery of light blue and crimson. The bus worked route 250 and 251 on the first day of service despite a paper allocation of Leyland Nationals, though it was pleasant to ride through Epping Forest on the top deck for the first time since the 217A. Malcolm E. Papes



Below: West's also use Leyland Nationals for route 201 in a scarlet and cream livery. In this case NFN 70M started life with East Kent. The route number is fixed whilst the blinds are white on red. There is no fleetname apart from the legal ownership lettering; a very small sticker indicates that the route is operated on behalf of Essex County Council. The venue is Loughton Station on the first day of operation. Malcolm E. Papes Below right: NWN 721M spent most of its working days with South Wales Transport before coming to the outer reaches of North East London. The livery seems to suit the vehicles and the blind is more helpful than that carried by former route 250A. Malcolm E. Papes



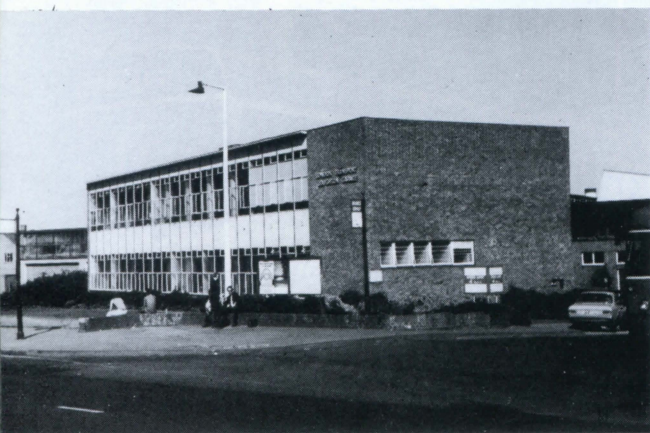
No longer are red London buses to be seen in Loughton. Instead, the Citybuses are a distinctive green and yellow, Sampson's are blue and red, Wests are red and cream, and Cullinan's are white. All the routes are operated on behalf of London Regional Transport except the 201, 203, 204, 250 and 251 which are operated for Essex County Council. On the first few days inevitably there were problems especially with timekeeping and service cuts due to an inability to recruit staff, but many local people turned to stare at the bright new liveries. Passengers spoke of the 'new' buses but many expressed disappointment upon boarding to find clean but distinctly worn vehicles, older than those they had been accustomed to. The Leyland Nationals which had originated as far away as East Kent and South Wales were elderly, some with L-registrations, and it is a pity that the school routes should be operated by such elderly and shabby J-registration Bristols which can hardly market the bus as a smart and comfortable mode of transport to potential passengers of the future. Citybus Leyland Nationals internally were full of route details for Clacton Depot giving a clue to their origins. The VRs gave a fast but rough ride with their suspension, and even on these outer London routes the single door layout causes delay. Sadly, as early as 4th June, Citybus routes gained the dubious distinction of being mentioned for the first time on LBC as being short of buses with consequent cuts.

On 24th May Loughton Garage remained quiet, but full of LSs some of which had been raided the night before for their 179 blind displays which were in short supply at T. Earlier in the year part of the roof had been blown off in a storm. L will be remembered for its well cared for buses, its smart and courteous staff and the good time keeping of the

services. It was also Forest District's test centre, and it took part in the experimental use of the 'Timtropic' ticket machine which not only printed the usual details on the ticket, but also the time that the fare was paid. Finally, it will be remembered for never having operated two major London classes – STLs or RMs. It is sad to see the loss of yet another single letter garage code.

As this article goes to press, further developments are taking place. The costing which led London Buses to win route 179 proved to be too low, and upon subsequent retendering it has been announced that Grey-Green which has acquired a reliable reputation for its operation of route 173, has gained route 179. Sampsons who started operation with such smart buses encountered difficulties in maintaining the standard of service expected, and Essex County Council retendered routes 250 and 251. Even so they have retained the 250 (from Loughton Station to Waltham Cross) and 251, but the Loughton Station to South Woodford Station section of the 250 has been awarded to Cullinan Coaches and is to be renumbered 249.

The office block at the front of Loughton Garage together with the well-kept gardens gave a modern image to the operation there. The buses themselves were housed to the rear with exit to the right. The curious would usually find something of interest stored in the murky depths. The two poles go back to LGOC days although the original garage was on the other side of the road. STD171 is seen emerging from the latter on 14th October 1951. Gerald Mead/Peter G. Mitchell



PB Update II

When LBM61 was planned little did we expect yet another feature about Potters Bar so soon. Ex-South Yorkshire PTE vehicles are now joined by buses from three more former PTEs, adding considerable interest to the operations at this garage.

But it is interest tinged with sadness: the vehicles are far from new and they were disposed of by their former operators only because they were surplus to requirements.

V57, a Volvo with Alexander bodywork, began life with West Midlands PTE at Oldbury garage in the Black Country. When seen at Edgware on 24th July it had moved to greener surroundings. The blind arrangement is largely unchanged. R. J. Waterhouse



On 6th June PB acquired EW's duties on route 107. Ex-West Yorkshire M1449 also has Alexander bodywork and was photographed near Stanmore. It is fitted with standard blinds the wording (and spelling!) of which differs from those fitted to the former WM vehicles. Ramon Hefford



M1446 has an MCW body, and as the registration implies came from Greater Manchester. Again the blind layout has been standardised since GM's three-aperture arrangement would have been unsuitable for LBL blinds. This shot was obtained in Barnet on 24th July. R. J. Waterhouse



Kingston Kaleidoscope

There have certainly been some shake-ups in Kingston culminating in the major changes of 27th June which have affected routes, vehicles and working practices.

35 DMSs are being restored to service from Norbiton (NB) for use on routes 71, 85 and 213. They cannot at present be used on the 65 because of the height restriction at the entrance to Kingston Bus Station within which the route terminates. These shots of DMS717, 819 and 1626, all former trainers, highlight both the differences between the MCW and Park Royal body styles and the haphazard application (or not) of the roundels. These three routes are now wholly operated by NB, Putney (AF) and Sutton (A) having lost their allocations on the 85 and 213. All Ramon Hefford



Westlink have acquired 22 new MCW Metroriders for use on the three midibus routes based on the re-opened Kingston (K). MR7 had yet to acquire the Westlink insignia across the front when photographed on the K1 (New Malden-Surbiton) in Ewell Road, Surbiton on 29th June. R. J. Waterhouse



By the time MR2 had been caught en route to Hook it had received a Westlink sticker at the front. Route K2 replaces the 216 between Kingston and Tolworth and brings buses with that number back to Berrylands. From November 1983 to February 1985 Routemasters such as RM19 seen at Surbiton operated an ill-fated K2 'KINGSTON SHOPPERS EXPRESS' on that section.

Ramon Hefford, G. Rixon





Route 131 has since 27th June been worked by LCSW from Leatherhead (LH) and Addlestone (WY). To replace the former 531 certain 131 journeys have been extended from West Molesey to Weybridge and/or Addlestone thus bringing the route back to its former terminus at Walton. Representing the new order LR50 (LH) loads at Hampton Court and ex-Greater Manchester AN358 is seen on the way to the route's normal terminus at West Molesey. Both Ramon Hefford



There is nothing new under the sun! Route 131 came into being on 29th January 1941 running from Kingston to Walton and replacing the 214 which until 6th December 1939 had been Kingston to Weybridge. With the conversion of the Kingston area trolleybuses in 1962 the 131 was extended on 9th May to Wimbledon over the former 604/605 and on this date Routemasters took over from RTs on a daily basis surviving until the route became OPO in May 1973. RM312 complete with off-side route number was caught at Walton on 6th April 1963. Gerald Mead



The unattractive blind that adorns M1336 at Kingston is evidence of route 65 having been withdrawn south of this point.

R. J. Waterhouse



Route 152 was rerouted in the 27th June scheme via the 131 to Kingston and was withdrawn between New Malden and Surbiton/Chessington Zoo. LS302 shows the new terminal on 29th June. R. J. Waterhouse



Below right: On 20th June Green Line 714 was withdrawn between Kingston and Victoria, but on 24th May most of the service had been extended from Horsham to Southwater with journeys to Worthing and Brighton. SNB508 leaves Kingston for Brighton in June. Ramon Hefford Below: With the cessation of stage carriage services by Mole Valley their thrice weekly route 7 (Hampton Court-Kingston via Thames Ditton) was taken over by Epsom Coaches on 3rd April 1986. This operator resurrected former LT route number 201 (withdrawn 1980) over part of its old territory for the purpose. Following re-tender by Surrey County Council operation passed to LCSW which absorbed the route into the 513 and renumbered the journeys in question 501. This Epsom Buses Bedford carries Plaxton bodywork and is laying over at Hampton Court. Michael Dryhurst.



Fewer Sunday Conductors

Sunday crew work is now confined to just a few routes with the conversion to OPO on that day of routes 2B (23rd May); 6, 15, 36, 36B, 38 (6th June); 19 (13th June); 3, 28, 73 and 159 (11th July). Daily conversions have included routes 1, 55 (6th June); 43 and 49 (11th July).



Above: The 49 always seemed an obvious candidate for OPO but held on to crew operation for longer than one would have expected. L208(AK) brings an Olympian to a part of London where the type is hardly thick on the ground as it makes its way along Stanhope Gardens, Kensington on 17th July. The route now also sees Ms from Shepherds Bush (S) and Ds from Merton (AL). R. J. Waterhouse
Below left: The Sunday conversion of the 15 brings West Ham Corporation Tramways T613 (U) to Central London. This view at Aldwych was obtained on the first day of such operation. Ramon Hefford
Below right: Amidst all the shedding of conductors it was good to see the introduction of the 150 (Aldgate-Victoria), a summer Sunday route worked by Upton Park (U) with Routemasters. Now for the bad news: when the route commenced on 23rd May no passes of any kind were accepted, there being a flat fare of 60p (30p for children), and virtually no passengers were carried. Some four weeks later London Explorer tickets were permitted thereby increasing the number of passengers carried to very few. RML2760 approaches Victoria. Ramon Hefford.



In its red, white and black livery, M787 looks slightly strange in Euston Road in comparison with the Routemasters that are found on the 73 on weekdays. The introduction of Sunday OPO to the route has brought a Sunday only Stamford Hill (SF) allocation in its wake. Ramon Hefford



When is a T not a T? When, as in this case of T646 (T) passing under the North London line at Hackney Central on 24th July, the former garage code (SP) still waits to be painted out following the conversion of route 55 to driver only operation. R. J. Waterhouse



With routes such as the 6 losing crew buses on Sundays, the end of conductors on that day cannot be far off. Willesden (AC) has now lost its Sunday allocation in favour of an increase at Ash Grove (AG). T291 rounds Aldwych on 7th June. Ramon Hefford



Letter to the Editor

London Transport Trolleybuses

Sir,

I was most interested to see on page 18 of LBM 60 a photograph of 528 about to start on a journey to "Nr Willesden Junction". The use of this designation was a relic of LCC tram days, when in the 1920s vehicles on tram routes 28 and 30 terminated in Scrubs Lane just short of Harrow Road so as not to cross the boundary (which ran at the rear of properties on the south side of Harrow Road) between the Counties of London and Middlesex. Willesden Junction railway station was presumably the nearest fixed point to which it was convenient to refer.

I lived in the area until the 1939-45 war, and can well remember the trams bearing this destination.

Yours faithfully

Harold R. Kenwright, Ashwater, Devon

Corrections to LBM61

- Page 2 Route K2 runs via Sunray Estate
- Page 4 Each bus is equipped with a validator and not an indicator.
- Page 8 The Eastern National fleet no. is 3212.
- Page 10 The 43 OPO conversion was deferred until 11th July.
- Page 35 The bus laying over at Upshire is RT2662.
- Page 44 MBD22 is passing Whitestone Pond.
- Page 45 The Iveco minibus on the 153 is MBI64.



This is the final postscript on PB (until something else happens!). V5 demonstrates its (by London standards) eccentric cab door at Archway on 18th April. Are we correct in thinking that it is only on the Vs that this arrangement is to be found? Malcolm E. Papes

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