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Compiled by David Stewart



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Cover Photograph: Illustrating the numbering scene prior to October 1934 are these two vehicles, the front bus being Tilling's ST982 working the 12A variation with the following bus a General, LT684 showing the 112A working. All 12 and 112 sections with their various suffixes became plain route 12 from 3rd October 1934, and by that time the Tilling and General fleetnames had succumbed to London Transport. (D.W.K.Jones).

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Editor's Note

This Supplement attempts to set out, for the first time in one volume, the London Transport bus, coach, tram and trolleybus network as it was on 3rd October 1934, in some ways one of the most important dates in the history of London's road routes. Indeed, it was the date when the newly-formed London Passenger Transport Board, in existence since 1st July 1933, introduced a comprehensive route numbering scheme for all its routes, services which had had their origins in many operators, both large and small. A logical system of numbering was adopted, although it had some flaws as will be seen in the following pages, and was based largely on the earlier London General numbering system in the Central Area, and on the National and East Surrey systems in the Country Areas. These systems themselves had their origins in the numbering scheme set up on 1st December 1924 by Chief Constable Bassom of the Metropolitan Police, who had been vested with the duty of controlling London's bus services. London Transport, faced with the complex rigidity of the Bassom system with its suffix-letters for all short-workings, and the need for great numbers of route plates and blinds, decided to simplify matters. The Central Buses would have route numbers between 1 and 299 with the 200 series reserved for single-deck routes, Northern Country Buses would be in the 300s and Southern in the 400s; Tram routes inherited from the smaller Companies and Corporations would be consolidated in the main 1-99 block, although a few remained un-renumbered as they were due for imminent withdrawal or trolleybus replacement. The route numbering system that is familiar today in 1979 forty-five years later was thus instituted, and has stood the test of time remarkably well.

I must pay special tribute to Albert McCall, who has unstintingly answered my many queries, especially concerning Country routes, and who has resolved virtually all of the problems that have arisen out of the many inaccuracies and inconsistencies of the maps and timetables of the period.

Thanks are also due to Roger Hyslop for providing research facilities for the Central Bus section, and to Simon Cowper-Smith, Joel Kosminsky, Peter Nichols, Les Stitson, John Smith and James Whiting for the loan of maps, timetables and other material. I acknowledge those authors from whose publications various items of knowledge have been gleaned - London Bus Magazine (LOTS), Buses Illustrated - various issues (Ian Allan), 'The National Way', 'East Surrey' (Bell Street), 'London General' (LT.1956), 'Overground' (Ian Allan 1950), 'Buses of London' (LTE/Ian Allan).

This is not really the type of book than can be illustrated easily in pictures, but a small selection has been included to show the style of bus and destination equipment in use at the time. Instead, the route change schemes have been illustrated by comprehensive route maps, with all networks included together for the first time in one publication.

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Illustrations

We illustrate below three of the more unusual types of vehicle that could be found at work in 1934, showing the different styles of destination equipment. Further differences can be seen in the cover picture. The first view shows the old fleetnames, the second the new name but with an old number, while the third depicts the completely new order.



Turning out of Vauxhall Bridge Road at Victoria by the Tram terminus is one of the last of the Independent buses to run in the Central Area. It is City's Leyland Titan T9 (later to become TD118 in L.P.T.B. ownership).

It is working the famous 536 route, which was renumbered 137 with the October revisions, though City carried on for one month on 536.

Behind is ST298 on route 2, still carrying a 'General' fleetname in 1934.

(Photomatic)



The NS was a common type in 1934, but the 'Tunnel' versions were not so common! The domed roof and enclosed platform and stairs were a rare feature of these buses. They also were the last solid-tyred buses to run in London, in 1935.

The 108 variations were renumbered to a double-deck 108 and a single-deck 208 in October 1934, and here NS2222 is pictured just before the renumbering on the 108E variation. (J.Higham)



Single-deck routes were all grouped into the 200 series of route numbers. The Uxbridge to Pinner route 181B, the only bus service running through Ruislip, was renumbered 220.

The DA class of 18-seater small single-deck buses was becoming the standard small vehicle for fringe red bus routes. DA35 is seen here in Uxbridge alongside the ex-LUT tram tracks for the non-renumbered Tram route 7.

(J.Whiting collection)

CENTRAL BUSES

London Transport came into being on 1st July 1933 as the London Passenger Transport Board (LPTB), and inherited not only a motley collection of buses, coaches and trams, but a complex and by this time an unwieldy route numbering system. As one of its first major actions to standardise bus operations in London, the 'Bassom' system of route numbering was abandoned and many bus routes lost the many suffix letters used hitherto, and some were completely renumbered into a standard system.

Route numbering in London has its origins on 30th April 1906 when the 'Vanguard' company first introduced numbers to identify its routes. By August 1909, destination indicators became a condition of licensing motor-buses. By 1922, the LGOC's associations and takeovers had produced a virtual monopoly, when the "Chocolate Express" heralded an era of colourful operations with the return of the Independents to London's streets. Thus, with many companies and many numbering systems, the route numbering in London had become rather haphazard and so had their operation. To control the situation, the London Traffic Act of 1924 was introduced, and the Metropolitan Police became the sole regulating authority for their area, and through their Public Carriage Officer, all vehicle licensing, time and fare schedules, and the numbering of the routes themselves became the responsibility of the Police. Chief Constable Bassom devised a numbering system which was compulsory, and affected all companies including the 'General' and all the Independents. Under the system each main route had a separate number and every scheduled short-working had a suffix letter. The complete length of the route was given the main number, and such was the way of operating that some routes hardly ever saw a bus bearing a non-suffixed number. Thus the 11E was the usual all-day service between Liverpool Street and Shepherd's Bush, and the plain 11 only appeared on buses extended to the White City Stadium for sporting occasions!

The Bassom system arranged route numbers in blocks, and was introduced on 1st December 1924. The numbers 1 to 299 were for LGOC Central area bus routes, and including those routes worked by both LGOC and Independent buses; Central area routes worked entirely by Independents were numbered in the 500s and 600s. Country Area routes running into or within the Metropolitan Police Area were numbered in the 300s (to the north operated by 'National') or 400s (to the south operated by 'East Surrey'). Other National and East Surrey routes outside the Police area retained their own separate numbering system.

To take some examples of the Bassom system, we can see how it altered things. Prior to the introduction of the scheme on 1st December 1924, the 49 group had had several projections westward from Shepherd's Bush to the Ealing and Wembley areas at various times, and by the date of change, the remaining sections worked from Shepherd's Bush to Streatham Common (as 49) and to Lewisham (as 49A). The new system reversed this numbering, the full length to Lewisham becoming 49 and the short-working to Streatham Common the 49A! The 49 soon became a casualty of the inflexible Bassom system when the route was extended again to the Wembley Exhibition in 1925; the full route to Wembley thus became the plain 49, and the main all-day Shepherd's Bush-Lewisham route the 49C. By October 1934, the numbers 49A and 49C were the order of the day when both became plain 49, the number the route has retained ever since although minor route surgery has been subsequently effected at both ends. In general, bifurcations from the main services were given their own numbers, usually in succeeding hundreds, so we had 25, 125 and 26, 126, 36, 136 and so on. The old 10 and 10A (pre 1924) became 10 and 100 as there was a divergence of roads at Wanstead. By October 1934, so many short-workings and overlapping sections were in operation on some routes that a most complex situation had arisen. For example, the 25, 26, 125 and 126 group that became the 25/A/B/C, had no less than sixteen variations and the plain number 26 was not even used at all, as no buses actually worked right through from Victoria to Lambourne End.

The setting-up of the L.P.T.B. in 1933 gave it the authority not only to acquire all operators within the designated area but also to determine their own route numbering. Ten years of route alterations and the enlargement of the operating area, coupled with the comings and goings of the Independents had produced a complicated route numbering system, with the amount of route number plates and destination blinds required being legion. The L.P.T.B. thus set about dismantling the 'Bassom' system and establishing their own, at the same time allowing for future expansion and incorporating an extension of the 'block' numbering to the rest of the newly-acquired Country Area.

The new system of route numbers from 3rd October 1934 was, if not completely logical, some considerable improvement over its predecessor, and forms the basis of the London area bus route structure that is still essentially familiar today, 45 years later. However, no hard-and-fast rule seemed to apply where routes were similar and traversed many of the same roads. Some of the 'succeeding hundred' numbers were retained, but others gained a suffix letter to distinguish their bifurcation. For example, the 18, 118, 518, 218 groups all running from London Bridge or Kings Cross along the Harrow Road to Harrow Weald, Acton, Finchley or Hanwell respectively became 18, 18A, 18B, 18C although at the outer ends the divergence in routeings was quite considerable. Conversely, Routes 36 and 136 running from West Kilburn to Catford together, then going on to Hither Green (36) or to Southborough (136) retained their numbers although it might have been assumed that they would have become 36 and 36A. Other examples occurred throughout London, e.g. 23, 123 became 23, 23A but 83, 183 stayed as 83, 183.

Routes worked by single-deck buses were all grouped into the series from 200 upward, and this caused much upheaval as of course double-deck routes already in the 200s had to be renumbered downward. Thus the Ilford-Leytonstone 248 route using LTs became the 147, the number 248 being re-used over at Upminster. In this exercise two routes in fact swapped numbers. Route 219, a local route in Wembley recently double-decked to ST operation became the 79, and the old 79 (Kingston-Woking via Weybridge) assumed the number 219; both routes have retained these numbers ever since, though altered slightly.

All-night routes were numbered downward from 299, reaching only to 290. Certain daytime routes that had all-night journeys over the same routeing retained their daytime numbers. Thus route 17 (London Bridge-Southall) had both daytime and night journeys over the whole length of route - the night route still survives essentially unchanged today in our N89(ex 289). Where they had to be renumbered, as many routes as possible kept as closely as they could to the old number. Thus many of the lower-numbered routes especially kept their numbers, apart from the loss of the various suffixes, and many higher-numbered routes assumed a similar number when a convenient gap occurred. Thus single-deck routes 110,113,115 became 210,213,215, while 91,233,291 became 291,33,91 respectively. One oddity, albeit temporary, was the operation from Romford Garage(now re-named Hornchurch)of route G40 between Romford and Grays. This was renumbered in the October 1934 system in the Northern Country Area series as 370 in anticipation of its future operation from Grays Garage. It was transferred to Grays on 12th December 1934.

This then, was the new system on London's Central Buses. The tramway systems were also affected to a small degree and the opportunity was taken at the same time to renumber several of the routes taken over from the smaller Companies and Corporations, although several routes that were due for either withdrawal or trolleybus replacement were left alone.(See pages 46-49 and LOTS' SUP-8 for full details of the tram services and replacement routes). More numbers in the basic blocks for bus routes came to be gradually used as new routes were started in developing areas, and the 500 and 600 blocks were again used, this time when the trolleybuses came from 1935, the ex-London United trolleybuses already in use starting off the system with route numbers 601 to 605. Most later trolleybus routes merely used the old tram numbers with 500 or 600 added. Remaining post-war tram services were replaced in 1950-52 and the trolleys themselves in 1959-62.

These developments of course put much pressure on the 1934 numbering scheme, and most of the remaining 200-series numbers had to be used for bus services, many of them double-deck. It was the War that heralded the cessation of exclusive use of the 200s for single-deck routes, and several single-deck routes were upgraded to double-deck because of developing traffic for housing development in the late 'thirties, and for wartime transport to factory areas, etc. Thus in 1939 the 225 between Raynes Park and Lower Morden was renumbered 50 with STLs and extended through to Morden, while the 231, by 1939 working through from Hampstead Heath to Kew Green was double-decked throughout becoming the 70. These routes are the predecessors of our present-day M1 and 187 routes. A handful of 200-series routes had had certain double-deck workings, such as the 240 on Saturdays between Golders Green and Mill Hill(where the low bridge was), but up to 1942 a conversion to double-deck had meant a renumbering. This system was abandoned when route 220(Pinner-Uxbridge) was double-decked on 25th March 1942 and retained its number. Subsequently, revisions involving double-decking have usually remained unchanged. On the face of it, it seems illogical that the single-deck routes were singled out in the first place in 1934 as it was a period of considerable suburban housing development which would have inevitably meant much change in the routes and the vehicle types. However, in spite of all the route developments, it was not until exactly thirty-one years after the system was introduced that a route change programme put a number other than a 200-series one on a single-decker (apart from occasional emergency use especially in the War). On 3rd October 1965 route 20B began with RFs to take over the northern section of route 20 between Loughton and Epping on Mons-Fris and Sundays. On 8th August 1966 route 121 at Enfield was converted to RF from RT on Mons-Fris, and new RF route 136 began at Harrow. Thus the end had come completely to the separation of numbers.

So many new numbers were needed for tram and trolleybus conversions and for route developments that several measures had to be taken. The all-night routes in the 280s and 290s were renumbered on 28th September 1960 into the N80s and N90s. Several main routes had to be split for reasons such as traffic congestion or differing passenger loadings, and some 'suffixing' occurred. Thus we have the 20/20B referred to above, and more recently the 12/12A. It can be argued whether this policy was to avoid having to use more of the increasingly-rare gaps in the numbering sequence or to maintain some semblance of a link between the old and the new sections of route. It has, however, caused some anomalies such as routes 108 and 108B, which due to successive route changes are, in 1979, worked by different types and different garages and serving completely different areas of London, only briefly meeting for under a mile at Blackheath! Other examples can be found all over London. The much-heralded Reshaping Plan of 1968 saw the start of several short flat-fare services which were distinguished by prefix letters, the first ones being at Wood Green numbered from W1. The 500 series was resurrected yet again on the Red Arrow routes starting with route 500 in April 1966, and a couple of limited-stop routes 615 and 616 came into being, the former lasting only a very short time.

The 1934 renumbering scheme has thus stood the test of time remarkably well, although its shortcomings have never really been surmounted. Many routes, especially those in Central London, can be traced back quite easily to their origins. The same principle of using suffix letters to indicate sets of routes over similar roads survives, but still with anomalies. The 154 and 157 routes of 1979 are much more similar than, for example, the 122,122A or the 247,247A,247B groups. The first bus map issued by the London General in 1911 shows route 9 (Barnes-Liverpool Street) and 19(Clapham Junction-Highbury Barn), and these are virtually unchanged today. However, with the anomalies and the need to use other varied numbering sequences, perhaps a Bassom-type system without the suffixes would not be such a bad idea nowadays, with every bifurcation numbered in succeeding hundreds perhaps! However, neat and tidy though this may be from the point of view of an enthusiast, do the travelling public really worry what the route number is as long as they can identify it? And in the present economic climate is it really worth the expense in blinds, bus stops and publicity, etc? Our present route numbering system is therefore assumed to be here to stay - prefix letters after all have opened the way to almost infinite adaptation of the basic 1 to 299 block.

The Renumbering Programme

This summary gives a cross-reference from the old route numbers to the new. Route details for the new scheme will be found in the Route List on pages 10-13.

Old	New	Old	New	Old	New
1A,1C,1D	1	73A,73E	73	152	152
2,2B,2C	2	74,74B,74C	74	153	153
3	3	75	75	154	233
4,4B	4	76,76A,76B	76	155B,155C	245
5A	5	77,77A,77E	77	156,156A,156C	156
6,6A,6C,6E,6F	6	78,78A	78	157	157
7,7A,7D,7E	7	79	219	158	158
8A,8B,8D	8	80	80	159,159A,159B,159C	159
9,9B,9C	9	81,81A	81	160	8A
10,10A,10B,10D	10	83,83B,83C,83F	83	163,163B	23C
11A,11E	11	84	84	164	164
12,12A	12	85	85	165C	164A
13,13A,13B,13D	13	86A,86C	86	166	166
14,14A,14D	14	87	234	167,167A	34B
15A,15B,15F	15	88,88A,88B	88	168D	68
16,16A,16D,16E	16	90,90B	90	169B	169
18,18A,18C,18E	18	91	291	171,171A	214
19C,19D	19	92,92E	9	172,172C	175A
20,20D	21A	93,93A,93B,93C,93E	93	173	73A
21,21A,21B,21D,21E	21	94	294	173A,173D,173E	73B
22	22	95	95	175,175B,175C	175
23,23F	23	96	96	176	76A
24	24	97,97A	97	177	77A
25,25A,25B,25C,25E	25	99A	99	178	178
26A,26B,26C,26D,26E,26F	25A	100,100B	10A	179	194
27,27E,27F	27	101,101A,101B	101	180	80A
28A,28E	28	103	200	181B	220
29,29A,29B,29E	29	104,104B	240	182,182A	82
30,30A,30E,30F	30	105	201	183,183B	183
31	31	106A,106B	106	184,184A,184B,184C,184D,184E	17
32,32A,32E	32	108A,108B,108E	108	186	86A
33,33A,33B	33	108D	208	187	247A
35,35A	35	109,109A,109B,109D	227	194,194A	194
36	36	110	210	195	228
37,37A,37B,37D,37E	37	111,111B	212	197	197
38,38A,38E	38	112,112A,112C	12	198	216
39	39	113	213	199,199A,199B	124A
40,40A	40	114,114A	114	202	202
41A	232	115	215	204	204
41B	41	116A,116B	116	205,205A,205B	205
42,42A	42	117A,117C,117E	117	206	206
43,43C	43	118,118A,118F	18A	207	207
44	44	120,120A	120	209,209A	209
45	45	121A,121C,121D	121	211	211
46,46A	46	122	23	214C	113
47,47A,47B	47	123,123D	23A	216	50
48A,48D	48	125,125B,125C	25B	218A,218C	18C
49A,49C	49	126,126B	25C	219	79
50	5	127A,127B	27A	222	23D
52,52A	52	130	39	224	204
53,53A	53	132,132A	132	225,225A	225
54	54	133	133	226	226
55,55A,55D	55	134,134A	133A	230	230
56	56	136	136	231,231B	231
57	57	137	237	233,233A	33
58,58E	59	138	38A	234	148
59A,59B	59	140,140A	140	235	235
60,60A,60C	60	141	241	248	147
61,61A	217	142,142A	142	254	64
62	218	143,143A	143	255	155
63,63A	63	144A	43	263	236
64	6A	145,145A,145F	145	273,273B	73C
65,65A,65B	65	146	146	284,284A	134
66	66	146A,146B	146A	285A	235
67,67A	67	148C,148D	148	289,289A	89
68,68B,68C	68	149	149	291B,291C,291D,291E	91
69A,69B,69C,69E	69	150	101A	293,293C	87
70B	70	151,151A,151D	23B	297	239

Renumbering Scheme (Continued)

Old	New	Old	New	Old	New
299,299B	124	526	26	617,617F	298
305,305A	246	536,536C	137	618	6
306B,306D,306F	242	538	238	619	290
307	107	539,539A	238A	620,620A	20
308D,308E	103	549	71	621A,621B	243
353	221	551,551E	251	623	100
369B	69	601	299	629	29
373,373A	72	602	102	629A	29A
411	51	603	244	G 1	109
501	222	604	34	G 2	247
502B,502C	98	608	58	G 3	248
505,505A	223	609,609A	229	G 4	249
506,506B	224	610,610A,610D	61	G 5	252
511A,511B	34A	611	295	G 5A	252A
515,515A	69A	613	296	G 5B	252B
516	69B	614,614A	297	G 6	250A
518,518A,518C	18B	615	292	G 7	250
522E	60A	616	293	G 40	370

Hereunder is a summary of the 244 new route numbers, with the old ones alongside. Suffix letters have been omitted except with old routes 41A/B,108A/B/D/E,146/A/B,173/A/D/E,629/A which received separate numbers as slightly different routings were involved. (Note * below refers).

New	Old	New	Old	New	Old	New	Old	New	Old
1	1	34	604	75	75	135	285	221	353
2	2	34A	511	76	76	136	136	222	501
3	3	34B	167	76A	176	137	536	223	505
4	4	35	35	77	77	140	140	224	506
5	5,50	36	36	77A	177	142	142	225	225
6	6,618	37	37	78	78	143	143	226	226
6A	64	38	38	79	219	145	145	227	109
7	7	38A	138	80	80	146	*146	228	195
8	8	39	39,130	80A	180	146A	*146A/B	229	609
8A	160	40	40	81	81	147	248	230	230
9	9,92	41	*41B	82	182	148	148,234	231	231
10	10	42	42	83	83	149	149	232	*41A
10A	100	43	43,144	84	84	152	152	233	154
11	11	44	44	85	85	153	153	234	87
12	12,112	45	45	86	86	155	255	235	235
13	13	46	46	86A	186	156	156	236	263
14	14	47	47	87	293	157	157	237	137
15	15	48	48	88	88	158	158	238	538
16	16	49	49	89	289	159	159	238A	539
17	184	50	216	90	90	164	164	239	297
18	18	51	411	91	291	164A	165	240	104
18A	118	52	52	93	93	166	166	241	141
18B	518	53	53	95	95	169	169	242	306
18C	218	54	54	96	96	175	175	243	621
19	19	55	55	97	97	175A	172	244	603
20	620	56	56	98	502	178	178	245	155
21	21	57	57	99	99	183	183	246	305
21A	20	58	608	100	623	194	179,194	247	G2
22	22	59	58,59	101	101	197	197	247A	187
23	23,122	60	60	101A	150	200	103	248	G3
23A	123	60A	522	102	602	201	105	249	G4
23B	151	61	610	103	308	202	202	250	G7
23C	163	63	63	104	224	204	204	250A	G6
23D	222	64	254	106	106	205	205	251	551
24	24	65	65	107	307	206	206	252	G5
25	25	66	66	108	*108A/B/E	207	207	252A	G5A
25A	26	67	67	109	G1	208	*108D	252B	G5B
25B	125	68	68,168	113	214	209	209	290	619
25C	126	69	69,369	114	114	210	110	291	91
26	526	69A	515	116	116	211	211	292	615
27	27	69B	516	117	117	212	111	293	616
27A	127	70	70	120	120	213	113	294	94
28	28	71	549	121	121	214	171	295	611
29	*29,629	72	373	124	299	215	115	296	613
29A	*629A	73	73	124A	199	216	198	297	614
30	30	73A	*173	132	132	217	61	298	617
31	31	73B	*173A/D/E	133	133	218	62	299	601
32	32	73C	273	133A	134	219	79		
33	33,233	74	74	134	284	220	181	370	G40

List of Central Bus Routes at 3rd October 1934

This is a list of all Central Area bus routes as they were constituted at 3rd October 1934. Old numbers, where they had been renumbered, will be found on pages 6-7 ; a list of garages with routes operated is on page 14 ; the allocation of buses to the routes, with operating garages, will be found on pages 15-18 ; routeings of the services listed below are on the map pages 20-29. All routes run DAILY throughout unless otherwise specified. The term 'Weekdays' which is not usually used these days, refers to Monday to Saturday operation. Where there is a possibility of confusion, or where more than one terminal point was in use, the precise terminal is defined in brackets alongside the terminal name. Summer-only routes are not shown as they were not in operation in October 1934.

- 1 Willesden(Pound Lane)- Lewisham.(Rennell St).
- 2 North Finchley(Swan & Pyramids)- Crystal Palace. (Also DAILY jnys to West Norwood(Rosendale).
- 3 Camden Town(Camden Gardens)- Crystal Palace.
- 4 Finsbury Park(Station Place)- Bermondsey(Queen Charlotte).
- 5 Mitcham Common(Manor Road)- Upton Park(Forest Gate Garage).
- 6 Willesden(White Hart)- Hackney Wick(DAILY)- Leyton Town Hall(WEEKDAYS, peak hours and evenings).
- 6A Waterloo Station- Hackney Wick(WEEKDAYS, morning peak hours only).
- 7 Acton Vale(Kings Arms)- Liverpool Street Station (WEEKDAYS).
- 8 Old Ford- Willesden(White Hart) or Kingsbury(Blackbird Cross) (DAILY, to both terminals);
Certain jnys extended to Wembley Stadium (THURSDAYS, evenings, until 18 Oct 1934).
- 8A Old Ford- London Bridge Station (WEEKDAYS).
- 9 Barnes(Mortlake Garage)- Liverpool Street Stn(WEEKDAYS) or Romford(New Mill Inn) (SUNDAYS).
- 10 Victoria(Buckingham Palace Rd)- Abridge (WEEKDAYS) or
Elephant & Castle(Newington Causeway)- Abridge (SUNDAYS).
- 10A Elephant & Castle(Newington Causeway)- Epping Town(Cock).
- 11 Shepherds Bush(Wells Road)- Liverpool Street Stn.
- 12 South Croydon(Red Deer)- Park Royal(Coronation Road) (DAILY)- Harlesden(Willesden Junction)
(WEEKDAYS, early morning jnys only, and SUNDAYS).
- 13 Hendon(Bell)- London Bridge Stn. (WEEKDAYS).
- 14 Hornsey Rise- Putney Station (DAILY)- Kingston Vale and Kingston (WEEKDAYS, special jnys, peak hrs)
- 15 Ladbroke Grove(Eagle)- East Ham(White Horse) or Becontree Heath (WEEKDAYS), or
Acton Vale(Kings Arms)- East Ham(White Horse) (SUNDAYS).
- 16 Victoria Stn- Cricklewood(Crown) (DAILY)- Hendon(Station Road) (SUNDAYS);
Certain jnys extended to Wembley Stadium (THURSDAYS, evenings, until 18 Oct 1934).
- 17 London Bridge Stn- Southall(Western Road, Football Ground).
- 18 London Bridge Stn- Harrow Weald; Certain additional jnys from Kings Cross and from Harrow Road
(Plough) to Wembley Stadium (THURSDAYS, evenings, until 18 Oct 1934).
- 18A London Bridge Stn- Park Royal(Coronation Road) (WEEKDAYS)- Acton(GWR Stn)(WEEKDAYS, peak hours).
- 18B London Bridge Stn- Finchley(Memorial) (MONS-FRIS, and SATS a.m.); or
Kings Cross- Finchley(Memorial) (SATS, p.m. and SUNDAYS).
- 18C Hanwell Garage- Wembley Stadium(WEEKDAYS), or Kings Cross (SUNDAYS).
- 19 Finsbury Park(Rock St)- Tooting Bec Station (DAILY)- Streatham Common(Greyhound) (SUNDAYS).
- 20 Kingston- Guildford(Horse & Groom). (SATS & SUNS only).
- 21 Wood Green(Turnpike Lane Stn)- Farningham(Bull).
- 21A Wood Green(Turnpike Lane Stn)- Welling(Guy, Earl of Warwick).
- 22 Putney Common- Homerton.
- 23 Rainham(Clock Tower)- Marylebone Stn (WEEKDAYS) or Wormwood Scrubs (SUNDAYS).
- 23A Gidea Park(Gallows Corner)- Marylebone Stn (WEEKDAYS).
- 23B Becontree(Chittys Lane)- Marylebone Stn (WEEKDAYS, Rush hours); also Becontree(Chittys Lane)-
Aldgate (SATS, afternoons).
- 23C Upton Park(Boleyn)- Creekmouth. (DAILY, irregular jnys).
- 23D Dagenham(Church Elm)- Wormwood Scrubs (SUNDAYS).
- 24 Hampstead Heath- Pimlico(Grosvenor Road).
- 25 Victoria Station- Seven Kings Garage (WEEKDAYS); or Bank- Little Heath (SUNDAYS).
- 25A Victoria Station- Chigwell Row (DAILY)- Lambourne End (WEEKDAYS, Certain jnys).
- 25B Victoria(Ebury Bridge)- Upminster(Bell Corner).
- 25C East Ham(White Horse)- Aldgate (WEEKDAYS)- Victoria Station(MONS-FRIS, and SATS a.m.)
- 26 Wandsworth Bridge- North Finchley(Swan & Pyramids).
- 27 Hounslow- Highgate(Archway Stn) (DAILY)- Muswell Hill Broadway(WEEKDAYS).
- 27A Teddington(Clarence Hotel)- Highgate(Archway Stn) (DAILY)- Muswell Hill Broadway (SUNDAYS).
- 28 Wandsworth Bridge- Golders Green Stn (DAILY)- Hendon(Bell) (SUNDAYS).
- 29 Victoria Station- Potters Bar(Garage). (Almost all jnys to Potters Bar started from Turnpike
Lane Stn, while most jnys from Victoria terminated at Southgate Stn).
- 29A Wood Green(Turnpike Lane Stn)- Potters Bar(Cranborne Road).
- 30 Roehampton- Hackney Wick (DAILY); Certain jnys to Hackney Stadium (WEEKDAYS, afternoons and
evenings when Stadium open).
- 31 Camden Town(Britannia)- Chelsea(Stanley Arms).
- 32 Raynes Park Stn- Turnham Green(Church). (WEEKDAYS).
- 33 Aldwych- Richmond(Bus Stn) (WEEKDAYS)- Twickenham Stn (SATS, p.m.), or
Old Ford- Richmond(Bus Stn) (SUNDAYS).
- 34 Stratford Broadway- Whetstone(Griffin).
- 34A Stratford Broadway- Chingford Mount (DAILY)- Chingford(Royal Forest Hotel) (WEEKDAYS).
- 34B Edmonton Stn- Walthamstow(Crooked Billet) (MONS-FRIS, Rush hours, and SATS, all day).

- 35 Highams Park Stn- Clapham Common Stn.
36 West Kilburn- Hither Green Stn.
37 Hounslow Heath- Peckham(Lord Hill) (DAILY)- Old Kent Road(Bus Garage) (SATS,p.m.).
38 Victoria Station- Chingford(Royal Forest Hotel).
38A Victoria Station- Loughton(Crown).
39 Edmonton(Park Road)- Southfields Station(WEEKDAYS) or Raynes Park Station (SUNDAYS).
40 Wanstead Station- Camberwell Green.
41 Crouch End Broadway- Walthamstow(Forest Road,near Blackhorse Lane).
42 Finsbury Park(Station Place)- Camberwell Green (DAILY)- Clapham Common Stn (SATS & SUNS).
43 Friern Barnet- London Bridge Stn (DAILY)- South Croydon(Swan & Sugar Loaf) (SUNDAYS).
44 Victoria Station- Kings Cross (WEEKDAYS).
45 Kings Cross- Clapham Common Stn (WEEKDAYS).
46 Victoria Station- Alperton Stn.
47 Shoreditch Church- Farnborough (DAILY)- (One jny ext.to Green Street Green)(WEEKDAYS,early a.m.)
48 Golders Green Stn- Blackheath(Royal Standard).
49 Shepherds Bush Green- Lewisham(Rennell Street).
50 Hounslow- Heston- Hounslow West- Hounslow. (Circular route, both directions).
51 Sidcup Stn- Bromley North Stn.
52 Victoria Station- Mill Hill Broadway.
53 West Hampstead- Plumstead Common (WEEKDAYS) or Plumstead Garage(Bostall Woods) (SUNDAYS).
54 Selsdon- Plumstead Common(The Slade).
55 Greenford(Red Lion)- Chiswick(Edensor Road); Also jnys to Grove Park (WEEKDAYS).
56 Mile End Station- Cubitt Town(Stebondale St).
57 Poplar(Blackwall Tunnel)- Cubitt Town(Stebondale St).
58 Golders Green Stn- Highgate(Archway Stn).
59 Camden Town(Camden Gardens)- Chipstead Valley.
60 Old Ford- Hendon(Station Road) (WEEKDAYS)- Colindale Stn (WEEKDAYS,peak hours and certain off-peak journeys only).
60A Edgware(The Boot)- Aldwych. (WEEKDAYS,morning peak hours only).
61 Eltham(Well Hall Stn)- Orpington(Maxwell Arms).
63 Honor Oak- Chalk Farm Stn(WEEKDAYS) or Hampstead Heath (SATS,p.m. and SUNS).
64 West Croydon Stn- Selsdon.
65 Ealing(Argyle Road)- Leatherhead(Bull).
66 Leytonstone(Green Man)- Gidea Park Stn.
67 Stoke Newington- South Wimbledon Stn (DAILY)- Raynes Park Stn (SUNDAYS).
68 Chalk Farm Stn- South Croydon(Red Deer) (DAILY). Also certain jnys operate between Kings Cross and Waterloo (WEEKDAYS,morning peak hours only).
69 Wormley- Camberwell Green (DAILY). Also certain jnys operate between Edmonton Stn and Herne Hill (WEEKDAYS,peak hours only).
69A Ponders End(Southbury Rd)- Brimsdown(Power Stn) (DAILY, Irregular works service).
69B Ponders End(Southbury Rd)- Ponders End(The Alma) (WEEKDAYS,peak hours only).
70 Morden Stn- Epsom(Clock Tower). (Joint operation with Country Buses)
71 Kings Cross- Southall(Western Road,Football Ground) (SUNDAYS).
72 Hammersmith(Brook Green)- Roehampton- Dover House Rd- Hammersmith(Brook Green). (WEEKDAYS, circular route, both directions).
73 Stoke Newington- Richmond(Bus Stn).
73A Stoke Newington- Roehampton (SUNDAYS).
73B Stoke Newington- Hammersmith Bdy (WEEKDAYS)- Barnes(Sun Inn) (WEEKDAYS,peak hours).
73C Finsbury Park(Rock St)- Hammersmith Bdy (WEEKDAYS)- Barnes(Sun Inn) (WEEKDAYS,peak hours).
74 Camden Town(Britannia)- Putney Station.
75 Woolwich(Free Ferry)- Caterham Valley.
76 Victoria Station- Edmonton(Park Road).
76A Victoria Station- Wood Green(Turnpike Lane Stn). (WEEKDAYS).
77 Kings Cross- Wallington Stn.
77A Kings Cross- Raynes Park Stn.
78 Shoreditch Church- West Wickham(The Wheatsheaf).
79 Alperton(Fox & Goose)- North Wembley(near Preston Road Stn). (WEEKDAYS).
80 Morden Stn- Lower Kingswood.
80A Morden Stn- Walton-on-the-Hill.
81 Hounslow- Windsor Castle.
82 Stepney East Station- Rotherhithe(Odessa Street).
83 Golders Green Stn- Ealing Broadway (DAILY)- Kew Green (MONS-FRIS,peak hours, and SATURDAYS).
(Additional service: Wembley Park Stn- Wembley Stadium (MON,WED,THUR,FRI,SAT,evenings).
(Additional service: Hendon Garage- Wembley Stadium (THURSDAYS,evenings).
84 Golders Green Stn- St.Albans(Market Place).
85 Putney Bridge Stn- Kingston.
86 Stratford Broadway- Brentwood(Yorkshire Grey).
86A Stratford Broadway- Upminster(Bell Corner).
87 Becontree Heath- Dagenham(Church Elm) (WEEKDAYS); Certain jnys to Ford Works(WEEKDAYS,irregular)
88 Acton Green- Belmont.
89 Plumstead Common(The Slade)- Bromley Common(Chatterton Arms) (WEEKDAYS); One journey extended to Westerham Hill (WEEKDAYS,early mornings).
90 Kew Gardens Stn- Staines(Bridge St).
91 Cranford(High St)- Hammersmith- Wandsworth Bridge(WEEKDAYS) or Brook Green (SUNDAYS).
93 Southall(White Swan)- Morden Stn (DAILY)- North Cheam (MONS-FRIS,peak hours and evenings, SATURDAYS & SUNDAYS,all day).

- 95 Hounslow- Yeading(West End).
- 96 Putney Common- Wanstead(Red House) (WEEKDAYS).
- 97 Greenford(Red Lion)- Brentford(Half Acre).
- 98 Uxbridge(Garage)- Hayes Station (WEEKDAYS)- Hounslow (SATURDAYS,p.m.)
- 99 Woolwich(Earl of Chatham)- Erith(Prince of Wales).
- 100 Barking(Axe Street)- Beckton Gas Works. (DAILY, Irregular service).
- 101 North Woolwich- Wanstead Station.
- 101A Upton Park(Boleyn)- North Woolwich (WEEKDAYS,morning peak hours).
- 102 Muswell Hill Broadway- Chingford(Royal Forest Hotel).
- 103 Romford(Parkside Hotel)- Dagenham(The Bull)(DAILY)- Aveley(Prince Albert) (DAILY,certain jnys).
- 104 North Woolwich- Fords Works (MONS-FRIS, peak hours).
- 106 Finsbury Park(Station Place)- Becontree(Chittys Lane); Also Certain jnys Finsbury Park- Royal Victoria Dock(Clyde Road) (WEEKDAYS,Irregular).
- 107 Whetstone(Black Bull)- Enfield Town.
- 108 Bromley-by-Bow- Crystal Palace.
- 109 Collier Row(Bell & Gate)- Upminster(Bell Corner) (DAILY)- Corbets Tey (SUNDAYS).
- 113 Hendon Central Stn- Mill Hill Broadway (WEEKDAYS).
- 114 South Harrow Stn- Mill Hill(Green Man).
- 116 Hounslow- Staines (Bridge St) (DAILY)- Egham(Eclipse) (SATS,p.m.)
- 117 Hounslow- Egham (Eclipse) (DAILY)- Windsor Castle (SUNDAYS).
- 120 Hounslow Heath- Hayes Station.
- 121 Mill Hill Broadway (SUNDAYS) or Hendon Garage (WEEKDAYS)- Peckham Rye (DAILY)- East Dulwich (WEEKDAYS,peak hours).
- 124 Pimlico- Ponders End(Enfield Garage).
- 124A Pimlico- Edmonton(Park Road) (WEEKDAYS,off-peak,and SUNS) or Edmonton(Cooks Ferry) (WEEKDAYS,peak hours).
- 132 Lewisham(Rennell St)- Bexley Village(Kings Head) (DAILY)- Dartford(Westgate Rd) (SUNDAYS).
- 133 Liverpool Street Stn- South Croydon(Swan & Sugar Loaf) (WEEKDAYS).
- 133A Liverpool Street Stn- Addiscombe(Black Horse) (WEEKDAYS).
- 134 Victoria(Coach Station)- Potters Bar Garage.
- 135 Victoria(Coach Station)- Arkley(The Arkley Hotel).
- 136 West Kilburn- Southborough.
- 137 Highgate(Archway Stn)- Elmers End (DAILY)- West Wickham(Wheatsheaf) (SUNDAYS).
- 140 Colindale Stn- Northolt Stn.(DAILY); Additional jnys South Harrow Stn- Northolt Racecourse(MONS)
- 142 Kilburn Park Stn- Watford Junction Stn.
- 143 Hendon Central Stn- London Bridge Stn (DAILY)- South Croydon(Swan & Sugar Loaf) (SUNDAYS).
- 145 Dagenham(Frizlands Lane)- Chingford(Royal Forest Hotel).
- 146 Lewisham(Rennell St)- Westerham Hill (SATS & SUNS).
- 146A Lewisham(Rennell St)- Downe.
- 147 Ilford(Ley St)- Leytonstone(Green Man). (WEEKDAYS).
- 148 Leytonstone(Green Man)- Dagenham(Chequers) (DAILY)- Certain jnys extended to Dagenham Dock (WEEKDAYS,Irregular) or to Fords Works (MONS-FRIS,Irregular).
- 149 Ilford(Ley St)- Becontree(Five Elms).
- 152 Kingston- Mitcham(Cricketers).
- 153 West Hampstead- Plumstead Common (WEEKDAYS).
- 155 Turnham Green Station- Chiswick(Edensor Road) (MONS-FRIS,peak hours, & SATS,all-day).
- 156 Morden Stn- Cheam- Sutton- Morden Stn. (Circular route, both directions).
- 157 Morden Stn- Wallington Stn. (WEEKDAYS)
- 158 South Harrow Stn- Watford Junction Stn.
- 159 Camden Town(Camden Gdns)(WEEKDAYS) or Oxford Circus. (SUNDAYS)- Thornton Heath(Clock Tower)(DAILY)- South Croydon(Swan & Sugar Loaf) (MONS-FRIS,Certain jnys, SATS p.m., SUNS all-day).
- 164 Morden Stn- Epsom(Clock Tower).
- 164A Morden Stn- Burgh Heath.
- 166 Waterloo- London Bridge Stn (WEEKDAYS,peak hours).
- 169 South Hampstead(Swiss Cottage)- Norwood Junction Stn.
- 175 Stapleford Abbots- Dagenham(Chequers) (DAILY)- Fords Works (WEEKDAYS, Irregular).
- 175A Upminster(Bell Corner)- Fords Works (MONS-FRIS,Irregular); Also a Special service between Dagenham(Chequers) and Ford Works (SATS,Irregular).
- 178 Croydon(Katharine St)- Addiscombe(Black Horse).
- 183 Golders Green Stn- Northwood Stn.
- 194 Croydon Aerodrome- West Wickham(Railway Hotel).
- 197 Croydon(Katharine St)- Norwood Junction Stn.
- 200 Wimbledon Stn- Raynes Park Stn.
- 201 Kingston- Lampton.
- 202 Rotherhithe New Road- New Cross(Clifton Rise).
- 204 Enfield Town- Gordon Hill Stn (WEEKDAYS).
- 205 Chingford(Royal Forest Hotel)- Cuffley Station.
- 206 South Harrow Stn- Rayners Lane Stn.
- 207 Barnes(Railway Hotel)- Richmond Park(Golf Club).
- 208 Clapton Pond- Bromley-by-Bow.
- 209 Forest Hill(Waldram Rd)- Eltham(Southend Crescent).
- 210 Finsbury Park(Wells Terrace)- Golders Green Stn.
- 211 Ealing Broadway Stn- Greenford(Eastmead Avenue) (WEEKDAYS).
- 212 Finsbury Park(Wells Terrace)- Muswell Hill Bdy.
- 213 Kingston- Belmont.
- 214 Kingston- Chertsey(St. Ann's Road).

- 215 Kingston- Guildford(Horse & Groom) (MONS-FRIS).
- 216 Kingston- Staines(Bridge St) via Sunbury.
- 217 Kingston- Staines(Bridge St) via Chertsey.
- 218 Kingston- Staines(Bridge St) via Laleham.
- 219 Kingston- Woking Stn.
- 220 Pinner(Red Lion)- Uxbridge(Garage).
- 221 Pinner(Red Lion)- North Harrow Stn. (WEEKDAYS).
- 222 Uxbridge(New Inn)- Hounslow Central Stn.
- 223 Ickenham- Richings Park (WEEKDAYS).
- 224 Uxbridge(New Inn)- Stanwell via Staines (WEEKDAYS); Staines(Bridge St)- Stanwell (SUNDAYS).
- 225 Raynes Park Stn- Grand Drive(Meadow Close) (DAILY)- Lower Morden Cemetery(SUNDAYS).
- 226 Golders Green Stn- Cricklewood Broadway(Ash Grove).
- 227 Penge(Crooked Billet)- Welling(Guy, Earl of Warwick).
- 228 Eltham(Well Hall Stn)- Chislehurst(Queen's Head).
- 229 Penge(Crooked Billet)- Bromley North Stn.(DAILY); Additional service (double-deck)-
Beckenham(War Memorial)- Wickham Way (WEEKDAYS, peak hours).
- 230 North Harrow Stn- Northwick Park Stn.
- 231 Hampstead Heath- Harlesden(Willesden Junction) (DAILY)- Extended to Park Royal(Coronation Rd)
(SUNDAYS, afternoons).
- 232 Highgate(Archway Stn)- Crouch End Broadway.
- 233 Finsbury Park(Wells Terrace)- Muswell Hill(Victoria Hotel).
- 234 Streatham Common(Greyhound)- Purley.
- 235 Cheam Station- Banstead(Victoria Hotel) (WEEKDAYS). (Note: Route withdrawn 12 October 1934).
- 236 Finsbury Park(Rock Street)- Leyton High Road(Cricket Ground).
- 237 Hounslow- Chertsey Station.
- 238 Forty Hill- Stroud Green (WEEKDAYS).
- 238A Forty Hill- Edmonton Stn.
- 239 Tufnell Park(Tufnell Park Hotel)- Kings Cross. (WEEKDAYS).
- 240 Golders Green Stn- Edgware Stn.(DAILY); Additional service (double-deck)- Golders Green Stn-
Mill Hill Broadway (MONS-FRIS, Certain jnys only; SATURDAYS all day).
- 241 Edgware Stn- Borehamwood(Red Lion).
- 242 Waltham Cross- Waltham Abbey(Green Man) (DAILY)- Epping Forest(Volunteer) (TUES, THURS, SATS,
Special jnys only).
- 243 Peckham(Lord Hill)- Nunhead- Peckham(Lord Hill) (Circular route, both directions).
- 244 Muswell Hill Broadway- Southgate(Chase Side Tavern).
- 245 South Wimbledon Stn- Morden Stn. (DAILY); Additional service (double-deck)- South Wimbledon Stn-
Malden(Fountain) (WEEKDAYS, Certain jnys only).
- 246 Hornchurch Station- Collier Row(White Hart).
- 247 Romford(Eastern Avenue/Mawneys Rd)- Brentwood(Robin Hood & Little John).
- 247A Chadwell Heath- Harold Wood Station (WEEKDAYS) or Harold Wood(Shepherd & Dog) (SUNDAYS).
- 248 Upminster Station- Cranham(Post Office).
- 249 Upminster Station- Corbets Tey. (WEEKDAYS).
- 250 Romford(Rainham Rd, Gordon Avenue)- Epping Town(Cook).
- 250A Romford(Rainham Rd, Gordon Avenue)- Ongar(Four Wants Corner).
- 251 Arnos Grove Stn- Burnt Oak.(DAILY); Additional service (double-deck)- Arnos Grove Stn- Whetstone
(WEEKDAYS, Certain jnys only).
- 252 Romford(Birch Road)- Noak Hill(Pentowan).
- 252A Romford(Birch Road)- Harold Wood Station.
- 252B Romford(Birch Road)- Emerson Park(Wingletye Lane).
- 370 Romford(New Mill Inn)- Grays(Kings Arms).

All-night services

- 290 Pimlico- Edmonton(Park Road).
- 291 Willesden(Pound Lane)- Liverpool Street Stn.
- 292 Aldwych- Liverpool Street Stn, via Holborn, Bank, Moorgate.
- 293 Aldwych- Liverpool Street Stn, via Holborn, Bank, Aldgate.
- 294 Cricklewood Garage- Liverpool Street Stn.
- 295 Barking Garage- Charing Cross(Trafalgar Sqaure).
- 296 Leyton Garage- Waterloo.
- 297 Turnham Green Church- Liverpool Street Stn.
- 298 Hornchurch(Romford Garage)- Charing Cross(Trafalgar Square).
- 299 Leyton Garage- Ludgate Circus.
- 17 Southall(Brent Road)- London Bridge Stn.

All the above services operated Sun.night/Mon.morning to Fri.night/Sat.morning exclusive; 298 also ran Sat.night/Sun.morning between Romford Garage and Aldgate only.

Additionally, daytime services 4,9,11,13 had late-night or early-morning journeys -

- 4 Ludgate Circus- Finsbury Park (Mon to Fri nights)
- 9 Ludgate Circus- Barnes(Mortlake Garage) (Mon to Fri nights)
- 11 Hammersmith- Liverpool Street Stn. (Mon to Sat early-mornings)
- 13 Ludgate Circus- Hendon(Bell) (Mon to Fri nights)

Central Area Independents

It may have been assumed that all operators had been taken over by London Transport in July 1933, but this was not so. Even as the consolidating renumbering scheme was brought in in October 1934 there were still four Independents working in the Central Area. However within a matter of weeks all four had gone, their buses being taken into stock and their routes absorbed into the main network. City was providing around three-quarters of the 137 service (still showing 536 or 536C on their buses) and Reliance worked the 366 between Leytonstone and Brentwood on their own. Otherwise most Independent operations were in the form of a nominal presence on established LGOC routes. The 'Bassom' numbering system was still applied to the Independent buses, and for a short time therefore both LT and Independent buses could be seen side by side on certain routes displaying both the old and the new numbers.

City Omnibus Co.Ltd. (Garage: Queens Road, Peckham).

3	Camden Town- Crystal Palace.	Weekdays	1 bus allocated
21D	Wood Green(Turnpike Lane Stn)- Lewisham.	Weekday peaks	1 " "
36	West Kilburn- Hither Green.	Weekdays	1 " "
37B	Peckham(Lord Hill)- Richmond.	Weekdays	2 " "
294	Edmonton Station- Pimlico.	Weekdays	2 " "
511B	Chingford(Royal Forest Hotel)- Stratford Bdy.	Weekdays	1 " "
536C	Highgate(Archway Stn)- Elmers End.	Weekdays	27 buses allocated
536	Highgate(Archway Stn)- West Wickham(Wheatsheaf).	Sundays	38 " "

It can be seen that, although City maintained a minimal presence on various routes, their main work was on the 536, with all Weekday buses concentrated on this service on Sundays when it was extended to West Wickham. L.T.worked just 10 buses on this route, numbered 137, being the 7 ex-United and the 3 ex-Birch workings already taken over. The City company, with 39 buses, was taken over on 5th November 1934, and the routes were absorbed into L.T. services 3,21,36,37,124A,34A,137.

Reliance Omnibus Co.Ltd. (Garage: Folly Lane, Chingford).

50	Streatham Common- Mitcham Common.	Weekdays	3 buses allocated(single-deck)
69A	Waltham Cross- Camberwell Green.	Sundays	9 " " (buses ex 50,366)
366	Leytonstone(Green Man)- Brentwood(Yorkshire Grey).	Weekdays	6 " " (double-deck)
511B	Chingford(Royal Forest Hotel)- Stratford Bdy.	Daily	5 " " "

Reliance worked alongside City on the 511B(LT.34A), and worked an exclusive route(366) duplicating the LT.66 service between Leytonstone and Romford, and then the LT.86 to Brentwood. On Sundays, both the single-deckers from the Mitcham Common shuttle 50 and the double-deckers from the 366 were concentrated on the 69A, working alongside LT.69 on that day. Reliance was taken over by LPTB on 6th November 1934, and the 366 received new number 92. The 50 was absorbed as a short-working on route 5 which already covered its whole length. 69A and 511B were renumbered 69 and 34A.

Victory Omnibus Co.Ltd. (Garage: 134 London Road, Romford).

25E	Victoria Stn- Seven Kings(Seven Kings Hotel).	Daily	2 buses allocated.
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The company, and the two buses, were taken over on 6th November 1934.

Imperial Bus Service (A.E.Blane Ltd). (Garage: 119 Marlborough Road, Romford).

- Collier Row- Upminster.
- Romford(Marlborough Rd)- Rainham(White Post Corner) via Abbs Cross Road, South End Road.

This company, which had eleven single-deck buses of various types was actually acquired by the Country Bus Department, the staff and vehicles going to Country Buses, but the routes were taken into the Central Buses network. From 28th November 1934, the Collier Row-Upminster route's timings were absorbed into the parallel LT.route 109, while the Rainham-Romford route was extended through to Collier Row(White Hart) and numbered 253.

Additionally, two operators worked medium-distance services into London from outside the area, and both survived well into postwar days.

Birch Bros.Ltd (Cathcart Street, Kentish Town), worked an hourly service between Kings Cross and Bedford, via Barnet, Welwyn, Codicote, Hitchin, Henlow. There were also some country services around Henlow. The London route remained (No.203), worked in postwar years by double-deck Leyland Titan coaches, and was eventually taken over by United Counties, who still run parts of the service today.

City Coach Company(New Empress) (Leighton Road, Kentish Town), worked between Wood Green and Southend via Romford, Brentwood, Billericay. Again, double-deck coaches were used but the service was eventually taken over by Eastern National, still in 1979 running the route as its no.251.

Independent operations in the Country Area will be found detailed on pages 46-47.

CENTRAL AREA BUSES

Brief notes concerning the vehicles themselves that operated the routes listed in this publication will be of use. A little under 6000 buses and coaches of many types were taken into stock on 1st July 1933 by the L.P.T.B. from a variety of operators in the newly designated London Bus Area. Many books are available to the enthusiast detailing all types and variations within the classes that were in service before and after this date.

Buses of the double-deck variety had always had open tops, but in May 1923 the 'NS' class went into production. This type was notable by its low centre of gravity which made the fitment of a top cover a possibility, but this feature was not permitted until well into 1925. The huge 'London Six' (LS type) followed in 1927 and had not only a covered top but an enclosed staircase. Pneumatic tyres had been first authorised on single-deck buses in 1925 and on double-decks in 1928. The NS class was gradually retrofitted with pneumatic tyres, but by October 1934 there were still a number of solid-tyred NSs scheduled for service on some routes (including routes 4,39,41 among others), and just over 200 were needed for all-day service. The NSs used on route 108 through the Blackwall Tunnel were specially-built buses with covered-top 'clerestory roofs' and the first enclosed rear platforms to be seen in London. The last solid-tyred buses in London were those on route 108 that finished in 1935. Pneumatic-tyre fitment increased the width of the vehicles, and a new maximum of 7ft.6in. was finally authorised by the Police in 1929, the dimension that was to remain standard for many years. The LGOC soon took advantage of the new regulations, and the 'LT' (AEC Renown) was introduced from 1929, followed by the 'ST' (AEC Regent) in 1930 and the 'STL' development a couple of years later. The STL was the last type to be designed by the London General and only a few had been delivered by the time that LPTB took over. These three types were intended to be the new standardised fleet that would replace all the many non-standard vehicles that were being taken over from other operators as well as to replace older 'General' types. Continuing deliveries of STLs into the LPTB era gradually displaced the non-standard types through the 'thirties and later versions had oil engines. There were 191 STs and 80 STLs that were taken over from Thomas Tilling, and were basically similar to the LGOC ST and STL classes. They were working from Bromley, Catford and Croydon (all ex-Tilling) Garages in 1934. Standard STLs had by late 1937 replaced all of the large fleet of NSs.

Some smaller classes of double-deckers were to be seen on the roads in October 1934 as well as the large quantities of standard NS,LT,ST,STL classes. There were the eleven six-wheel LS class, all at Cricklewood Garage, together with the one-and-only single-deck LS; at Harrow Weald there were the handful of Daimler CH6 with ST-style bodies (DST class) and the revolutionary brand-new pair of Qs (Q2 and Q3), the former working mainly on route 18 and the latter scheduled for route 114. At Putney Bridge were the three Dennis H (DH class) open-toppers on route 96, and the Dennis Lances, grouped into the DL class having been taken over from Independents, were all worked from Potters Bar. The TD class was made up of an assortment of different buses, all variants of the Leyland Titan, and again for engineering convenience, were grouped at Upton Park.

Single-deck classes were relatively minor by comparison, and until the single-deck one-man revolution began from 1968 they were never very numerous in the London Transport Central Area. The main type in October 1934 was the single-deck variant of the standard LT, also classified LT on the vehicles but referred to as the LTL within LPTB, and providing almost two-thirds of the requirements. A few of the old 'S' class were still in use at Harrow Weald and Enfield, and several other small buses were used, and apart from the Dennis Darts (DA class) of 18-seaters, some ex-Independent vehicles of Dennis, Leyland, Guy and Bean manufacture. These latter four groups of buses, together with the 'S' types and the single-deck LS, were all withdrawn within a fairly short time, and by mid-1936 new Q-type single-deckers and C-type Leyland Cubs were coming into service. The 'T' class label was applied to the various AEC Regents taken over from several operators, and some worked in the Central Area - many others were in the Country Area, and the type was later produced in some numbers.

The three special General 'CB' type were given numbers in the T class for convenience, and these (T1000-1002) were used on the 219 service from Kingston. Four 'CC' double-deckers were numbered in the LT class (LT1000,1051,1202,1203) and ran from Nunhead Garage, mostly on routes 12 and 37. All the LTs at Hanwell (HW) Garage were oil-engined, a fairly new feature in 1934.

SUMMARY OF SCHEDULED REQUIREMENTS : Central Area 3rd October 1934

<u>Double-deckers</u>				<u>Single-deckers</u>			
	<u>Mon-Fri</u>	<u>Sat</u>	<u>Sun</u>		<u>Mon-Fri</u>	<u>Sat</u>	<u>Sun</u>
LT	1162	1167	1002	LT	179	196	166
ST *	930	925	732	LS	1	1	1
STL	497	491	470	S	9	10	8
NS	1408	1339	548	T	46	53	44
LS	11	11	11	DA	34	41	29
DH	3	3	-	Dennis	9	9	3 (DM type)
DL	24	24	21	Leyland	5	5	5
TD	74	78	42	Bean	1	1	- (BN type)
Q	2	2	2	Guy	4	5	4 (G type)
	4111	4040	2828		288	321	260

(* = includes DST type as available at Harrow Weald).

Summary of Garages

Central Area buses were operated from 51 Garages, listed below with the routes and types run from them. Routes listed did not necessarily operate every day, and days of operation can be found in the allocation lists that follow.

Code	Garage	Routes Operated	Double-decks	Single-decks
A	Sutton	80,80A,88,93,156,157,164,164A,213,234,235,245.	NS,STL	LT,DA
AB	Twickenham	27,27A,33,37,90.	NS	-
AC	Willesden	6,6A,8,15,18,18B,79,83,291.	ST,STL	-
AD	Palmers Green	29,34,251.	NS,LT	LT
AE	Hendon	13,28,52,83,84,113,121,183.	NS,ST,STL	-
AF	Chelverton Rd,Putney	22,30,37,39,74.	NS	-
AH	Nunhead	12,37,45,63,68,78,121,169,243.	NS,ST,LT	LT
AK	Streatham	5,43,49,59,133,133A,159.	NS,LT	-
AL	Merton	32,39,45,49,70,77,77A,88,93,133,133A,152,200,225.	NS,LT	LT,DA
AM	Plumstead	48,53,99,153.	LT	-
AP	Seven Kings	25,25A,148,298.	LT	-
AR	Tottenham	22,34B,39,41,69,73,73B,73C,76,76A,208,236,290,298.	NS,ST,STL	LT
AV	Hounslow	27,37,50,81,90,95,98,116,117,120,201,222,224,237.	NS,ST	LT,T,DA
B	Battersea	19,28,31,124.	NS	-
BK	Barking	9,23,23A,23B,23C,23D,87,145,148,175,252,252A,252B,295.	NS,LT	DA
C	Athol St, Poplar	56,57,106,108.	NS,STL	-
CF	Chalk Farm	3,24,27,31,63,68,77,77A,137,169,231,240.	NS,STL	T,Dennis
CL	Clay Hall, Old Ford	8,8A,33,56.	STL	-
D	Dalston	9,11,22,30,42,47,60,82,166,208,292,293.	NS,LT	LT
E	Enfield	69,69A,69B,102,204,205,238,238A,242.	NS,ST	LT,S,DA,Dennis
ED	Elmers End	12,54,78,169,178,194,197,227,229.	NS,ST,STL	LT,T
EW	Edgware	114,142,240,241.	ST	LT
F	Putney Bridge	14,93,96.	NS,DH	-
G	Forest Gate	23C,23D,25A,25B,40,86,86A,96,148,149.	NS,LT	-
H	Hackney	6,6A,42.	NS,STL	-
HD	Harrow Weald	18,83,114,140,142,158,183,206,221,230.	ST,DST,Q	DA,S,Guy
HW	Hanwell	17,18C,26,55,71,97,120,211.	LT,STL	DA,Bean
J	Holloway	4,14,19,27,27A,29,44,58,143,232,239,240.	NS,ST	LT
K	Kingston	20,65,201,213,214,215,216,217,218,219.	ST	LT,T,DA
L	Loughton	10A,38A.	LT	-
M	Mortlake	9,17,33,37,73,73A,73B,73C,85,91,207.	NS,LT	DA
MH	Muswell Hill	26,43,210,212,244.	LT	LT
N	Norwood	2,3,68,169.	ST,LT	-
P	Old Kent Road	1,4,10,53,143,159,202.	NS,ST	Ley,Dennis
PB	Potters Bar	29,29A,107,134,135.	ST,DL	-
Q	Camberwell	21,35,40,43,44,45,46,52,67,69,76.	NS,ST,STL	-
R	Riverside	9,11,17,18A,25,27,27A,74,85,88,297.	LT	-
RD	Romford	66,86,86A,103,109,175,175A,246,247,247A,248,249,250,250A,370.	ST	LT,T,DA
S	Shepherds Bush	11,12,85.	LT	-
SP	Sidcup	21,51,61,132,209,228.	ST	LT
T	Leyton	10,10A,30,34,34A,35,38,38A,106,147,148,236,296,299.	NS,ST,LT	LT
TB	Bromley	36,47,89,136,227.	ST,STL	LT
TC	Croydon	12,59,64,75,159,194.	ST,STL	-
TL	Catford	1,12,21,21A,36,47,75,78,137,146,146A.	ST,STL	-
U	Upton Park	5,15,25C,86,86A,100,101,101A,104,145,149.	LT,TD	-
UX	Uxbridge	98,220,222,223,224.	NS	T,DA
V	Turnham Green	27,32,49,55,65,72,83,91,97,155,297.	NS,ST	-
W	Cricklewood	2,13,16,46,60,60A,73,226,240,294.	NS,LS,LT	LT,LS,T
WB	Weybridge	217,218,219.	-	T
WG	West Green	21,21A,29,124,124A,233.	NS,ST	T
X	Middle Row	1,7,15,18,18A,23B,27,33,36,52.	ST,STL	-

Of these 51 Garages, a number have been rebuilt at the same locations, others have closed, and two have been re-named. The ten closed garages are AB,AH,C,CL,F,G,J,P,WB,WG. HW(Hanwell)has been re-named Southall and RD(Romford) has been re-named Hornchurch, upon other premises nearby being opened for traffic and assuming the old names.

Allocations of Buses to Routes

The following tables give the allocation of Central Buses to routes; garages operating the routes are quoted by their official garage code (see page 14). A summary of the vehicles allocated, and some explanation of the types used, will be found on page 7 . A dash (-) means that no buses work on that day from that garage; The symbols + and * indicate interworkings, see below.

- + = this indicates that additional buses are taken from other routes - see right-hand column for the number of buses and the routes involved.
 * = this indicates that the allocation referred to also works onto other routes, usually only one or two vehicles - see right-hand column for routes involved, and then see those routes for the total of buses involved.

Route	Gar.	M-F	Sat	Sun	Remarks	Route	Gar.	M-F	Sat	Sun	Remarks
1	TL	19ST	19ST	22ST		19	B	35NS	39NS	22NS	
	X	15ST	15ST	-			J	33NS	26NS	22NS	
	P	3ST	3ST	-		20	K	-	6ST	3ST	
2	N	41ST	39ST	31ST		21	TL	15ST	24ST	12ST	
	W	9LT	10LT	15LT			SP	24ST	21ST	15ST	
3	CF	18STL	15STL	8STL			Q	5ST	5ST	-	
	N	16LT	15LT	8LT			WG	-	-	8ST	
4	J	19NS	15NS	9NS		21A	TL	5ST	-	-	
	P	19NS	15NS	9NS			WG	23ST	21ST	19ST	
5	AK	25LT	25LT	19LT		22	AF	18NS	16NS	13NS	
	U	14LT	16LT	17LT			AR	19NS	-	-	
6)	AC	39STL*	41STL	25STL	*18B (6/6A joint allocation from both AC & H).		D	-	19NS	13NS	
6A)	H	17STL	17STL	17STL		23	BK	22LT*	23LT*	21LT	*M-F 23A, 87, 145, 175; *M-F & Sat*23C. *87, 175; +1LT/23; (+2LT/23 addtl on Weds) *87, 175; +1LT/148 (but not on Weds).
	H	23NS	22NS	6NS		23A	BK	24LT+*	27LT	-	
7	X	41ST*	42ST*	-	*18A(M-F)23B(Sat)						
8	AC	25STL*	23STL*	31STL	*18B(M-F & Sat), *83(Thurs)	23B	BK	27LT+*	8LT	-	
	CL	35STL*	32STL	25STL	*8A		X	-	(+)ST	-	
8A	CL	15STL+	14STL	-	+6STL/8	23C	BK	6LT+	4LT+	-	+10ST/7 M-F +1LT/23; Sat +5LT/23.
9	D	19NS	18NS	-		23D	BK	-	-	22LT	
	M	26NS	18NS	-		23C/D	G	-	-	9LT	(Joint alloc. 23C & 23D on Suns from G).
	BK	-	-	25LT		24	CF	30NS	21NS	-	
	R	-	-	22LT			CF	-	8STL	16STL	
10	T	11LT	13LT	12LT		25	R	7LT	4LT*	-	*11, 18A
	P	9ST	8ST	11ST			AP	34LT	31LT*	18LT*	*25A
10A	T	13ST	10ST	21LT		25A	AP	39LT	44LT+	45LT+	Sat +3LT/25; Sun +6LT/25.
	L	8LT	11LT	9LT			G	7LT	-	-	
11	D	39LT	26LT	24LT		25B	G	40LT	40LT	38LT	
	R	18LT	30LT+	10LT	+2LT/25	25C	U	32TD*	30TD	-	*101
	S	23LT	19LT	22LT		26	HW	7LT	7LT	10LT	
12	ED	17STL	17STL	-			MH	12LT	12LT	10LT	
	TL	23ST	21ST	53ST		27	AV	12NS	16NS	-	
	TC	15ST*	17ST	-	*194		AV	11ST*	-	13ST	*117
	AH	18LT	15LT	-			J	16NS	16NS	-	
	S	17LT	17LT	14LT			V	7ST	-	-	
13	AE	22NS	17NS	-			AB	-	6NS	-	
	AE	2ST*	1ST*	-	*83		R	-	9LT	-	
	W	21NS+*	16NS	-	*240; +1NS/16		CF	-	-	20STL	
14	F	42NS	27NS	22NS			X	-	-	7ST	
	J	35NS	40NS	22NS		27A	AB	11NS	11NS	-	
15	U	69LT*	67LT*	40LT	*100(M-F), *101A(M-F & Sat)		J	11NS	10NS	11ST	
	AC	21ST	18ST	-			R	-	-	11LT	
	X	-	-	20ST*	*36	28	B	20NS	20NS	19NS	
16	W	39NS*	31NS	36NS	*13, 240		AE	20NS	19NS	11NS	
	W	11LS	11LS	11LS			AE	-	-	11ST	
17	HW	61LT	53LT	10LT		29	AD	62NS	59NS	34NS	
	R	20LT	12LT	-			AD	-	-	5LT	
	M	-	-	10LT			J	-	10NS	-	
18	HD	8ST	7ST	6ST	(inc. DST type)		WG	4ST	5ST	-	
	AC	13STL*	13STL	26STL	*18B	29A	PB	7DL*	9DL*	8DL*	*29A
	AC	5ST(Thursdays only)	-	-			PB	(+)DL	(+)DL	(+)DL	Joint 29/A from PB.
	X	(+) (Thurs only)	-	+1ST/18A & +4STL/52		30	AF	28NS	21NS	18NS	
18A	X	19ST+*	20ST	-	*18(Thursdays) +3ST/7 +3LT/25		T	11NS	10NS+	-	+4ST/35
	R	-	(+)	-			T	11LT	10LT	-	
18B	AC	23ST+	22ST+	18ST	M-F+1STL/6; +2STL/8; +2STL/18; Sat +2STL/8.		D	-	-	14LT	
18C	HW	12LT	12LT	22LT							

Route	Gar	M-F	Sat	Sun	Remarks	Route	Gar	M-F	Sat	Sun	Remarks
31	B	21NS	16NS	12NS		60	W	34NS	37NS	-	
	CF	12NS	17NS	20NS			D	31NS	15LT	-	
32	AL	26NS*	28NS*	-	*156	60A	W	9LT*	10LT*	-	*73(Supp.Jnys).
	V	10NS	7NS	-		61	SP	5ST	5ST	4ST	
33	AB	19NS	27NS	-		63	AH	22LT	12LT	11LT	
	M	9NS	-	-			CF	9STL	10STL	8STL	
	CL	-	-	8STL		64	TC	6ST	4ST	3ST	
	X	-	-	8ST		65	K	8ST	4ST	-	
34	AD	11LT	11LT	9LT			V	12ST	26ST	20ST	
	T	8LT	17LT	9LT		66	RD	7ST	8ST*	7ST	*175,175A
34A	T	9ST	9ST	12ST		67	Q	25NS	23NS	24NS	
34B	AR	2STL+	2STL+	-	M-F +14ST/STL-76 & +3STL/76A Sat +8ST/STL-76		Q	3ST	-	-	
						68	AH	10LT	11LT	9LT	
35	Q	25ST*	26ST	20ST	*76		N	13LT	14LT	9LT	
	T	38ST	26ST*	20ST	*30		CF	12STL	-	-	
36	TB	28STL	27STL	20STL		69	Q	24NS	24NS	11NS	
	TL	17STL	16STL	11STL			E	39NS*	40NS*	21NS*	*69A(Dly),69B(M-F,Sat)
	X	-	-	(+)ST	+6ST/15		AR	-	22NS	4ST	
37	AB	14NS	-	17NS			AR	-	-	30STL	
	AH	17NS	10NS	-		69A	E	(+)NS	(+)NS	(+)NS	M-F:+12NS/69; Sat: +14NS/69; Sun+2NS/69.
	AH	-	10LT	17LT		69B	E	(+)NS	(+)NS	-	M-F: +3NS/69; Sat: +4NS/69.
	AV	5NS	-	-							M-F: +1LT/133; Sat: +1LT/77A.
	AV	2ST*	-	-	*81,117	70	AL	2LT+	4LT+	5LT	
	AF	15NS	24NS	-							
	M	-	16NS	10LT		71	HW	-	-	19LT	
38	T	55LT	53LT	37LT		72	V	9NS	10NS	-	
38A	L	19LT	16LT	17LT		73	AR	31STL*	32STL*	11STL	*73B
	T	-	2LT	-			M	37LT*	28LT*	11LT	*73B (also 91 Sats)
39	AF	19NS	21NS	-			W	(+)LT	(+)LT	-	Supplementary Jnys - Joint with 60A.
	AR	19NS	17NS	10STL		73A	M	-	-	10LT	
	AL	-	-	11LT		73B	AR	(+)STL	(+)STL	-	} Joint alloc.with 73/B on M-F & Sats.
40	Q	22NS	20NS	14ST			M	(+)LT	(+)LT	-	
	G	22NS	21NS	9LT		73C	AR	11NS	9NS	-	
41	AR	17NS	18NS	11STL			M	10NS	9NS	-	
42	D	16NS	22NS	20NS		74	R	32LT*	21LT	-	*85
	H	22NS	20NS	20NS			AF	-	-	12NS	
43	MH	27LT	27LT	11LT		75	TL	14ST	16ST	18ST	
	Q	7ST	7ST	-			TC	14ST	18ST	12ST	
	AK	-	-	10LT		76	AR	36STL+*	31STL*	24STL	*34B; +3STL/76A.
44	Q	5NS	7NS	-			AR	6ST*	6ST*	-	*34B
	J	4NS	-	-			Q	(+)	4ST	-	+3ST/35 & +1STL/52.
45	AL	19NS	-	-		76A	AR	12STL*	12STL	-	*34B,76.
	AH	-	10NS	-		77	CF	14STL	12STL	15STL	
	Q	-	9NS	-			AL	24LT	29LT	6LT	
46	W	15NS	24NS	20NS		77A	CF	12STL	17STL	-	
	Q	9NS	-	-			AL	25LT	23LT*	20LT	*70
47	TB	18ST	16ST	24ST		78	AH	10ST	11ST	12ST	
	TL	3ST	3ST	-			TL	24ST	23ST	-	
	D	9LT	10LT	8LT			ED	-	-	13STL	
48	AM	24LT	23LT	26LT		79	AC	4ST	4ST	-	
49	AL	23NS*	27NS*	31LT	*156	80	A	2NS	2NS	2NS	
	AK	25NS	21NS	14LT		80A	A	2NS	4NS	4NS	
	V	11NS	11NS	-		81	AV	2ST+*	4ST*	4ST	*95; M-F +1ST/37
	V	1ST*	-	-	*97	82	D	7NS	6NS	4NS	
50	AV	3ST	3ST	3ST		83	HD	4ST	4ST	4ST	
51	SP	5ST	5ST	7ST			V	10ST	10ST	8ST	
52	AE	13STL*	14STL	-	*83		AE	10ST+	10ST+	8STL	MoWeThFr: +2ST/13 & +1STL/52; Sat:+1ST/13 & +2ST/121.
	X	13STL*	9STL	13STL	*18(Thurs)						
	X	-	-	3ST			AE	(+)	(Thursdays only)-	+2STL/113	
	Q	7STL*	8STL	8STL	*76		AC	(+)	(Thursdays only)-	+3STL/8	
	Q	-	-	4ST		84	AE	5ST+	9ST	11ST	+1ST on Weds only.
53	AM	22LT	16LT	32LT		85	R	5LT+	-	8LT	+1LT/74
	P	21ST	26ST	17ST			M	-	6LT	-	
54	ED	21ST	21ST	4ST			S	-	4LT	-	
	ED	-	-	17STL		86	RD	3ST	5ST*	6ST	*86A
55	HW	11STL	11STL	-			U	7TD	15TD*	-	*86A
	V	7ST	7ST	13ST			G	-	6LT*	6LT	*86A
56	C	11NS	6NS	9STL		86A	RD	2ST	(+)ST	-	+ Saturday 86/86A
	CL	-	5STL	-			U	6TD	(+)TD	10TD	+ allocation joint at
57	C	8NS	14NS	7NS			G	-	(+)LT	-	+ (all 3 garages.
58	J	7ST	7ST	4ST							
59	AK	9LT	10LT	10LT							
	TC	37STL	37STL	29STL							
	TC	10ST	5ST	-							

Route	Gar	M-F	Sat	Sun	Remarks	Route	Gar	M-F	Sat	Sun	Remarks
87	BK	(+)LT	16LT	-	+2LT/23 & +11LT/23B	148	AP	6LT	6LT	6LT	
	BK	(+)LT	(Weds.only)-	+3LT/23 & +1LT/23A			G	5LT	9LT	-	
88	AL	34LT	34LT	20LT			BK	6LT+*	-	-	*23B; +1LT/23
	R	12LT	12LT	11LT			T	-	-	6LT	
	A	7STL	7STL	10STL		149	G	3LT	3LT	-	
89	TB	14ST	15ST	-			U	-	-	3TD	
90	AV	7ST	10ST	-		152	AL	8LT	8LT	8LT	
	AB	-	-	7NS		153	AM	22LT	21LT	-	
91	V	13ST+	14ST	6ST	+1ST/49 & +1ST/97	155	V	1ST	1ST	-	
	M	-	2LT+	-	+2LT/73	156	A	20NS	13NS	8NS	
93	F	21NS	28NS	21NS			AL	(+)	(+)	-	M-F:+2NS/32,+1NS/49 Sat:+3NS/32,+3NS/49
	A	11NS	14NS	-		157	A	3STL	3STL	-	
	AL	-	-	17LT		158	HD	4ST	4ST	4ST	
95	AV	3NS+	3NS+	3ST	M-F: +1ST/81; Sat:+1ST/81 & +2ST/117	159	P	11ST	8ST	-	
96	G	19NS	15NS	-			TC	10ST	10ST	15ST	
	F	15NS	12NS	-			AK	-	7LT	-	
	F	3DH	3DH	-		164	A	6NS	6NS	2NS	
97	HW	10LT	13LT	-		164A	A	5STL	5STL	5STL	
	V	5ST*	-	7ST	*91	166	D	8NS	5NS	-	
98	UX	2NS+	2NS	-	+1T/222 (S/Deck)	169	CF	6STL	11STL	-	
	AV	-	2NS	-			ED	12STL	11STL	-	
99	AM	9LT	12LT	7LT			N	-	-	8LT	
100	U	7TD+	8TD	2TD	+4LT/15		AH	-	-	8LT	
101	U	22TD+	25TD	20TD	+1TD/25C. *104	175	RD	12ST*	7ST+*	6ST	*175A; Sat:+1ST/66 & +2ST/109.
101A	U	(+)LT	(+)LT	-	+ = Joint with 15 on Weekdays.		BK	1LT+	-	-	+1LT/23 & +5LT/23A (6 on Weds)& +9LT/23B
102	E	7ST	7ST	6ST		175A	RD	(+)ST	(+)ST	-	+ = Joint 175/A from RD only.
103	RD	2ST	2ST	2ST		178	ED	7NS	5NS	2ST	
104	U	(+)TD	-	-	+ = Joint with 101 on Mon-Fris.	183	AE	10ST	10ST	14STL	
106	C	20STL	18STL	9STL			HD	16ST	16ST	4ST	
	T	17LT	19LT	24LT		194	ED	14NS	14NS	8ST	
107	PB	4DL	4DL	3DL			TC	(+)	-	-	+4ST/12
108	C	27NS	27NS	25NS		197	ED	11NS	14NS	5ST	
109	RD	4ST	6ST*	3ST	*175,175A	Single-deck routes					
113	AE	8STL*	6STL	-	*83(Thurs)	200	AL	2LT	2LT	2LT	
114	EW	5ST	5ST	-		201	AV	6LT	7LT	7LT	
	HD	7ST	8ST	11ST			K	2LT	2LT	2LT	
	HD	2Q	2Q	2Q			K	1T	1T	2T	
116	AV	3ST	3ST	1ST		202	P	5Ley	5Ley	5Ley	
117	AV	4ST+	10ST*	6ST	M-F: +1ST/27 & +1ST/37. Sat: *95		P	4Den	4Den	-	
120	AV	5ST	7ST	-		204	E	2Den	2Den	-	
	HW	-	4LT	9LT		205	E	3DA	4DA	4DA	
121	AE	7ST	7ST*	14ST	*83	206	HD	4Guy	5Guy	4Guy	
	AH	15LT	13LT	-		207	M	1DA	2DA	2DA	
124	B	5NS	5NS	5NS		208	D	10LT	12LT	12LT	
	WG	14NS	15NS	11NS			AR	-	3LT	-	
124A	WG	14NS	14NS	15NS		209	SP	6LT	8LT	8LT	
132	SP	7ST	7ST	8ST		210	MH	7LT	9LT	14LT	
133	AL	12LT*	13LT	-	*70	211	HW	2DA	2DA	-	
	AK	16LT	14LT	-			HW	1BN	1BN	-	(Bean bus)
133A	AL	16LT	15LT	-		212	MH	19LT	19LT	12LT	
	AK	6LT	2LT	-		213	A	6LT	9LT	8LT	
134	PB	26ST	26ST	23ST			K	4LT	2LT	3LT	
135	PB	13DL	11DL	10DL		214	K	5LT+	7LT	6LT	+2LT(Thurs.only)
136	TB	18STL	-	13STL		215	K	3T	-	-	
	TB	-	18ST	13ST		216	K	4DA+	6DA	4DA	+1DA(Thurs.only)
137	TL	7ST	7ST	7ST		217)	K	2T	8T	2T	Joint alloc.217/218 from both garages.
	CF	3STL	3STL	6STL		218)	WB	3T	3T	3T	
140	HD	6ST+	6ST	6ST	+4ST on Mons only.	219	K	2T	2T	2T	
142	HD	3ST	3ST	7ST			WB	1T	1T	1T	
	EW	11ST*	11ST*	9ST	*240	220	UX	4DA	4DA	4DA	
143	J	15ST	14ST	13ST		221	HD	2DA	2DA	-	
	P	-	-	13ST		222	UX	2T *	2T	3T	*98
145	BK	13NS	6NS	-			AV	-	2T	-	
	BK	-	11LT	-		223	UX	2DA	2DA	-	
	U	-	-	7TD		224	UX	3DA	3DA	-	
146	TL	-	(+)ST	(+)ST	+ = Joint 146/A		AV	-	1DA	1DA	
146A	TL	7ST	8ST*	6ST*	*146	225	AL	1DA	1DA	1DA	
147	T	3LT	3LT	-		226	W	4T	4T	4T	

Route	Gar	M-F	Sat	Sun	Remarks	Route	Gar	M-F	Sat	Sun	Remarks
227	ED	6LT	7LT	8LT		246	RD	2T	2T	2T	
	TB	11T	13T	12T		247	RD	4LT	4LT	4LT	
228	SP	7LT	5LT	5LT		247A	RD	3LT	3LT	3LT	
229	ED	4LT	7LT	4LT		248	RD	1DA	1DA	1DA	
	ED	1ST	1ST	-	(Double-deck)	249	RD	1DA	1DA	-	
230	HD	6S	6S	4S		250	RD	1T	1T	1T	
231	CF	7T	7T	6T		250A	RD	1LT	1LT	1LT	
	CF	3Den	3Den	3Den		251	AD	6LT	6LT	6LT	(Single-deck LT)
232	J	10LT	10LT	9LT			AD	2LT	2LT	-	(Double-deck LT)
233	WG	6T	6T	4T		252	} BK	2DA	2DA	2DA	Joint allocation 252/A
234	A	7LT	7LT	7LT		252A		2DA	2DA	2DA	
235	A	1DA	1DA	-		252B	BK	3DA	3DA	2DA	
236	AR	9LT	9LT	7LT		370	RD	1ST	3ST	2ST	(Double-deck).
	T	8LT	8LT	6LT							
237	AV	4DA	6DA	8DA		<u>All-night routes</u>					
238	E	11LT	11LT	-				<u>Su-Fr.nts</u>	<u>Sat.nts</u>		
238A	E	6LT	6LT	8LT		17	HW	3LT	-		
239	J	5LT	5LT	-		290	AR	3STL	-		
240	EW	4LT	4LT	-		291	AC	1STL	-		
	W	2LT	2LT	2LT		292	D	1LT	-		
	W	1T	1T	2T		293	D	4LT	-		
	W	1LS	1LS	1LS		294	W	2LT	-		
	J	-	-	3LT		295	BK	2LT	-		
	EW	(+)ST	(+)ST	-	(D/Deck)+2ST/142	296	T	2LT	-		
	W	(+)NS	-	-	(D/Deck)+1NS/13 & +1NS/16	297	R	2LT	-		
	CF	-	4STL	-	(D/Deck)		V	1ST	-		
241	EW	3LT	4LT	5LT		298	AP	4LT	3LT		
242	E	3S	4S	4S			AR	1STL	1STL		
243	AH	7LT	8LT	7LT		299	T	1ST	-		
244	MH	3LT	3LT	3LT		<u>Notes:</u> Buses taken from daytime routes' allocations as available. Night jnys on routes 4,9,11,13 worked by the daytime allocations.					
245	A	6LT	6LT	4LT							
	A	2NS	2NS	-	(Double-deck)						

Notes on route-workings

It will be noticed that there is often a disparity in numbers of vehicles allocated, especially at weekends, and particularly on some of the busy single-deck routes. These totals were usually made up by loaning from other garages, or by utilising the engineering spare buses. It must be remembered that Saturday was often the busiest day for bus usage, as not only was it the most popular shopping day but a normal working-day as well.

The minor double-deck operations on single-deck routes 229,240,245,251 are specially noted as such above, and so is the one single-deck working on double-deck route 98.

It is emphasised that the allocations shown above are those that were officially scheduled. As is still the practice today 45 years later, the newer double-deck types were often scheduled to their maximum at weekends, which explains why less than 40% of the ageing NS fleet was scheduled for Sunday operation, their routes being taken over on Sundays as far as possible by newer types. Also, as has always been the practice, there were of course occasions that the scheduled types had to be covered by other types, but the allocations shown in the tables were the official preferred type.

ROUTE MAPS

All London Transport bus routes as they were at 3rd October 1934 are depicted on the Route Maps on the following pages. The maps are split into a series of double-page spreads covering the Central (red) bus area in four sections, with an enlargement of the Central London Area in the centre pages; Tram and Trolleybus routes are shown by dotted lines on these Central Area maps, and full details of these routes are given separately on Pages 52-55. The Country Area bus services are shown similarly on a series of double-page spreads, with enlargements of certain congested areas. A certain amount of overlap is provided on all maps to allow for continuity. Because of the rather 'rambling' nature of certain routes it is difficult to show the full extent of some services, but reference to the maps will make the situation clear. Opposite is a diagram of the areas covered.

Pages 20-27 Central Area Buses (Map Nos.1,2,3,4)

Pages 28-29 Central London Area

Pages 30-37 Country Area Buses (Map Nos.5,6,7,8)

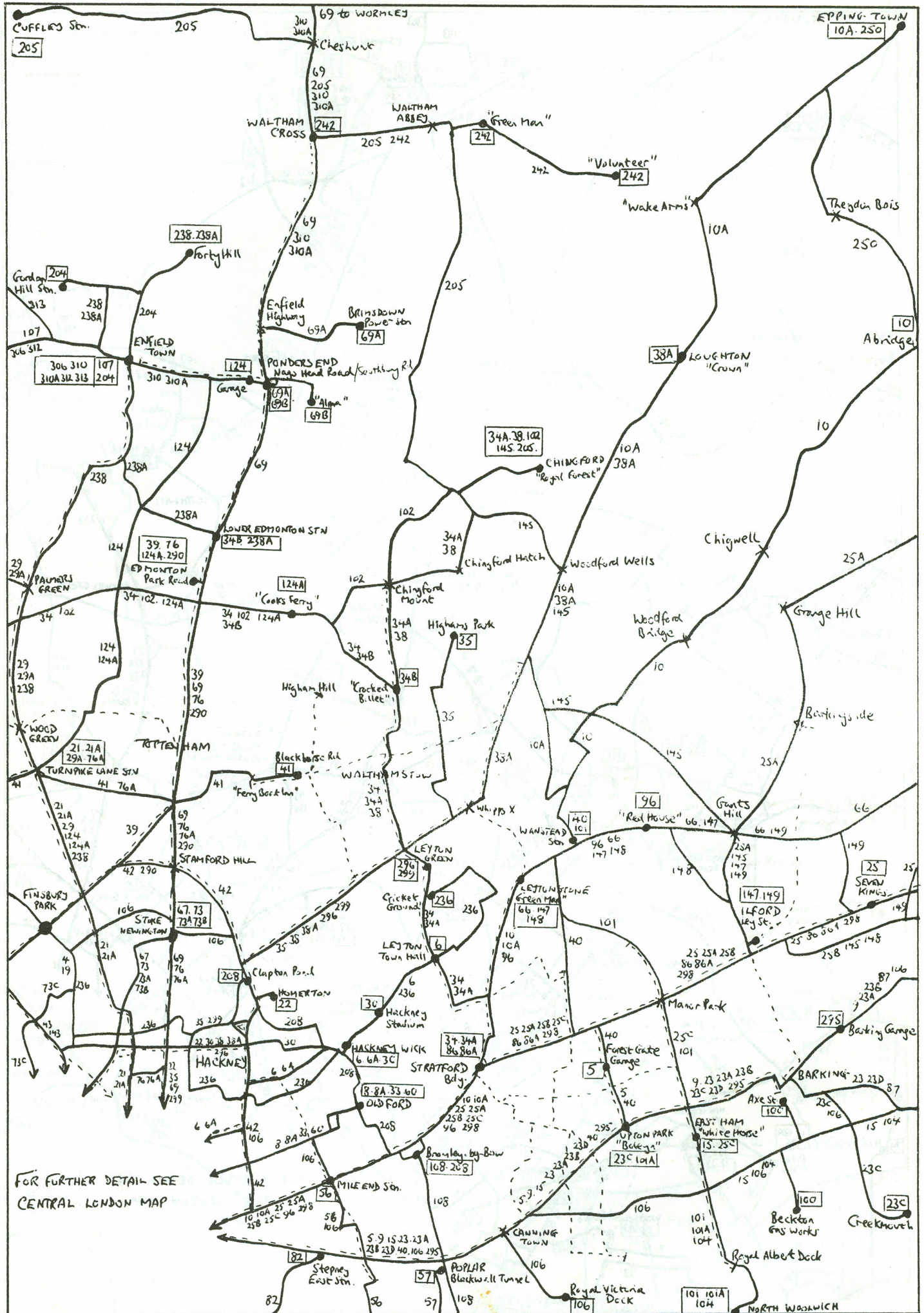
Green Line Coach routes are shown separately on Pages 38-39, and Tram and Trolleybus routes on Pages 52-55.

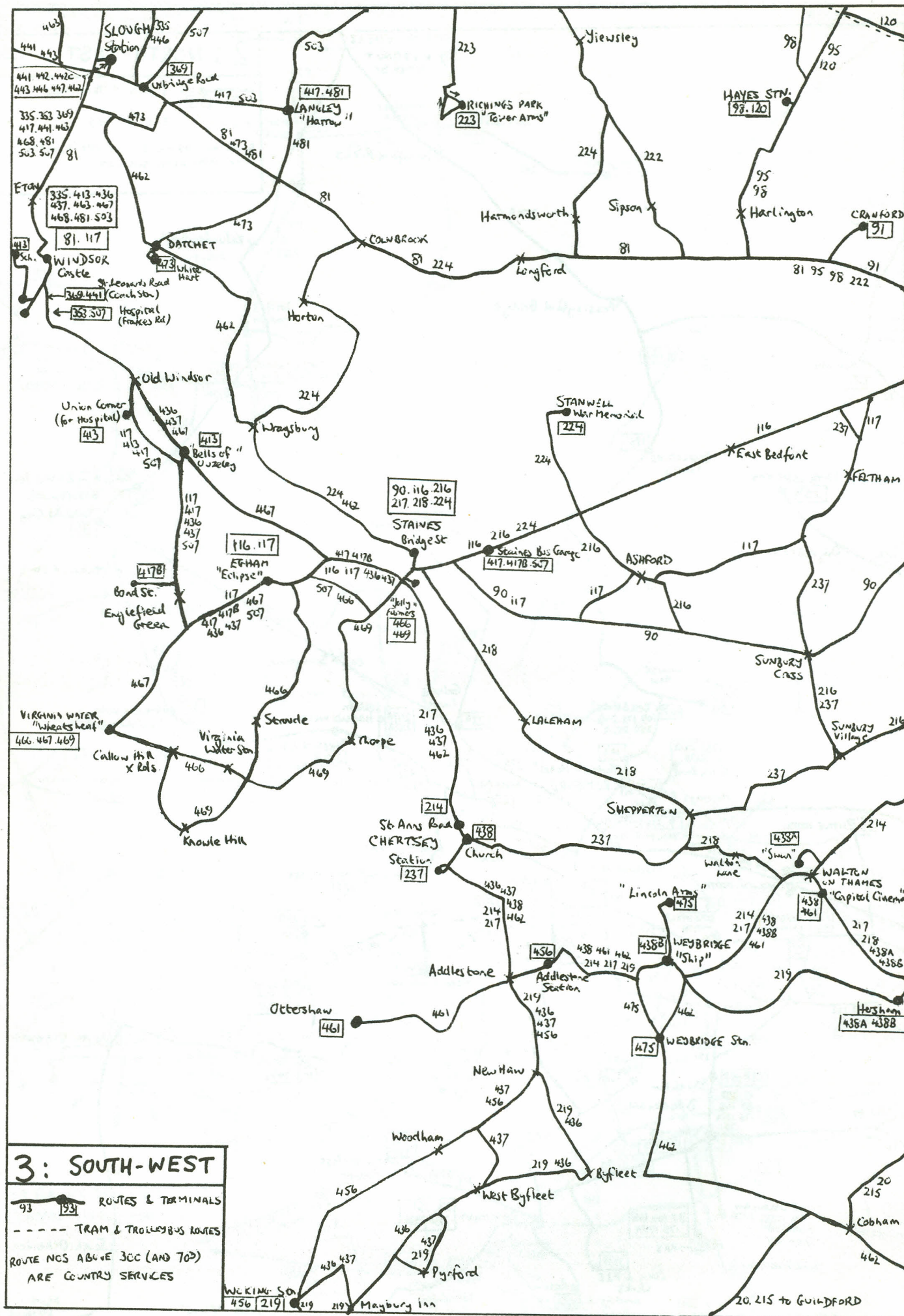
Independent operators, and surrounding major operators' routes are listed on pages 12,45-47, but it is not practical to provide route maps for these services. Instead full routing details are given, and readers will be able to trace these routes by using ordinary maps.

[illegible]

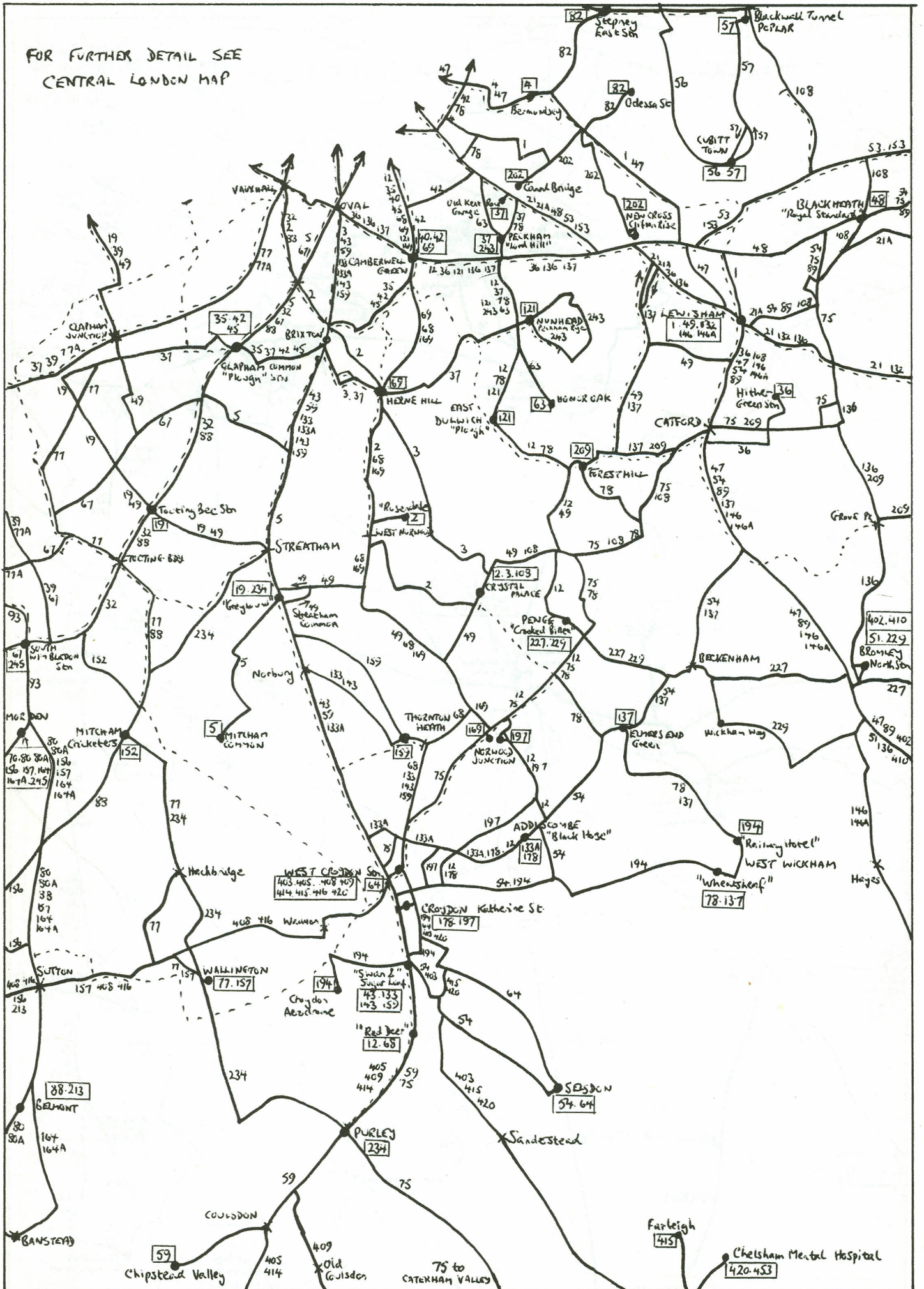
 ROUTES & TERMINALS
 ----- TRAM ROUTES
 ROUTE NOS. ABOVE 300 ARE
 COUNTRY AREA SERVICES

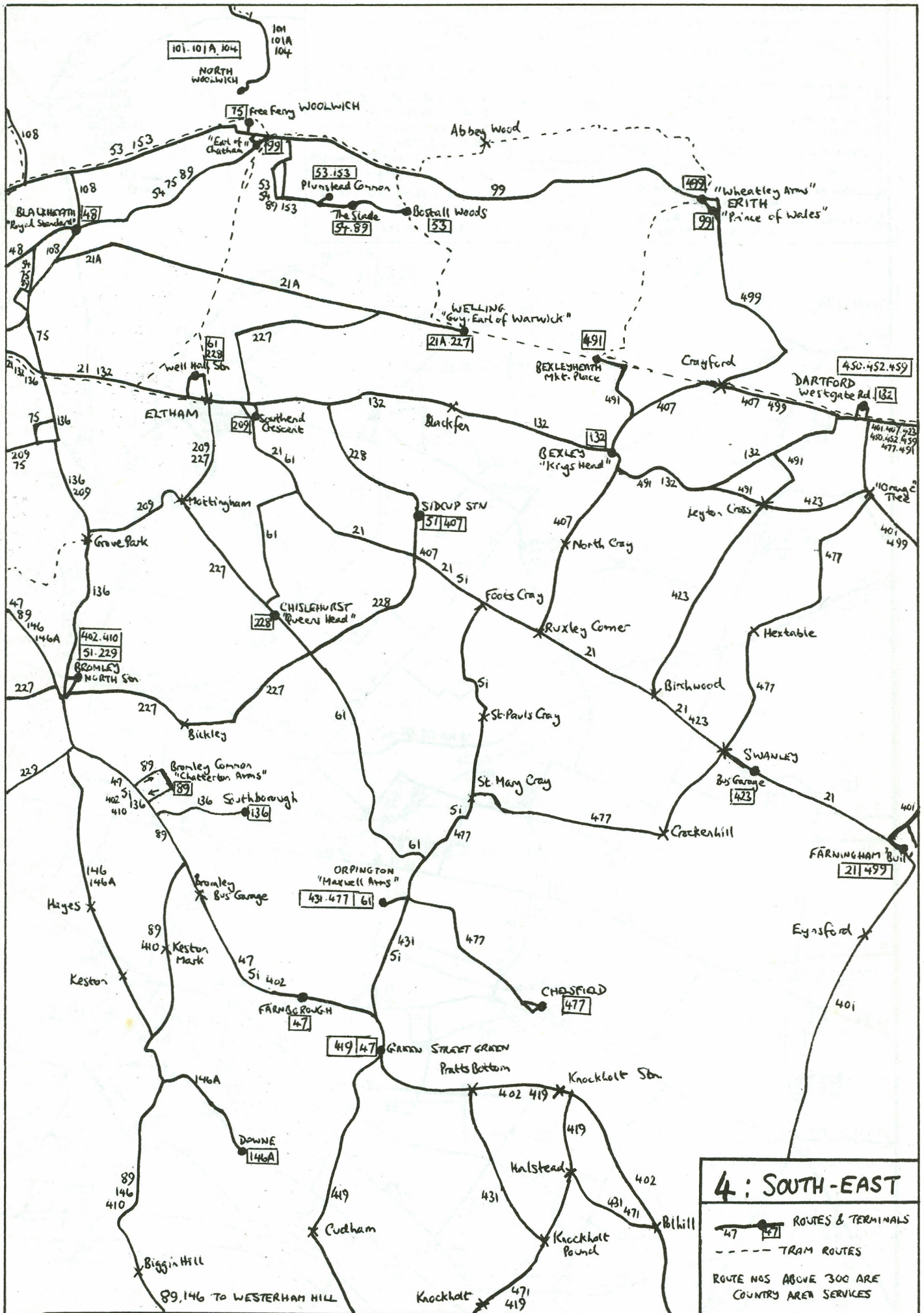






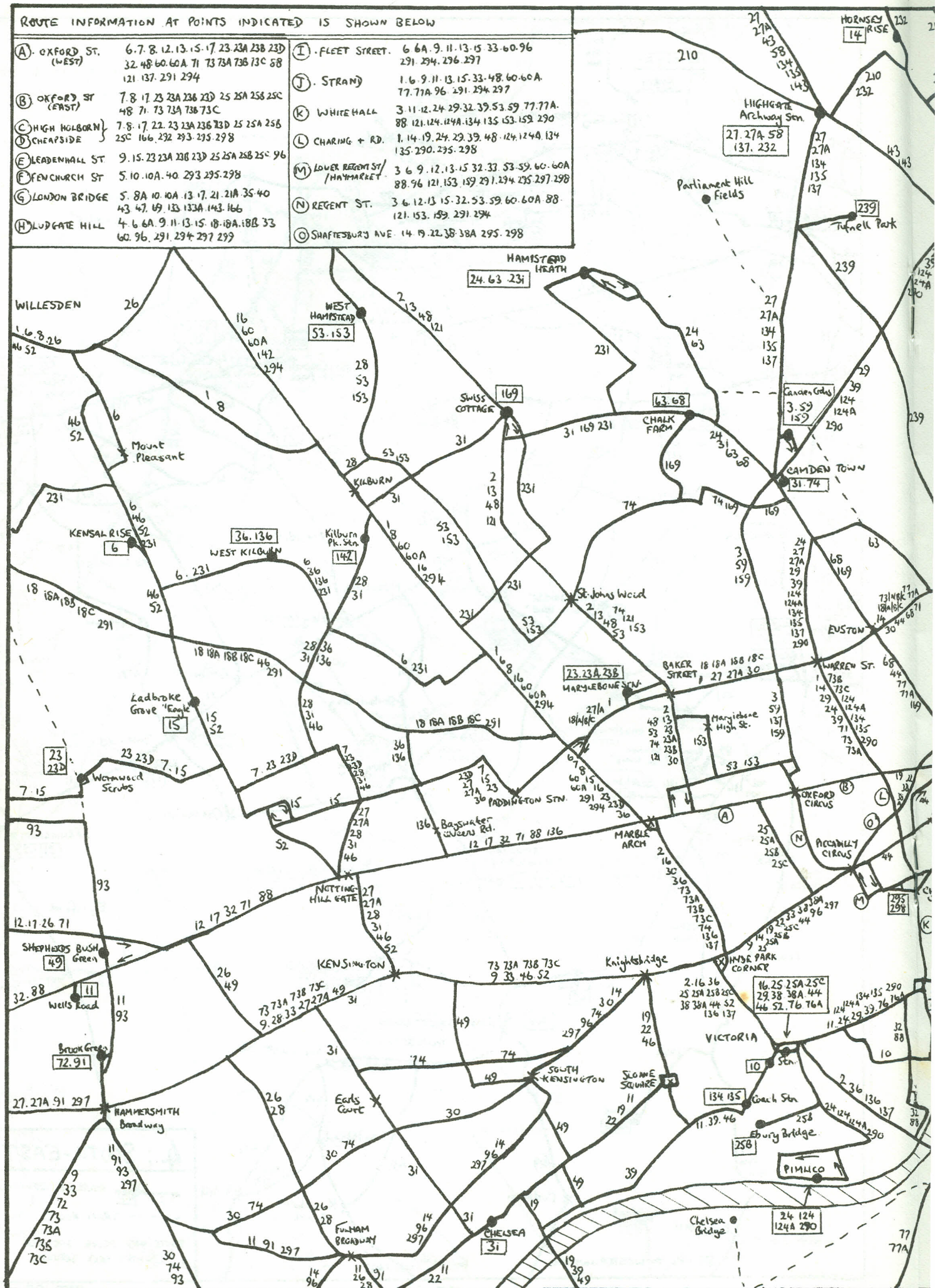
FOR FURTHER DETAIL SEE
CENTRAL LONDON MAP

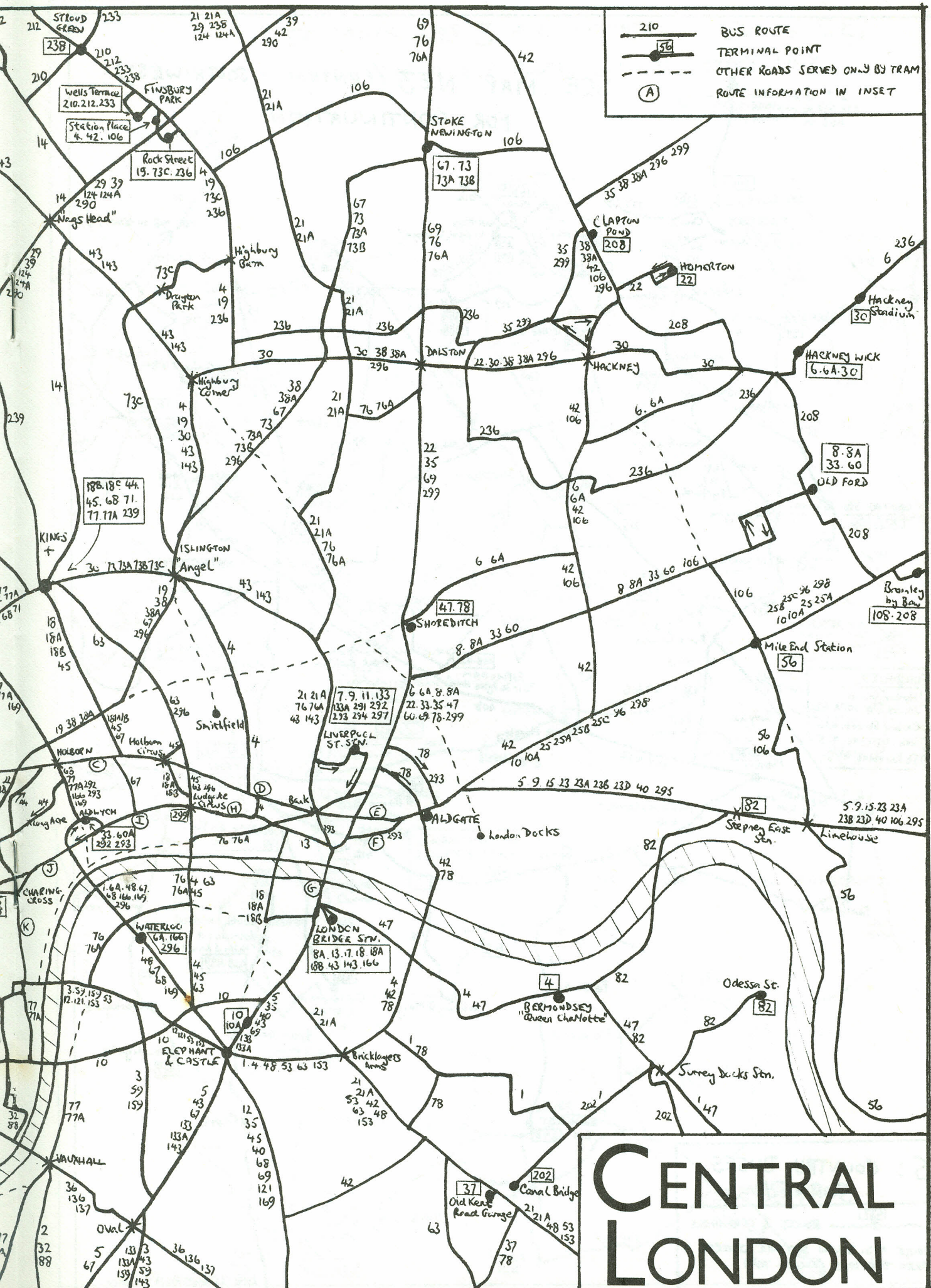




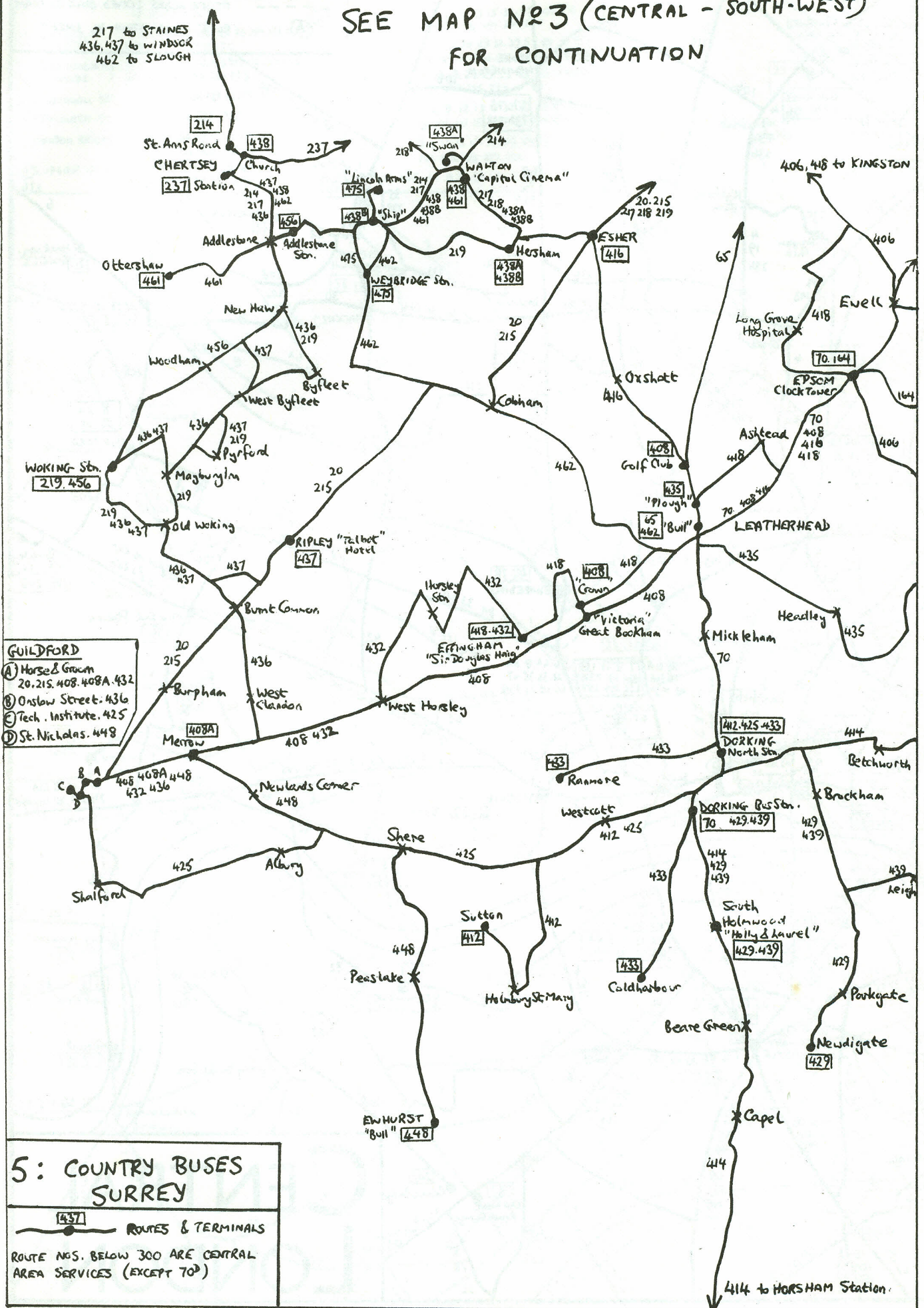
ROUTE INFORMATION AT POINTS INDICATED IS SHOWN BELOW

(A) OXFORD ST. (WEST)	6.7.8.12.13.15.17.23.23A.23B.23D.32.48.60.60A.71.73.73A.73B.73C.58.121.137.291.294	(I) FLEET STREET.	6.6A.9.11.13.15.33.60.96.291.294.296.297
(B) OXFORD ST. (EAST)	7.8.17.23.23A.23B.23D.25.25A.25B.25C.48.71.73.73A.73B.73C	(J) STRAND	1.6.9.11.13.15.33.48.60.60A.77.77A.96.291.294.297
(C) HIGH HOLBORN	7.8.17.22.23.23A.23B.23D.25.25A.25B.25C.166.292.293.295.298	(K) WHITE HALL	3.11.12.24.29.32.39.53.59.77.77A.88.121.124.124A.134.135.153.159.290
(D) CHEAPSIDE		(L) CHARING + RD.	1.14.19.24.29.39.48.124.124A.134.135.290.295.298
(E) LEADENHALL ST.	9.15.23.23A.23B.23D.25.25A.25B.25C.96	(M) LOWER REGENT ST. / HAYMARKET	3.6.9.12.13.15.32.33.53.59.60.60A.88.96.121.153.159.291.294.295.297.298
(F) FENCHURCH ST.	5.10.10A.40.293.295.298	(N) REGENT ST.	3.6.12.13.15.32.53.59.60.60A.88.121.153.159.291.294
(G) LONDON BRIDGE	5.8A.10.10A.13.17.21.21A.35.40.43.47.49.133.133A.143.166	(O) SHAFESBURY AVE	14.19.22.38.38A.295.298
(H) LUDGATE HILL	4.6.6A.9.11.13.15.18.18A.18B.33.60.96.291.294.297.299		

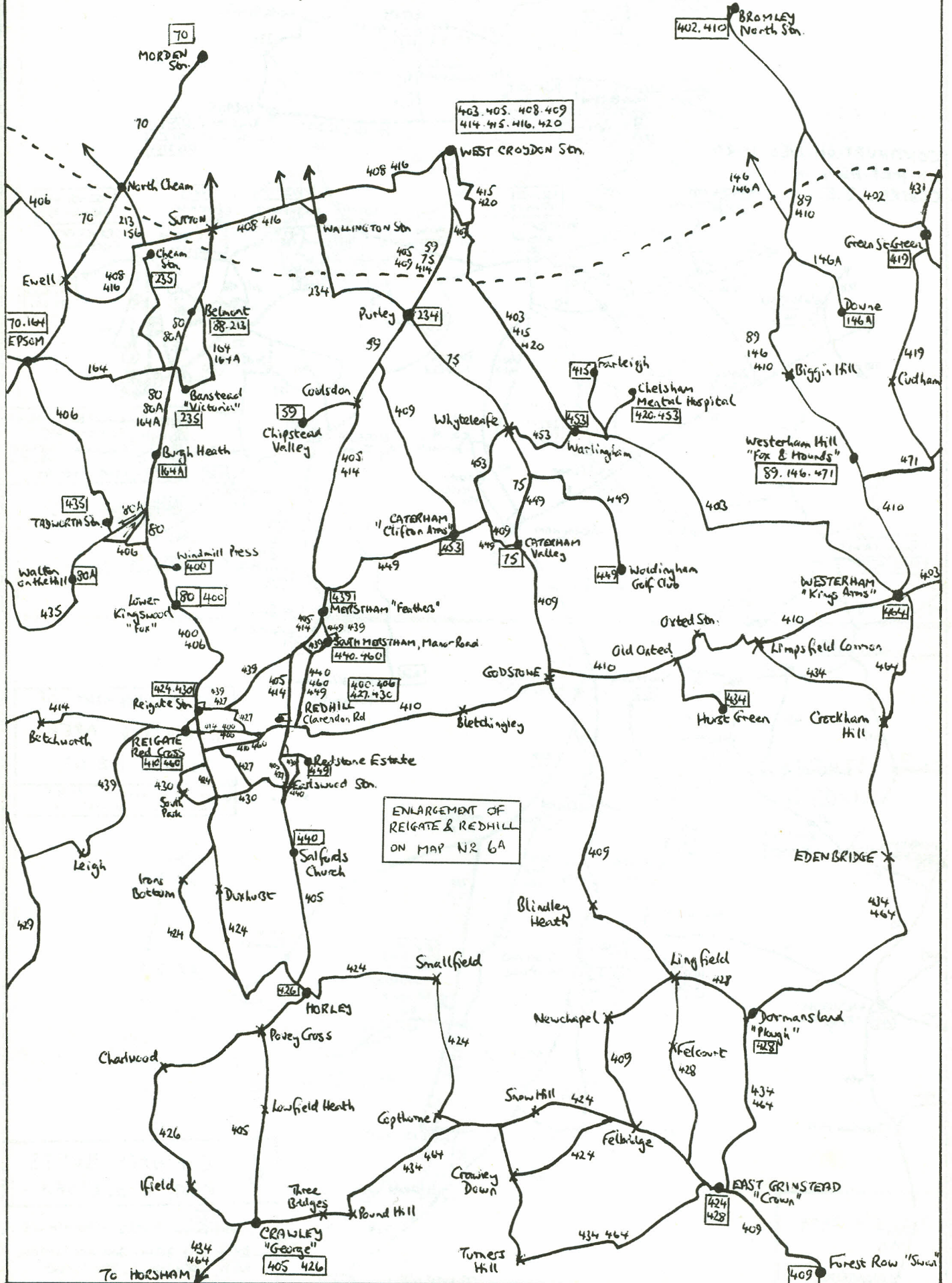




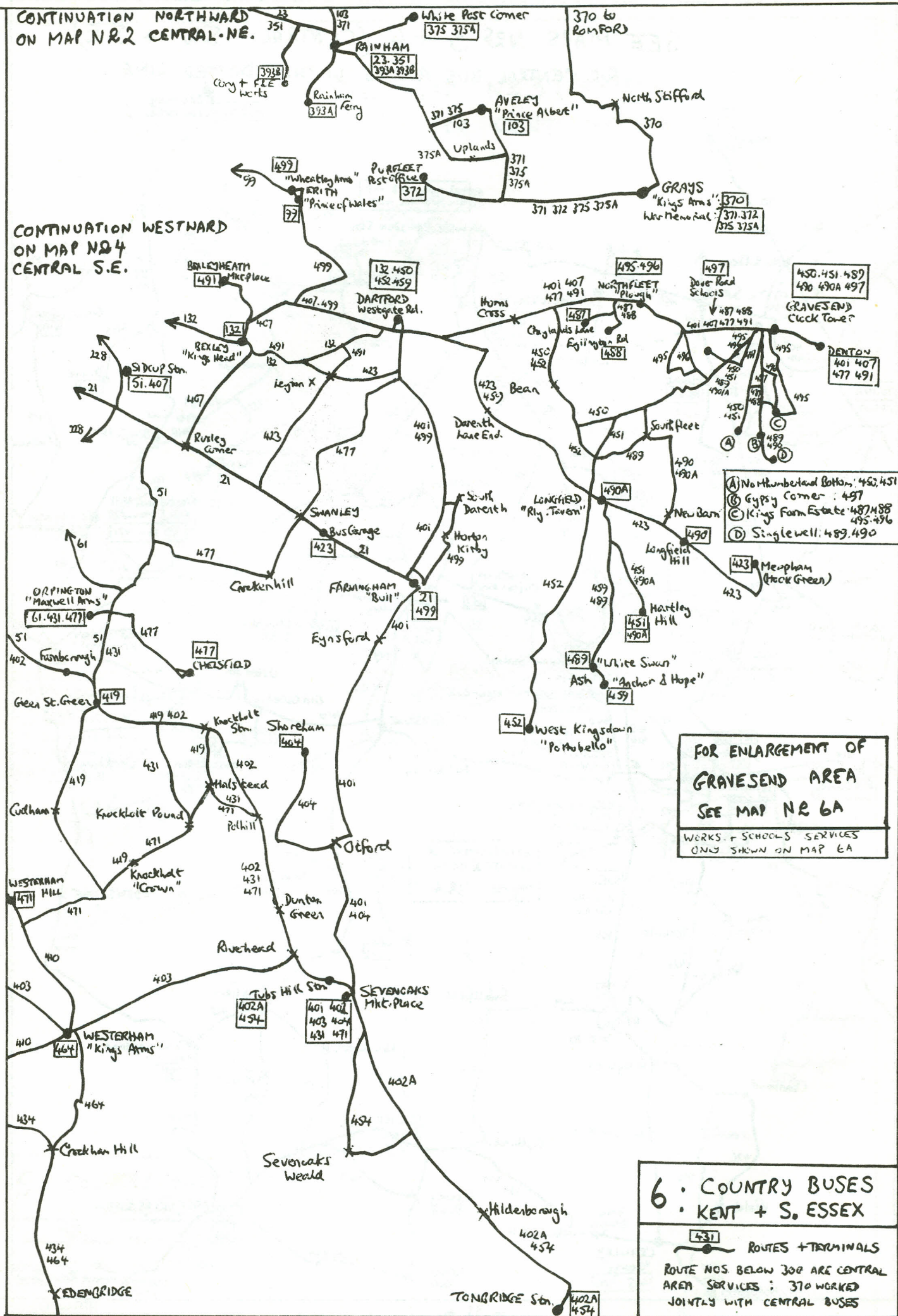
SEE MAP N23 (CENTRAL - SOUTH-WEST)
FOR CONTINUATION

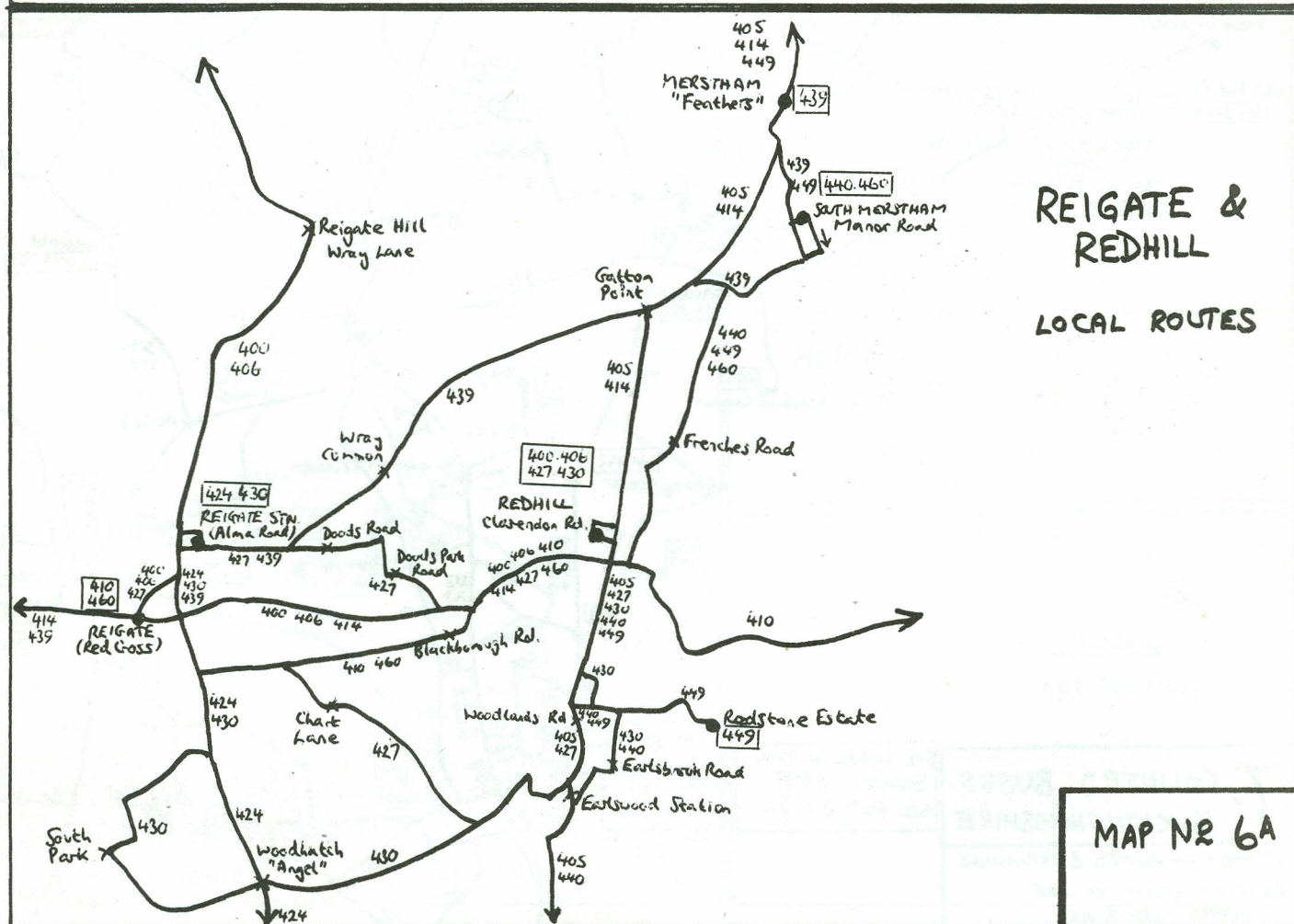
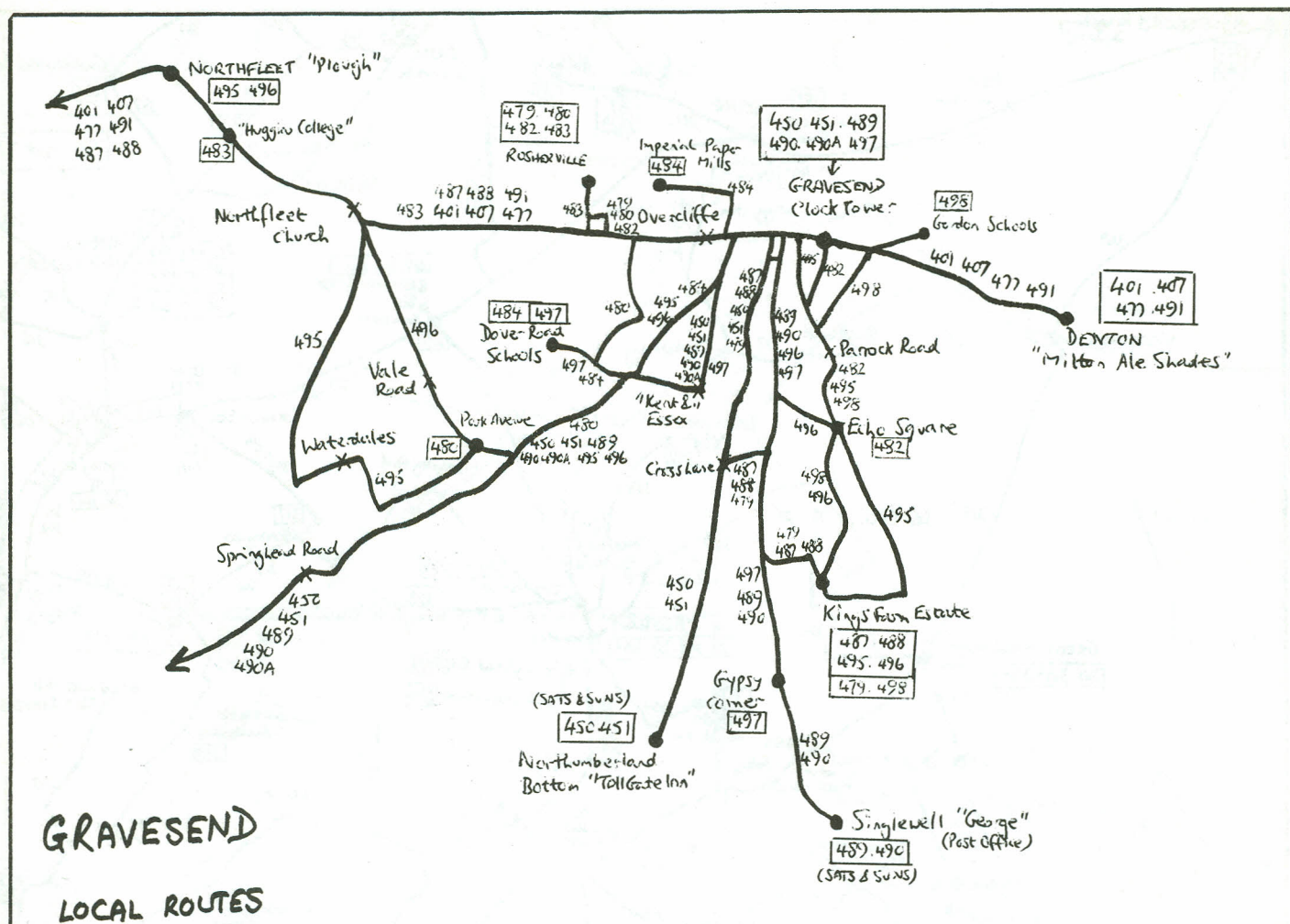


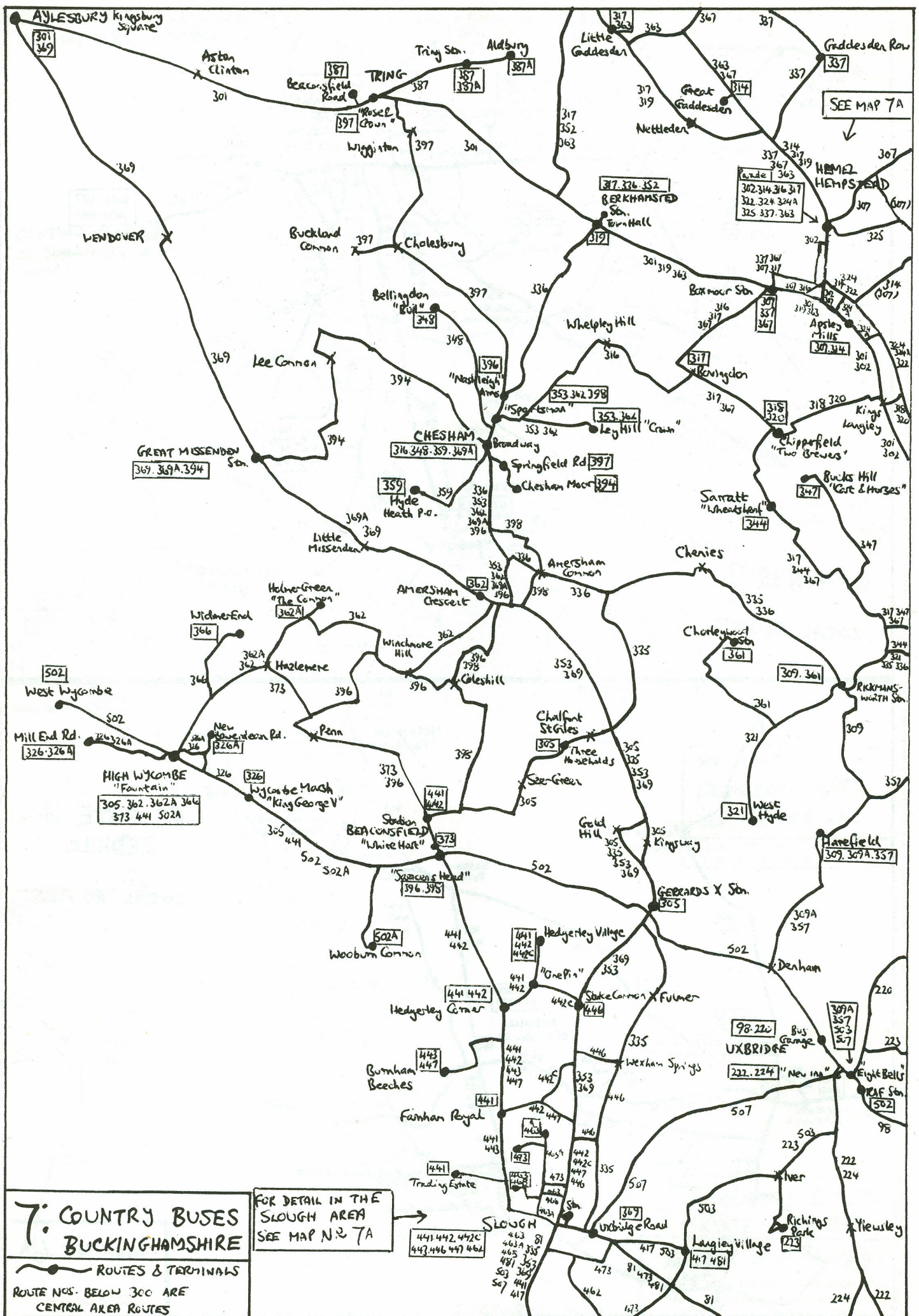
SEE MAPS NOS 3 + 4 (CENTRAL - S.W + S.E)
FOR CENTRAL BUS ROUTES WITHIN DOTTED LINE



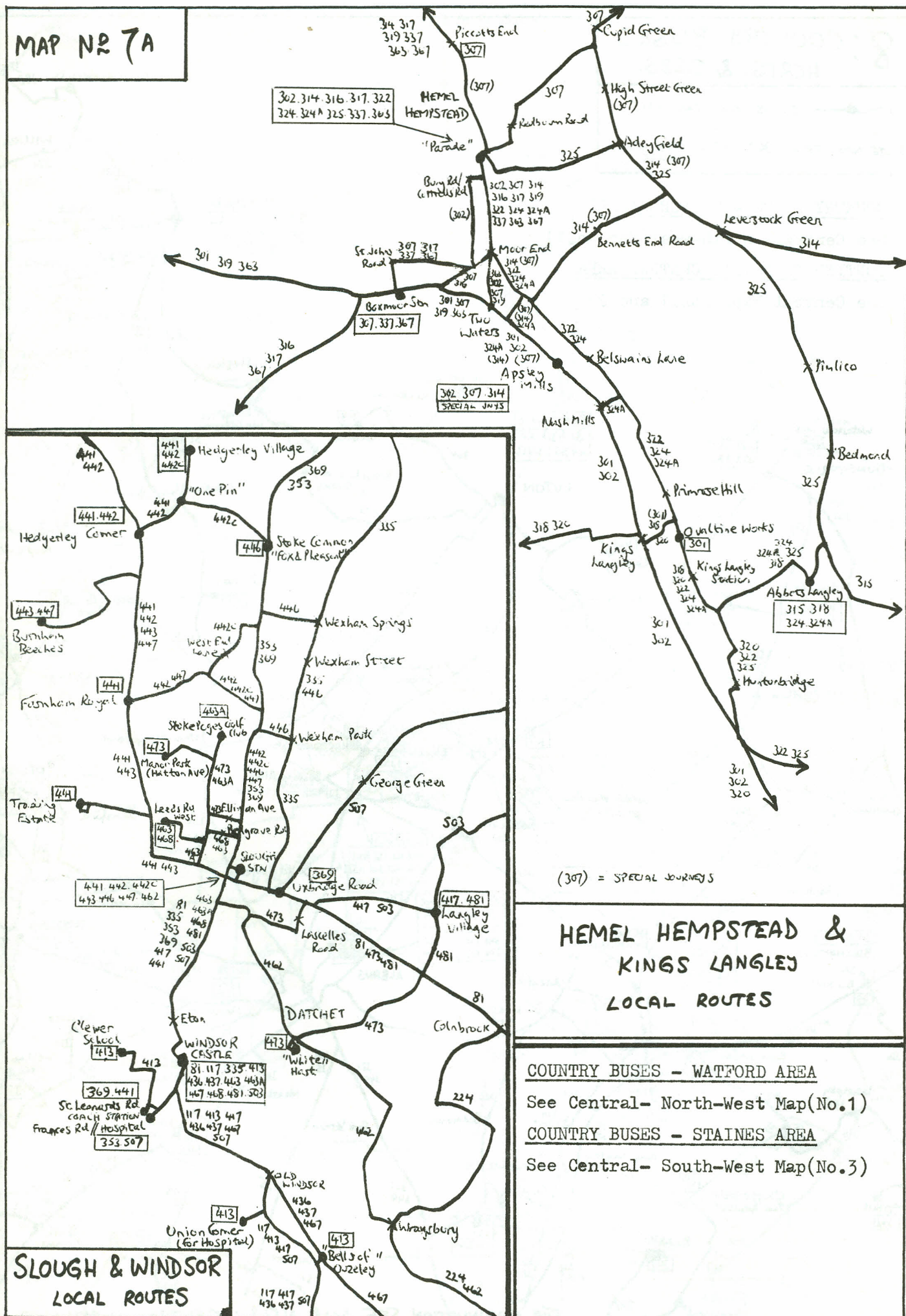
CONTINUATION WESTWARD
ON MAP NO 4
CENTRAL S.E.







MAP NR 7A



8: COUNTRY BUSES
HERTS. & BEDS.

ROUTES AND TERMINALS

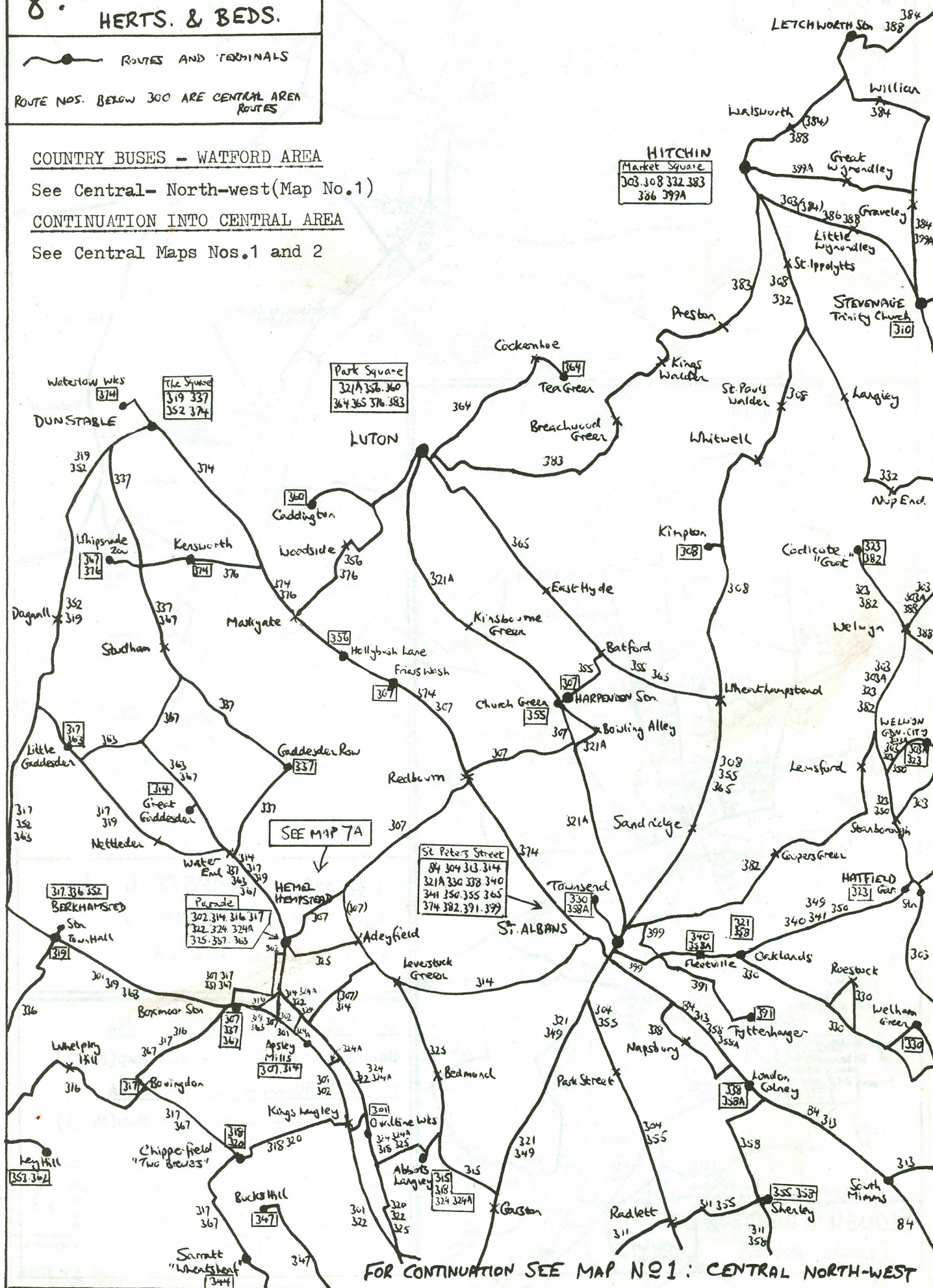
ROUTE NOS. BELOW 300 ARE CENTRAL AREA ROUTES

COUNTRY BUSES - WATFORD AREA

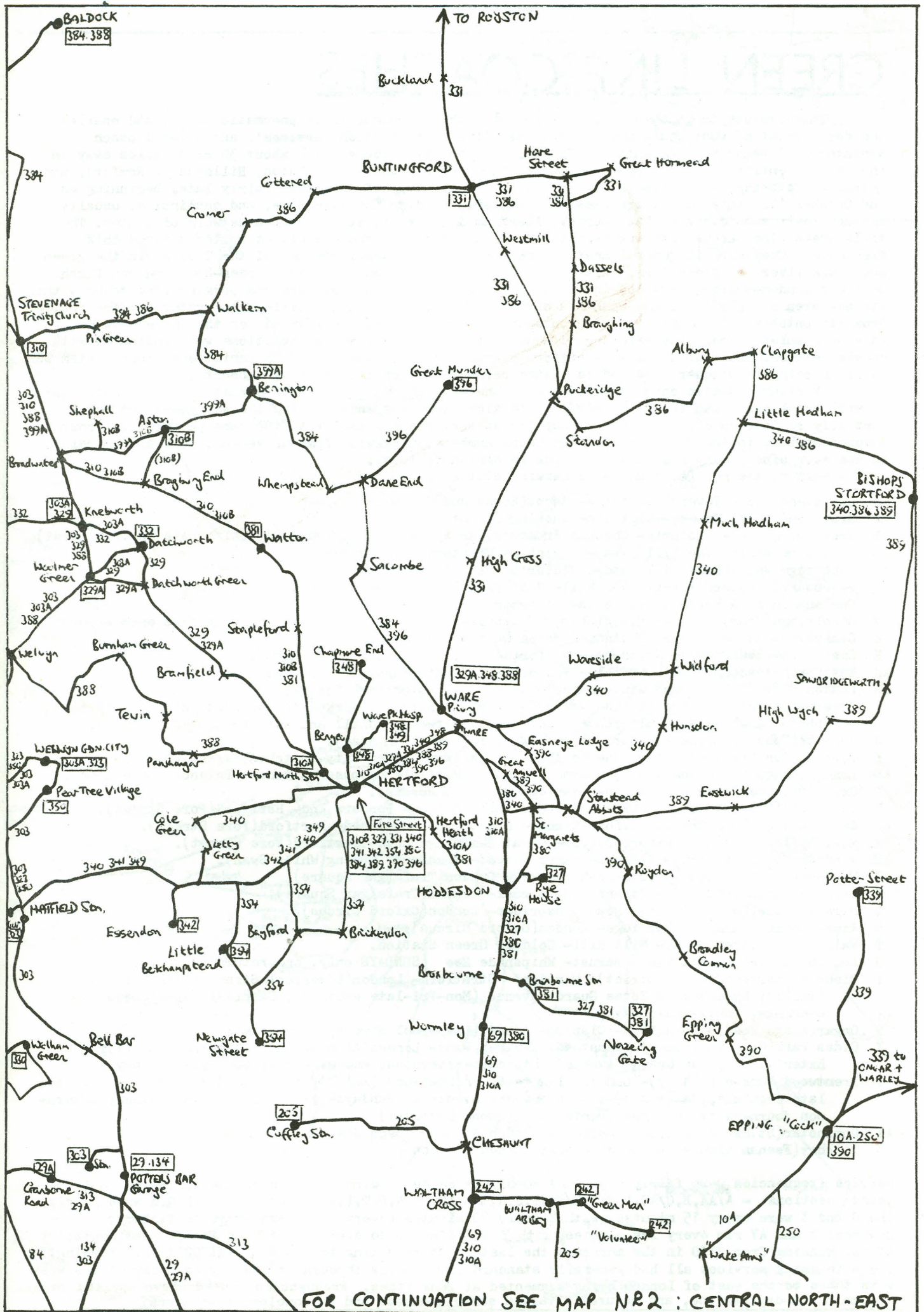
See Central- North-west (Map No.1)

CONTINUATION INTO CENTRAL AREA

See Central Maps Nos.1 and 2



FOR CONTINUATION SEE MAP NO 1: CENTRAL NORTH-WEST



FOR CONTINUATION SEE MAP NR2 : CENTRAL NORTH-EAST

GREEN LINE COACHES

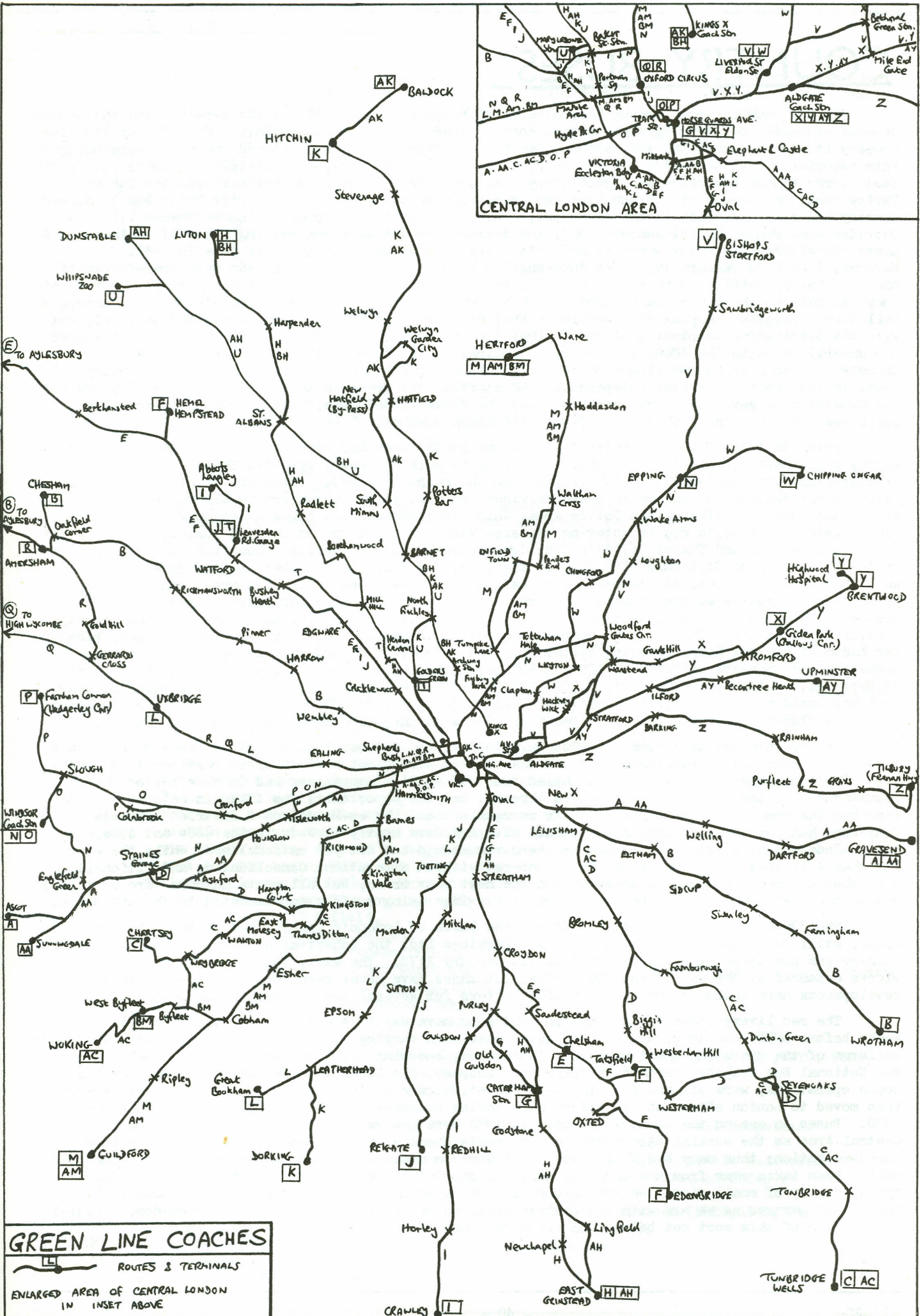
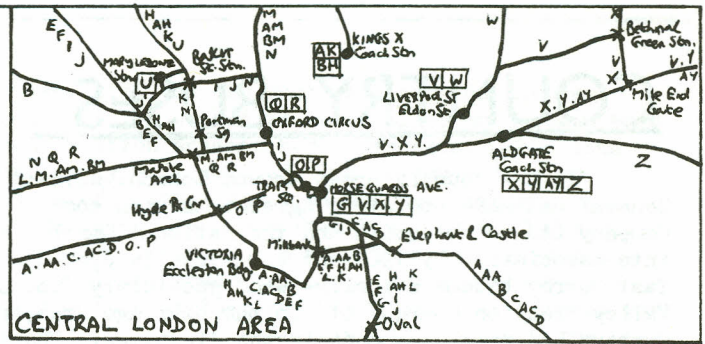
Improvements in vehicle design, especially the introduction of pneumatic tyres, had enabled the development of what would now be known as 'limited-stop coach services', and several coach operators had begun working into the Capital from outlying towns up to about 30 or 40 miles away in the late 'Twenties period. There were such firms as Strawhatter of Luton, Hillmans of Romford, and Redcar of Tunbridge Wells. The LGOC had a hand in this type of operation fairly late, beginning on 2nd October 1929 between Golders Green and Watford, feeding the tube line, and continuing, usually through their subsidiaries East Surrey, Amersham & District, etc to form a network of routes. The title Green Line Coaches Ltd was registered in July 1930 and the associated routes assumed this fleetname. They were in general mostly worked by new AEC Regal coaches of the T class in the green and black livery of Green Line. Apart from the City Coach Company's Wood Green-Southend and Birch Brothers London-Bedford service, the LPTB took over all the various services working from towns within its new area in July 1933, and within a short time introduced an identification system for the routes. From 4th October 1933 a new lettered route-numbering system was introduced for the whole network, working clockwise from Gravesend around London to Tilbury. Routeing variations were indicated with double letters, thus the Guildford-Hertford route became M, with AM and BM variations. This system was still in being in October 1934 and is listed below, a map of routes being opposite.

Various cosmetic changes were made to the network but were not of a radical nature until the general cut-backs began in the mid-1970s. Services were suspended during the War years and later partially re-introduced. Post-war resumption of services was mostly to the same pattern, but routes assumed numbers in the 700 series, again being numbered clockwise from Gravesend, this system being in use ever since, many routes still being recognisable today.

All routes run DAILY unless otherwise stated.

- A Gravesend(Clock Tower)- Victoria- Ascot(Horse and Groom).
- AA Gravesend(Clock Tower)- Victoria- Sunningdale Station.
- B Wrotham(Square)- Victoria- Chesham(Broadway) or Aylesbury(Kingsbury Sq) (alternate to each point)
- C Tunbridge Wells(Lime Hill Road)- Victoria- Chertsey(Bell Corner).
- AC Tunbridge Wells(Lime Hill Road)- Victoria- Woking Station.
- D Sevenoaks(Chequers)- Westerham Hill- Victoria- Staines(Bus Garage).
- E Chelsham(Hare & Hounds)- Victoria- Aylesbury(Kingsbury Square).
- F Edenbridge(Star) or Tatsfield(Ship)- Victoria- Hemel Hempstead. (alternately from each point)
- G Caterham Station- London(Whitehall,Horse Guards Avenue).
- H East Grinstead(Crown)- Newchapel- Victoria- Radlett- Luton(Park Square).
- AH East Grinstead(Crown)- Lingfield- Victoria- Radlett- Dunstable(Square).
- BH London(Kings Cross Coach Stn)- Barnet- St.Albans- Luton(Park Square).
- I Crawley(George)- Oxford Circus- Watford- Abbots Langley. (Worked in two sections: Crawley to Abbots Langley, with alternate coaches only between Redhill and Watford(Leavesden Road).
- J Reigate(Coach Station)- Oxford Circus- Watford(Leavesden Road).
- K Dorking(Bus Station)- Victoria- Potters Bar- Welwyn Garden City- Hitchin(Market Place).
- AK London(Kings Cross Coach Stn)- Barnet by-pass- Hatfield by-pass- Hitchin- Baldock(White Lion).
- L Great Bookham(Crown)- Victoria- Uxbridge(Waggon & Horses).
- M Guildford(Horse & Groom)- Oxford Circus- Enfield Town- Ponders End- Hertford(Fore Street).
- AM Guildford(Horse & Groom)- Oxford Circus- Great Cambridge Road- Hertford(Fore Street).
- BM West Byfleet(Corner)- Oxford Circus- Great Cambridge Road- Hertford(Fore Street).
- N Windsor(Coach Station)- Staines- Baker Street- Woodford- Epping(White Swan).
- O Windsor(Coach Station)- Colnbrook by-pass- London(Trafalgar Square).
- P Farnham Common(Hedgerley Corner)- Colnbrook- London(Trafalgar Square).
- Q High Wycombe(Queen Victoria Road)- Uxbridge- London(Oxford Circus).
- R Amersham(Bus Garage)- Uxbridge- London(Oxford Circus).
- T Watford(Leavesden Road)- Mill Hill- Golders Green Station.
- U London(Marylebone Station)- Barnet- Whippsnade Zoo (SUNDAYS only, one return journey).
- V Bishops Stortford(South Street)- Wanstead- Stratford- London(Liverpool Street,Eldon Street) (DAILY); Extended to Horse Guards Avenue (Mon-Fri-late evenings, Saturdays-afternoons and evenings, Sundays-all day.)
- W Ongar(Kings Head)- Chingford- Clapton- London(Liverpool Street,Eldon Street).
- X Gidea Park(Gallows Corner)- Wanstead- Hackney Wick- London(Aldgate Coach Station) (DAILY); Extended to Horse Guards Avenue (Saturdays-afternoons and evenings, Sundays- all day.)
- Y Brentwood(Yorkshire Grey)- London(Aldgate Coach Station) (DAILY); to Horse Guards Avenue (Mon-Fri late evenings, Saturdays- afternoons and evenings, Sundays- all day). Certain Sunday afternoon journeys to and from Brentwood(Highwood Hospital).
- AY Upminster(St.Marys Lane,Bell Corner)- London(Aldgate Coach Station).
- Z Tilbury(Feenan Highway)- London(Aldgate Coach Station).

Service frequencies were fairly high, and 30-minute headways were provided on the following routes or joint sections - A/AA,B,C/AC,D,E/F,H/AH,I,J,K,L,M,AM/BM,N,P,T,V,W. Routes G,BH,AK,Q,R were hourly. The O and X were every 15 minutes, with Z every 20 minutes (every 60 beyond Grays to Tilbury) However Y and AY ran every few minutes, with Y building up to every 2½ minutes in the peak hours; AY was running from 0330 in the morning, the last coach returning to Upminster at 0214 next morning!! The main daily services all had generally standard frequencies throughout the day each day of the week with these to the east of London being augmented at peak times. Frequencies quoted above applied to the main all-day service, and naturally varied early and late and on some outer sections.



GREEN LINE COACHES

ROUTES & TERMINALS

ENLARGED AREA OF CENTRAL LONDON
IN INSET ABOVE

COUNTRY BUSES

In the country areas around London, several companies had developed bus services, and the London General had made operating agreements with some of them. The two main companies, East Surrey Traction Company Ltd to the south and the National Omnibus and Transport Company Ltd to the north were brought into association by 1921 and subsequently operated many L.G.O.C. types of vehicles on their routes. East Surrey became a wholly-owned subsidiary from June 1929. Working agreements with the Thames Valley Traction Company Ltd in the Uxbridge area, and with the Amersham & District Motor Bus & Haulage Company Ltd were also made in the 'Twenties. The 'General' took over operation of Thames Valley's Uxbridge area routes on 1st January 1929, and during 1929 gained a controlling interest in Amersham & District, although this company retained its outward separate identity until late in 1933. However, from 25th January 1932, the 'National' services to the north of London were transferred to the East Surrey subsidiary as a combined 'Country Area' operation. The name 'East Surrey' was thus now inappropriate so the new company 'London General Country Services Ltd' was formed with headquarters at Bell Street, Reigate, keeping the red livery that had been used by both East Surrey and National, but with the distinctive adaptation of the Central Area's 'GENERAL' fleetname, with the G and L enlarged and underlined with the 'Country Services' titling. Green Line Coaches Ltd. was formed as a company in July 1930 to give an umbrella name to the limited-stop coach services working in from country towns to the Capital; several independents had started this trend in the previous couple of years and the General soon developed more services under the 'Green Line' name, mostly using its associate companies, many working with the new T-type AEC Regal coaches.

Prior to 1924, National routes entering the London area had numbers with 'N' prefixes, and East Surrey's counterparts had 'S' prefixes, in both cases working from 1 upwards. Thames Valley's routes from Uxbridge were numbered with 'W' prefixes in the range from W20. However, Chief Constable Bassom extended his renumbering scheme to these services too, applying new numbers to all routes working within and into the Metropolitan Police Area, which encompassed such towns as Epsom, Watford, Croydon, Romford, etc. National's routes entering the area were given numbers in the 300 series, East Surrey's in the 400 series, and Thames Valley's Uxbridge routes in the 500 series. Some independent services in the area south of St. Albans also entered the area, and these took numbers in the 350+ block. As with the Central Area, short-workings of main routes were given suffix letters. Generally, many of the N and S routes assumed similar numbers in the new blocks; thus for example, routes S1 to S10 became 401 to 410. This system reigned through the changes in operating names and into London Transport (LPTB) ownership. The 'Bassom' numbering blocks, but without the short-working suffixes, became the basis of the new LPTB numbering system from 3rd October 1934, and the various routes in other sequences were renumbered into the 300 and 400 sequences, except for two months for the 500+ routes at Uxbridge. With these, numbers 501, 502B, 505, 506 were now worked by the Central Bus Department, and took new numbers 222, 98, 223, 224 respectively, while 502, 502A, 503, 507 were worked by Country Buses and initially stayed unaltered, until 1st December 1934 when they were renumbered 455, 455A, 458, 457.

In the intervening months from 1st July 1933 to 3rd October 1934 in LPTB ownership, a certain amount of consolidation had taken place in the country areas, but several areas remained to be dealt with. Certain routes, notably those acquired from the smaller companies, had in this period been renumbered into the 300 and 400 sequences already, but the opportunity was taken in October 1934 to renumber the remaining ones prior to their reorganisation. The ex-Maidstone & District services at Gravesend had for example already been dealt with and were mostly already in the 480s and 490s, and the ex-Independent services at Slough had been renumbered but not yet rationalised, while the ex-Amersham & District routes were merely renumbered without alteration. Consolidation and rationalisation thus proceeded in several areas within the next year or so, but all route numbers were contained within the basic 300-499 sequence, the 500s at Uxbridge being swiftly accommodated in the 450 block.

The 300-499 numbering block has formed the basis of London's Country bus route numbers ever since, still being used by London Country Bus Services Ltd, the inheritor of London Transport's Country bus and Green Line operations from 1st January 1970. The early 1950s saw the bus service blocks expanded by the use of the 800 series, but these have never been very extensive; more recent developments have included the use of prefix letters for several local Town Service schemes.

The red livery inherited by LGCS in 1932 soon gave way to green, being introduced only several weeks before LPTB took over, and Country buses have worn varying shades of green ever since. The green uniforms of the operating staff were also introduced, becoming the standard until the mid-1970s when the National Bus Company standard uniforms were adopted. The LGCS, and the later LPTB Country bus and coach operations, were all run from the Bell Street, Reigate offices, although many departments were soon moved to London after consolidation, only moving out once more when London Country took over in 1970. Buses in use on the Country services in 1934 were generally similar to those working in the Central Area as the working agreements and interests obtained by the General had brought vehicle standardisation; thus many K, S, NS, ST type buses were in use. However other buses were still being used, having been taken over from the Independents, and many of these were of all sorts of non-standard types, mostly of small size. We are unable to provide an allocation list of buses working from individual garages as we are with the Central Area, as no list now remains in existence, official information of this sort not being positively recorded for the Country Area until 1937.

LIST OF COUNTRY BUS ROUTES AT 3rd OCTOBER 1934

There now follows a list of all Country Bus routes, with the old numbers alongside the new. Summer-only extensions are not generally shown. Certain routes worked in sections or on certain days only - these are all specified in the list. Some co-ordination schemes had taken effect, but some had still to be done; however most of the network was fairly well settled. Due to the situation whereby the wholesale renumbering was applied regardless of whether the area had been reorganised, certain anomalies occurred. 1) For example, at Slough, the Windsor- Leeds Road West route of F.W.Bell had been taken over by LPTB in May 1934 and numbered 463, while the route of W.Thomson, between the same points and running over the identical routeing, but at different timings, became the 468. Both Bell and Thomson ran basically every half-hour, providing a joint 15-minute service. This anomaly was cleared on 1st December 1934, when both sections became 463, and the 463A service to Stoke Poges Golf Club was renumbered, rather confusingly, 468! This route had come from R.J.Last('Speedwell').

2) There were two 348s and two 396s for no discernible reason, one each at Hertford and Amersham. From 14th August 1935, the Hertford ones disappeared, 348 being covered by the new 395 and the 396 renumbered 384A. 3) There was a 399 at St.Albans but a 399A at Stevenage - 399 was withdrawn without replacement on 5th December 1934 and so was the 399A on 14th August 1935. 4) The odd routes in the 500s in the Uxbridge area were renumbered from 1st December 1934 - 502,502A,503,507 became 455,455A, 458,457 respectively. The old 507A(Staines-Englefield Green via Pooley Green) was withdrawn after 2nd October 1934, being covered instead by the existing 507 and the amended 417B which was extended into Staines to terminate at the Bus Garage. 5) The intention to number the Morden-Dorking route as 470 was not implemented straight away, and the route became 70 in line with the parallel Central Area service running between Morden and Epsom(to Dorking in Summer). 6) Route 370 between Romford and Grays was shared for a short time with Central Buses from Romford(RD) Garage for a few weeks until transferred entirely to Grays(GY) Country Garage from 12th December 1934.

A few fairly minor reorganisations in local areas took place within a short time. The 1st December 1934 renumberings at Slough and Uxbridge are mentioned above. On 10th October 1934 the routes south of Orpington(419,431,471) were altered so that 419 was withdrawn and 471 ceased to serve West-erham Hill; 431 and 431A became new routes from Orpington to Knockholt and Halstead via Knockholt Pound, while 471 became a Knockholt circular still familiar today; the Sevenoaks link was cut.

One problem that we have not been able to resolve concerns routes 393A/B. Officially, from 18th July 1934 these had been combined and renumbered 393, but October timetables still show them as separate services with suffix letters - this is believed to be the correct version.

ALL ROUTES RAN DAILY UNLESS OTHERWISE STATED (* = see the notes above for further details)

New	Old	
301	301	Watford Junction- Aylesbury (DAILY); Certain weekday peak jnys to Kings Langley(Ovaltine)
302	302	Watford Heath- Hemel Hempstead (DAILY); Certain additional weekday peak jnys from Apsley Mills to Hemel Hempstead via Cottrells Road,Bury Road.
303	303	New Barnet Stn- Hitchin. (DAILY); Additional jnys: New Barnet Stn-Potters Bar Stn(WKDAYs)
303A	303A	Knebworth- Welwyn Garden City (WEEKDAYs,evenings: special service for theatregoers).
304	304	St.Albans- Borehamwood(Drayton Rd) (DAILY,but no service Sunday mornings).
305	10	Gerrards Cross Stn- High Wycombe via Gold Hill and Three Households (DAILY);
	6	Gerrards Cross Stn- Three Households via Gold Hill or via Kingsway (WEEKDAYs).
306	306	Watford(Gammons Lane)- Enfield Town via Bushey Heath; Certain jnys also to Little Bushey(Kings Head) via Bushey Heath.
307	307	Boxmoor Stn- Harpenden Stn via St.Johns Road or via Station Road(Hemel) (DAILY), with certain jnys via Two Waters, including all Sunday journeys. Certain weekday peak jnys via Apsley Mills, some of these running also via Bennetts End; Certain weekday peak jnys between Apsley Mills and Friars Wash via Bennetts End and Redbourn.
308	8	St.Albans- Kimpton (DAILY)- to Whitwell(WEDs & SATs)- to Hitchin (SATs & SUNs,limited to three afternoon/evening journeys only).
309	309	Rickmansworth Stn- Harefield.
309A	309A	Harefield- Uxbridge(Eight Bells).
310	310	Enfield Town(George)- Stevenage(Trinity Church) (SUNDAYs).
310A	310A	Enfield Town(George)- Hertford(North Stn) (WEEKDAYs); Certain early jnys via HertfordHeath.
310B	310B	Hertford(Fore St)- Aston. (TUES,WED,THURS,SATs, certain jnys only).
311	311	Watford(Gammons Lane)- Borehamwood(Drayton Road) via Shenley.
312	312	Watford(Gammons Lane)- Enfield Town via Little Bushey.
313	313	St.Albans- Enfield Town.
314	14	St.Albans- Hemel Hempstead (DAILY); Certain jnys on to Great Gaddesden(TUES,SATs,SUNs); Certain weekday peak jnys to and from Apsley Mills.
315	315	Watford(Met.Station)- Abbots Langley.
316	16	Chesham(Broadway)- Hemel Hempstead.
317	317	Watford(Clarendon Rd)- Bovingdon (TUESDAYs); Certain jnys on to Hemel Hempstead.
	317	Bovingdon- Little Gaddesden via Hemel Hempstead (THURSDAYs).
	317	Leavesden- Berkhamsted Stn via Watford,Bovingdon,Hemel Hempstead,Little Gaddesden (SATs & SUNs); Certain Sunday afternoon jnys to/from Woodside(Leavesden).
318	318	Chipperfield(Two Brewers)- Abbots Langley (WEEKDAYs).
319	319	Berkhamsted(Town Hall)- Dunstable via Two Waters,Hemel Hempstead (WEDs,SATs,SUNs).
320	320	Chipperfield(Two Brewers)- Watford(Market Place) (WEEKDAYs).
321	321	Oaklands- West Hyde via St.Albans,Watford,Rickmansworth.
321A	51	St.Albans- Luton.
322	322	Watford(Market Place)- Hemel Hempstead.

New	Old	
323	323	Hatfield Garage- Welwyn Garden City via Codicote, Welwyn. (WEDNESDAYS, evenings: special bus for theatregoers).
324	324	Hemel Hempstead- Abbots Langley via Belswains Lane (WEEKDAYS, special jnys, and SUNDAYS).
324A	324A	Hemel Hempstead- Abbots Langley via Apsley Mills (WEEKDAYS, special works jnys only).
325	325	Watford (Market Place)- Hemel Hempstead via Leverstock Green.
326	11	High Wycombe (Mill End Road)- Wycombe Marsh (King George V). ((Joint with Thames Valley
326A	11	High Wycombe (Mill End Road)- High Wycombe (New Bowerdean Road). (routes 26/26A.
327	327	Rye House- Nazeing Gate.
329	329	Knebworth- Hertford. (WEDS & SATS).
329A	29	Woolmer Green- Ware via Hertford (SATS & SUNS).
330	340	Welham Green- St. Albans (DAILY); Certain Weekday jnys via Roestock ; extended to Townsend (WEEKDAYS, early mornings, and SATURDAYS, p.m.)
331	31, 331	Hertford- Buntingford via Westmill or via Braughing and Great Hormead (DAILY); Occasional journeys extended via Reed to Royston (Green Man). (Note: Interworked with Eastern National 64 (Royston-Buntingford via Reed) and 65 (Royston-Puckeridge via Barley and Braughing)).
332	332	Datchworth- Hitchin (TUESDAYS & SATURDAYS)
335	335	Watford (Gammons Lane)- Windsor (Castle) via Gerrards Cross, Slough.
336	336	Watford (Gammons Lane)- Berkhamsted Stn via Amersham, Chesham.
337	337	Boxmoor Stn- Hemel Hempstead via St. Johns Road (DAILY)- to Gaddesden Row (THURSDAYS) and to Dunstable (SATS & SUNS).
338	338	St. Albans- London Colney via Napsbury (DAILY, Occasional jnys only).
339	339	Warley (Thatchers Arms)- Ongar (Kings Head) (DAILY); One early morning weekday journey and one afternoon Daily journey extended to Potter Street via Epping.
340	10	Bishops Stortford- St. Albans via Hunsdon, Hertford, Letty Green (DAILY).
	11	Bishops Stortford- Hertford via Wareside (DAILY)- St. Albans via Bayford Turn (SATS, SUNS, pm)
	5B	St. Albans- Fleetville (DAILY, local short jnys).
341	10A	St. Albans- Hertford via Bayford Turn (MONS-FRIS, and SATS, SUNS, mornings).
342	12	Essendon- Hertford via Bayford Turn (SATURDAYS).
344	344	Leavesden- Sarratt (Wheatsheaf) via Watford (DAILY); Certain Sunday afternoon jnys to/from Woodside (Leavesden).
345	345	Watford (Harebreaks, Leggatts Way)- Hamper Mill (Sandy Lodge Lane) via Wiggenshall Road.
346	346	Watford (Harebreaks, Leggatts Way)- Hamper Mill (Sandy Lodge Lane) via Eastbury Road.
347	347	Leavesden- Bucks Hill via Watford (DAILY); Certain Sunday afternoon jnys to/from Woodside.
348*	28	Ware- Bengoe via Hertford (DAILY); Certain jnys extended to Chapmore End (SATURDAYS) or to Ware Park Sanatorium (SATS & SUNS, afternoons).
348*	8C	Chesham (Broadway)- Bellington (Bull).
349	349	Watford (Market Place)- Ware Park Sanatorium via St. Albans, Hatfield. (SUNDAYS, afternoons - one return journey only - Express Service).
350	5A	St. Albans- Welwyn Garden City (Pear Tree Village).
351	351	Rainham (Clock Tower)- Oldchurch Hospital (SUNDAYS, afternoons).
352	52C	Berkhamsted Stn- Dunstable via Dagnall.
353	3	Windsor (Hospital)- Chesham (Sportsman) (DAILY)- to Ley Hill (WEEKDAYS, & SUNDAYS, afternoons)
354	354	Hertford- Little Berkhamstead via Bayford (WEDS, FRIS, SATS).
	354	Hertford- Newgate Street via Bayford or via Little Berkhamstead (SATURDAYS).
	354	Hertford- Little Berkhamstead via Brickendon and Bayford (SUNDAYS).
355	355	St. Albans- Shenley via Radlett (DAILY, Occasional jnys only)
	8A	St. Albans- Harpenden (Church Green) via Wheathampstead. (DAILY).
356	55	Luton- Markyate (Hollybush Lane) (WEEKDAYS)
357	357	Northwood Stn- Harefield (DAILY)- Uxbridge (Eight Bells) (SUNDAYS).
358	358	Oaklands- Shenley via St. Albans (DAILY)- Borehamwood (Drayton Road) (SUNDAYS).
358A	358A	Townsend- London Colney via St. Albans (DAILY); Additional service - Fleetville- London Colney via St. Albans (SATURDAYS, afternoon and evening).
359	9	Chesham (Broadway)- Hyde Heath.
360	60	Luton- Caddington.
361	361	Rickmansworth Stn- Chorleywood Stn.
362	1	High Wycombe- Ley Hill via Amersham and Chesham.
	2	Amersham (Crescent)- Chesham (Sportsman) (DAILY)- Certain Weekday jnys to Ley Hill.
362A	12	High Wycombe- Holmer Green (Common).
363	363	Hemel Hempstead- Hemel Hempstead (Circular) via Two Waters, Berkhamsted, Little Gaddesden (DAILY, Irregular) ; Also one Daily afternoon jny in opposite direction.
364	64	Luton- Tea Green.
365	8B	St. Albans- Luton via Wheathampstead (SATS & SUNS).
366	15	High Wycombe- Widmer End.
367	367	Whipsnade Zoo- Boxmoor Station via Hemel Hempstead (DAILY)- Leavesden via Bovington, Watford (SATURDAYS).
369	19	Aylesbury- Slough (Uxbridge Road) via Great Missenden, Amersham.
	19	Great Missenden Stn- Windsor (St. Leonards Road) via Amersham, Slough. (Joint frequency with Eastern National 107 Aylesbury- Great Missenden)
369A	5	Great Missenden Stn- Chesham (Broadway) via Amersham.
370*	G40	Grays (Kings Arms)- Romford (New Mill Inn) via Upminster. (Joint with Central Buses).
371	371	Grays (War Memorial)- Romford (New Mill Inn) via Aveley, Rainham.
372	372	Grays (War Memorial)- Purfleet (Post Office).
373	13	High Wycombe- Beaconsfield (White Hart) via Penn.
374	4	St. Albans- Dunstable (DAILY); Extra Weekday Works jnys: Kensworth- Waterlow's Works.

New	Old	
375	375	Grays(War Memorial)- Rainham(White Post Corner) via Aveley.
375A	375A	Grays(War Memorial)- Rainham(White Post Corner) via Uplands.
376	55A	Luton- Whipsnade Zoo.
380	380	Hertford- Wormley via Ware, St. Margarets, Hoddesdon.
381	326	Watton- Broxbourne Stn via Hertford (DAILY); Occasional jnys to Nazeing Gate.
382	382	St. Albans- Codicote (Goat) (WEDS, SATS, SUNS).
383	52A	Luton- Hitchin via Kings Walden.
384	384	Hertford- Baldock via Dane End, Stevenage, Graveley. One midday journey toward Baldock routed via Hitchin instead of Graveley.
385	385	Watford (Met. Stn)- North Watford (Radlett Road).
386	386	Hitchin- Bishops Stortford via Stevenage, Buntingford, and Braughing or Westmill. (TUES, THURS, SATS, SUNS). (No journey via Westmill on Sundays).
387	387	Tring Station- Tring (Beaconsfield Road).
387A	387A	Tring Station- Aldbury (FRIS, SATS, SUNS).
388	388	Ware- Baldock via Hertford, Welwyn, Stevenage, Hitchin.
389	389	Hertford- Bishops Stortford via Sawbridgeworth.
390	390	Hertford- Epping Town via Great Amwell or Easneye Lodge.
391	391	St. Albans- Tyttenhanger.
393A*	393A	Rainham (Clock Tower)- Rainham Ferry (Three Crowns) (DAILY, Works journeys only).
393B*	393B	Rainham (Clock Tower)- Manor Way (Cory and Flowers & Everitts Works) (WEEKDAYS, Works jnys)
394	4A	Chesham Moor- Great Missenden Stn via Chesham, Lee Common.
396*	33	Hertford- Great Munden (SATS & SUNS).
396*	23	Beaconsfield (Saracens Head)- Chesham (Nashleigh Arms) via Penn, Amersham.
397	7	Chesham (Springfield Road)- Tring (Rose & Crown).
398	20	Beaconsfield (Saracens Head)- Chesham (Sportsman) via Coleshill, Amersham, Stanley Hill.
399*	399	St. Albans (Circular from Mkt. Place via Sandpit Lane, Lemsford Road, LMS Rail Station to Mkt. Place (WEEKDAYS, morning peak); Reverse in MON-FRI evening peak & SATS, Midday peak)
399A*	399A	Benington- Hitchin via Stevenage, Great Wymondley. (TUES & SATS).
400	406	Redhill (Clarendon Rd)- Kingswood (Windmill Press) (WEEKDAYS, Works jnys only); Additional service: Redhill (Clarendon Rd)- Lower Kingswood (The Fox) (SATS, afternoons & evenings).
401	401	Gravesend (Denton)- Sevenoaks (Market Place) via Dartford.
402	402	Bromley North Stn- Sevenoaks (Market Place).
402A	402A	Sevenoaks (Tubs Hill Stn)- Tonbridge Stn.
403	403	West Croydon Stn- Sevenoaks (Market Place).
404	401E	Sevenoaks (Market Place)- Shoreham Village.
405	405A	West Croydon Stn- Crawley (George) via Redhill, Horley.
406	406	Kingston Stn- Redhill (Clarendon Rd) via Epsom, Reigate.
407	407	Gravesend (Denton)- Sidcup Stn via Dartford.
408	408	West Croydon Stn- Guildford (Horse & Groom); Certain jnys to Great Bookham (Crown).
408A	408A	West Croydon Stn- Leatherhead (Golf Club).
409	409	Guildford (Horse & Groom)- Merrow (Church) (DAILY, except Sunday mornings).
410	410	West Croydon Stn- Forest Row via Godstone, East Grinstead.
412	22	Bromley North Stn- Reigate (Red Cross) via Westerham, Godstone, Redhill.
413	417A	Dorking North Stn- Sutton (Volunteer) via Holmbury St. Mary.
414	414	Windsor (Castle)- Old Windsor (Bells of Ouzeley) (DAILY); Certain jnys between Windsor Castle and Old Windsor (Union Corner) for the Hospital (THURS, SUNS, afternoons); One Schoolday journey (a.m.) from Bells of Ouzeley to Clewer School.
415	415	West Croydon Stn- Horsham Stn via Redhill, Reigate, Dorking.
416	416	West Croydon Stn- Farleigh via Coombe Road.
417	417	West Croydon Stn- Esher (Windsor Arms) via Leatherhead.
417B*	417B	Langley Village- Staines (Bus Garage) via Slough, Windsor, Egham. (WEEKDAYS).
418	418	Englefield Green (Northcroft Road)- Staines (Bus Garage) (WEEKDAYS).
419*	419	Kingston Stn- Effingham (Sir Douglas Haig).
420	420	Green Street Green- Green Street Green (Circular, both directions, via Cudham, Knockholt.)
423	423	West Croydon Stn- Chelsham (Mental Hospital) via Coombe Road (WEDS & SUNS, afternoons).
424	424	Swanley (Bus Garage)- Meopham (Hook Green) via Dartford.
425	425	East Grinstead (Crown)- Reigate Stn, via Crawley Down or Snow Hill, Horley, Duxhurst or Irons Bottom.
426	426	Dorking North Stn- Guildford (Technical Institute).
427	27	Crawley (George)- Horley (Post Office) via Charlwood.
428	28	Redhill (Clarendon Rd)- Redhill (Clarendon Rd) (Circular, both directions, via Meadvale, Reigate, Doods Road).
429	29	East Grinstead (Crown)- Dormansland (Plough).
430	430	Newdigate- Dorking (Bus Stn) via Brockham (DAILY)- to Holmwood (Holly & Laurel) (SATS, p.m.).
431*	431	Redhill (Clarendon Rd)- Reigate Stn via Earlswood, South Park.
432	32	Orpington (Maxwell Arms)- Sevenoaks (Mkt. Place) via Knockholt Pound, Halstead.
433	433	Guildford (Horse & Groom)- Effingham (Sir Douglas Haig).
434	34	Ranmore- Coldharbour via Dorking.
435	435	Horsham (Carfax)- Hurst Green, via Crawley, East Grinstead, Edenbridge, Oxted.
436	36	Leatherhead (Plough)- Tadworth Station.
437	37	Guildford (Onslow Street)- Windsor (Castle) via Woking, Byfleet, Chertsey, Staines (Bridge End).
438	438	Ripley (Talbot)- Windsor (Castle) via Woking, Pyrford, Chertsey, Staines (Bridge End).
438A	438A	Walton (Capitol Cinema)- Chertsey (Church).
438B	438B	Hersham Green (Watermans Arms)- Walton (Manor Road, The Swan) (WEEKDAYS).
438B	438B	Hersham Green (Watermans Arms)- Weybridge (Ship).

New	Old	
439	439	Merstham(Feathers)- Dorking(Bus Stn) via Reigate and Leigh (DAILY)- to Holmwood(Holly & Laurel) (SATURDAYS, afternoons and evenings).
440	21A	South Merstham(Manor Road)- Salfords(Church). (SATURDAYS,afternoons and evenings).
441	14	Windsor(Coach Stn,St.Leonards Rd)- High Wycombe via Slough,Hedgerley Cnr,Beaconsfield.
	41	Slough Stn- Hedgerley Corner (DAILY)- Certain Weekday jnys to Beaconsfield Station.
	41A	Slough Stn- Hedgerley Village (WEEKDAYS,Occasional jnys only).
	441	Windsor(Castle)- Farnham Royal via Slough.
	441	Windsor(Castle)- Slough Trading Estate via Slough. (WEEKDAYS).
442	42	Slough Stn- Hedgerley Corner via Stoke Green (DAILY); Certain Weekday jnys to Beaconsfield Stn.
	42A	Slough Stn- Hedgerley Village via Stoke Green (WEEKDAYS).
442C	42C	Slough Stn- Hedgerley Village via West End Lane, Stoke Green. (WEEKDAYS,Occasional jnys).
		(Note: Route 41B(Slough Stn-Burnham Beeches via Farnham Road)and 42B(Slough Stn-Burnham Beeches via Stoke Green) became 443 and 447 respectively, working from 1935 in the Summer only).
446	446	Slough Stn- Stoke Common(Fox & Pheasant) via Stoke Road,Wexham Street,Wexham Springs.
448	448	Guildford(St.Nicholas)- Ewhurst(The Bull).
449	449	Redhill(Redstone Estate)- Woldingham(Golf Club).
450	450	Dartford- Gravesend(Clock Tower) (DAILY)- Northumberland Bottom (SATS & SUNS).
451	451	Hartley Hill- Gravesend(Clock Tower) (DAILY)- Northumberland Bottom (SATS & SUNS).
452	452	Dartford- Kingsdown(Portobello) (SATS & SUNS).
453	453	Caterham(Clifton Arms)- Warlingham(Leather Bottle) (DAILY)- Chelsham Mental Hospital (SUNDAYS,afternoons and evenings).
454	454	Sevenoaks(Tubs Hill Stn)- Tonbridge Stn via Sevenoaks Weald.
456	456	Woking Stn- Addlestone Stn via Woodham Cross Roads.
455,455A,457,458		These numbers were used from 1.12.34 for routes 502,502A,507,503.
459	459	Dartford- Ash(Anchor & Hope).
460	21	South Merstham(Manor Road)- Reigate(Red Cross) via Redhill.
461	48	Walton(Capitol Cinema)- Ottershaw. (WEEKDAYS).
462	162B	Slough Station- Leatherhead(Bull) via Staines,Chertsey,Weybridge,Cobham.
463*	463	Windsor(Castle)- Slough(Leeds Road West) via Slough,Belgrave Road.
463A*	463A	Windsor(Castle)- Stoke Poges(Golf Club, Fir Tree Avenue) via Slough,Stoke Poges Lane.
464	34A	Horsham(Carfax)- Westerham(Kings Arms) via Crawley,East Grinstead,Edenbridge.
466	466	Staines(The Hythe,Jolly Farmers)- Virginia Water(Wheatsheaf) via Egham.
467	467	Windsor(Castle)- Virginia Water(Wheatsheaf) via Runnymede,Egham.
468*	468	Windsor(Castle)- Slough(Leeds Road West) via Slough,Belgrave Road.
469	469	Staines(The Hythe,Jolly Farmers)- Virginia Water(Wheatsheaf) via Thorpe.
470		(Note: This number was not used as planned, and route 70D became 70, with a joint working with Central Buses route 70 (Morden-Epsom).
70*	70D	Morden Stn- Dorking(Bus Stn).
471*	471	Westerham Hill(Fox & Hounds)- Sevenoaks(Market Place) via Knockholt,Halstead.
473	473	Datchet(White Hart)- Slough(Manor Park,Hatton Avenue) via Lascelles Rd,Elliman Avenue.
475	475	Weybridge(Lincoln Arms)- Weybridge Station.
477	477	Gravesend(Denton)- Orpington(Maxwell Arms) (DAILY) or to Chelsfield (DAILY).
479	479	Gravesend(Kings Farm Estate)- Rosherville (WEEKDAYS,special works jnys).
480	480	Gravesend(Park Ave,Perry St)- Rosherville (WEEKDAYS,special works jnys).
481	481	Langley Village- Windsor(Castle).
482	482	Gravesend(Echo Square)- Rosherville (WEEKDAYS,special works jnys).
483	483	Northfleet(Huggins College)- Rosherville (WEEKDAYS,special works jnys).
484	484	Gravesend(Dover Road Schools)- Imperial Paper Mills (WEEKDAYS,special works jnys).
487	487	Gravesend(Kings Farm Estate)- Swanscombe(Craylands Lane).
488	488	Gravesend(Kings Farm Estate)- Swanscombe(Eglinton Road).
489	489	Ash(White Swan)- Gravesend(Clock Tower) (DAILY)- Singlewell (SATS & SUNS).
490	490	Longfield Hill(Green Man)- Gravesend(Clock Tower) (DAILY)- Singlewell (SATS & SUNS).
490A	490A	Gravesend(Clock Tower)- Longfield(Railway Tavern) (DAILY)- Hartley Hill (WEEKDAYS,Certain jnys)
491	491	Gravesend(Denton)- Bexleyheath(Mkt.Place) via Dartford.
495	495	Gravesend(Kings Farm Estate)- Northfleet(Plough) via Parrock Street,Waterdales.
496	496	Gravesend(Kings Farm Estate)- Northfleet(Plough) via Windmill Street,Vale Road.
497	497	Gravesend(Dover Road Schools)- Gypsy Corner. (Some jnys to Gravesend(Clock Tower)).
498	498	Gravesend(Kings Farm Estate)- Gravesend(Gordon Schools,Ordinance Rd) (MON-FRI,school jnys)
499	499	Erith(Wheatley Arms)- Farningham(Bull) via Dartford,Horton Kirby.
502*	502A	Uxbridge(RAF Depot)- West Wycombe(Swan) via Beaconsfield,High Wycombe.
502A*	18	High Wycombe- Wooburn Common(The Compasses) (WEEKDAYS).
503*	503	Uxbridge(Eight Bells)- Windsor(Castle) via Iver,Langley,Slough.
507*	507	Uxbridge(Eight Bells)- Staines(Bus Garage) via George Green,Slough,Windsor,Pooley Green.
		Additional service: George Green- Windsor(Hospital).

Special note: Terminal points have been given precisely where they can possibly be confused .However, a number of towns had a central terminal point where all, or nearly all, routes terminated. Such towns were: Dartford(Westgate Road), Dunstable(The Square), Hertford(Fore Street), Hitchin(Market Place), Hemel Hempstead(Parade), High Wycombe(Frogmoor,The Fountain), Luton(Park Square), St.Albans (Market Place,St.Peters Street). It can be assumed that all terminating buses in these towns used these points unless otherwise stated specifically in the route list above. Further reference to the route maps will make the situation clearer.

Country Garages

Country Buses and Green Line Coaches were operated from 36 premises in October 1934, and even in 1979 several still survive in London Country ownership still in use essentially unchanged; Garages at Crawley, Chelsham, Dunton Green, East Grinstead, Godstone and Swanley were all taken over from East Surrey and these sheds are still recognisable as such by their architectural style. Several were built by or for the Green Line operations in the previous few years, including Guildford, Staines, Hitchin and Windsor; some had been inherited from independents and in this category fell the small garages at Harefield (ex Filkins), Luton (ex Strawhatter), Romford-London Road (ex Hillman), Slough-Bath Road (ex Premier Line), Tring (ex Prentice), Tunbridge Wells (ex Autocar) and Ware-Park Road (ex Peoples). Some garages in use in 1934 have subsequently been reconstructed, either on the same site or nearby; Amersham, Hatfield, Hemel Hempstead, Addlestone qualify here, the last two being replaced by new premises some distance away, but with the same garage code.

In the list below, several garages have the note * alongside :-

*The code AM (Amersham) was later changed to MA to avoid confusion with Central Garage Plumstead.

*The code HW (High Wycombe) was later changed to HE to avoid confusion with Central Garage Hanwell.

*The code WG (Ware-Park Rd) was later changed to WR to avoid confusion with Central Garage West Green but when the two Ware garages were closed in 1935 in favour of the new Hertford Garage, the code WR was again re-used to replace the unfortunate WC code used hitherto for Windsor.

It is not possible to provide a route-working allocation list for the Country Area buses and Green Line coaches as no official list now survives. Instead, a list of routes worked by each garage is shown below. It should be noted however that this list has been made up by timetable study and recollections, and we cannot therefore claim 100% accuracy; we believe it to be at least 95% correct.

Code	Garage and location	Routes operated
*AM	Amersham (The Broadway)	305, 316, 336, 348, 353, 359, 362, 369, 369A, 394, 396, 397, 398, B, R.
CM	Chelsham (Westerham Road)	403, 415, 420, 453, E, F.
CY	Crawley (High Street)	405, 426, 434, 464, I.
DG	Dunton Green (London Road)	401, 402, 402A, 403, 404, 419, 431, 454, 471, D.
DS	Dorking (Horsham Road)	70, 414, 425, 429, 439, K.
	Holmbury St. Mary (Dorking outstation)	412.
DT	Dartford (Priory Road)	407, 423, 452, 459, 477, 499, A, AA.
EG	East Grinstead (Garland Road)	409, 424, 428, 434, 464, H, AH.
EP	Epping (High Street)	339, N, V, W.
GD	Godstone (Eastbourne Road)	409, 410, 449, G.
GF	Guildford (Leas Road)	408, 408A, 425, 432, 436, 437, 448, M, AM, BM.
GY	Grays (Old Brewery, London Road)	351, 370, 371, 372, 375, 375A, 393A, 393B, Z.
HA	Harefield (Filkins Garage, Breakspear Rd)	309A, 357.
HF	Hatfield (St. Albans Road)	303, 303A, 323, 340, 341, 350, K.
HH	Hemel Hempstead (Bury Road)	302, 307, 314, 317, 319, 322, 324, 324A, 325, 337, 363, 367, F.
HN	Hitchin (London Road)	303, 329, 386, K, AK.
*HW	High Wycombe (Queen Victoria Road)	305, 326, 326A, 362, 362A, 366, 373, 441, 502, 502A, Q.
LH	Leatherhead (Guildford Rd, Hawks Hill)	70, 406, 408, 416, 418, 433, 435, L.
LS	Luton (Park Street West)	321A, 356, 360, 364, 376, 383, H, BH.
NF	Northfleet (Old Tram Depot, Dover Road)	401, 407, 450, 451, 477, 479, 480, 482, 483, 484, 487, 488, 489, 490, 490A, 491, 495, 496, 497, 498, A, AA.
RE	Romford (London Road)	U, Y, AY.
RF	Romford (North Street)	AK, U, X.
RG	Reigate (Lesbourne Road)	400, 405, 406, 414, 427, 430, 439, 440, 460, I, J.
SA	St. Albans (Drill Hall, Hatfield Road)	304, 308, 313, 314, 321, 321A, 330, 338, 340, 355, 358, 358A, 365, 374, 382, 391, 399, AH.
SJ	Swanley (Maidstone Road)	401, 423, 477, 499, B.
SL	Slough (Langley Road)	369, 441, 442, 442C, 443, 446, 447, 462, 463, 468, 473, 503.
SU	Slough (Bath Road)	O, P.
ST	Staines (London Road)	417, 417B, 466, 469, A, AA, D.
TG	Tring (Western Road)	301, 352, 387, 387A, E.
TW	Tunbridge Wells (Whitehill Road)	C, AC.
WA	Watford High St (Lower High Street)	301, 302, 306, 309, 311, 312, 315, 321, 335, 336, 349.
*WC	Windsor (St. Leonards Road)	335, 413, 417, 436, 437, 441, 463A, 467, 481, 503, 507, N.
WE	Ware (Old Town Hall, High Street)	310, 310A, 310B, 327, 329, 329A, 331, 332, 340, 341, 342, 348, 354, 381, 396, 399A, M, AM, BM.
*WG	Ware (Park Road)	380, 384, 386, 388, 389, 390.
WT	Watford (Leavesden Road)	315, 317, 318, 320, 344, 345, 346, 347, 361, 367, 385, I, J, T.
WY	Addlestone (Addlestone Rd/Ham Moor Lane)	436, 437, 438, 438A, 438B, 456, 461, 475, C, AC, BM.
—	Southall (AEC Works, Windmill Lane)	L.

Note: Southall's AEC Works was the home for an allocation of five coaches for Route L for a short time until route Q was extended to cover the L, and the allocation then went to High Wycombe.

Country Area Independents

Brief details of operations of the surrounding companies and the independent operators remaining in the L.T. area are given below, and it can be seen that it was some time before some companies passed into the net. Information is given geographically anti-clockwise round London from Grays to Gravesend.

Eastern National worked most local services in the Grays and Tilbury areas, and these were passed eventually to L.T. in 1952. The company covered a much larger area than it does now, being the main 'adjacent' operator to L.T. right across the north as far as Aylesbury until it's 'Midland Area' was passed to United Counties in 1952. Town Services operated in several adjacent towns such as Aylesbury, Hitchin. Two examples of the rare joint working with L.T. were in the form of co-ordinated frequencies on routes 331 and 369. Westcliff-on-Sea Motor Services worked from Grays and Romford to Southend. Several independent companies provided rural routes from Brentwood, Ongar, Bishops Stortford, one of them, 'The Stag' still running in 1979 its Thursday-only service into Bishops Stortford incredibly on virtually identical timings that applied in 1934! The City Coach Company (see p.12) worked to Southend and developed a series of local routes at Brentwood. One of them, between Great Warley and Coxtie Green which was acquired from the Regent Motor Services Ltd fell within the L.T. boundary and it was handed over on 21st August 1936 becoming 339A. No other independent in the north-east area was however taken over as all worked from boundary towns to points beyond the L.T. area. Birch Bros. Ltd worked from the Hitchin area (see p.12), while North Star Omnibus & Coach Services Ltd of 132 Letchmore Road, Stevenage worked approx. hourly from Hitchin via the main road to Stevenage (Trinity Church), with occasional journeys extended to Letchmore Green via Letchmore Road, and some Sunday buses going to Woolmer Green. The service was later incorporated into LT route 303, although the date is uncertain.

Close by, the 'Enterprise' service of Jones Bros, Peters Green, worked daily between Welwyn and Luton via Codicote, Kimpton and Peters Green. This route has been subsequently worked by various operators and is now the basis of London Country/United Counties route 44. Union Jack (Luton) Omnibus Co. Ltd of Britain Street, Dunstable operated several routes in the Luton and Dunstable areas. The company was taken over by Eastern National early in 1937 and included the only route working within the L.T. area. This was a daily service between Luton and Flamstead (Three Blackbirds) via Slip End and Markyate; after a few weeks as E.N. route 83 it passed to the Board on 3rd February 1937 as route 356A.

At Hemel Hempstead in 1934, local coach operator Bream Coaches was working in Weekday peak hours (including lunchtimes) between the Town Centre (Bury Road) and Apsley Mills via Two Waters. This service continued as an independent operation, with later services as the New Town built up after the War, concentrating in the Chaulden area. It was not until 30th December 1967 that Bream's services were acquired by London Transport. Berkhamsted & District Motor Services Ltd (H. Aston) was working with four single-deck buses between Northchurch and Hemel Hempstead via Berkhamsted, Boxmoor and Station Road; this route soon after became L.T. route 332. The other independent at Berkhamsted was Barnard's, better known now as B & B Services, and still in 1979 working the same routes to Potten End and Aldbury. Up at Aylesbury, then as now a major boundary town between operators, no less than five major and at least six smaller operators could be found working to beyond the L.T. area. The Rover bus services between Chesham and Hemel Hempstead via Lye Green or via Flaunden are still thriving in 1979 much as they were in 1934, but Lee & District's route between Chesham and Kings Ash via Chartridge and Lee, working on Weds, Fris, Sats, Suns in 1934 lasted until 4th January 1956 when L.T. took over as their route 394D. "Metroland" developments at Loudwater near Rickmansworth meant that Land and Estates Ltd of Loudwater were providing a bus service in 1934 from Rickmansworth Station via Loudwater Lane, Sarratt Lane, Troutstream Way, continuing to Capel Hamlet (Met. rail bridge) via Chorleywood Common (east side), Dog Kennel Lane, Valley Road. By 7th July 1950 the route had shrunk to a circular around Loudwater from Rickmansworth, and was taken over by LT as 336A, to become famous later as the last GS-worked service.

At High Wycombe, Thames Valley Traction Co. Ltd provided many of the local routes, as indeed it did from Slough, Windsor, etc to the west; joint working with LT. occurred on 26/26A (LT. routes 326/326A). Several independents as well as the City of Oxford Motor Services worked in from the west, but a major independent, the Penn Bus Company of St. John's Road, Tylers Green, operated a frequent local network. Daily services operated from High Wycombe to: Penn via Terriers X Rds and Hazlemere; Totteridge via Bowerdean Road; Great Missenden joint with Thames Valley 27; Speen via North Dean; Naphill via West Wycombe and Bradenham; West Wycombe (Chorley Road); Mill End Road via Desborough Park Road; and to Flackwell Heath or Wooburn Green via Loudwater. Another service, on Weekdays only, worked between Tylers Green and Beaconsfield Station. The company was taken over by Thames Valley on 1st August 1935, and the three routes entirely within the L.T. area (to Penn, to Totteridge, and the Beaconsfield route) came to the L.T. network, together with seven single-deck buses of various types. The rest of the network was integrated into the Thames Valley system, still surviving essentially today in Alder Valley ownership with, in most cases, the same route numbers.

Thames Valley had previously worked services from the Uxbridge area (see page 40), taken over by General on 1st January 1929, these being distinguished by their 500+ series route numbers. In 1933 therefore, when LPTB came into being, there was a rigid division between LPTB and Thames Valley at the boundary towns of High Wycombe, Slough and Windsor. This situation has remained unchanged through to 1979 with the modern successors, Alder Valley and London Country, although at the time of publication of this booklet, a major survey of both operators' services in these areas is under way, and may produce the first radical changes in the bus routes for 46 years!

In the Slough and Windsor areas, most of the local independent routes had been taken over by London Transport soon after formation and, at October 1934, most were still working under L.T. ownership much as they had done under independent ownership, with a certain amount of duplication. Routes 463, 468, 473 to the north-west of Slough were especially 'over-bussed'. This was an area of L.T. Country Bus operation that had yet to be rationalised and a multiplicity of routes and indeed buses could be found at work. The journeys between Windsor Castle and Slough Trading Estate operated by the Speedwell (R.J. Last) and by F.W. Bell had become part of LT route 441, but the area timetable book of the time still shows "Warwick" working every 30 minutes between Windsor and Farnham Common via Slough and Farnham Royal, and "Lady May" working hourly between Windsor and Burnham via Slough and the Trading Estate. Again these were mostly later absorbed by the 441.

Three local independents in the Windsor area were however quite long-lasting. The 'White Bus Service' works in 1979 from Windsor to Sunninghill via the Great Park just as it did in 1934. Imperial Bus Services (A.F. Moore & Sons) still work in 1979 on their, much expanded, local routes from Windsor to the Clewer and Dedworth areas. However an earlier service was from George Green to Windsor Hospital via Slough and Windsor; this was taken over by L.T. on 20th December 1933 as it fell within their area, and incorporated it into the 507 schedule. Borough Bus Services (Frowen & Hill) worked on the Clewer local routes alongside Imperial until taken over by Thames Valley in 1955. Borough also however had one service that fell within L.T.'s area, between Windsor Castle and Datchet Common (Rising Sun), working via King Edward VII Avenue, Datchet Village, Horton Road. This route was taken over by L.T. on 10th October 1935 together with two Morris 14-seaters. "Marguerite" (A.V. Cole) worked from Windsor to Maidenhead via Dorney, this becoming the 'Blue Bus Service' until taken over by Thames Valley in the 1960s.

The local service in Walton between Bridge Street and the Station worked by the Walton-on-Thames Motor Company somehow escaped the L.T. net and continued its unglamorous shuttle right up to January 1970 when the service was taken over by Golden Miller of Feltham; recently Walton Station has finally come to be served by London Transport by the diversion of route 218. Aldershot & District Traction Co. Ltd provided services to the west of Chertsey, Woking and Guildford, and the routes can still be largely recognised in today's Alder Valley network, still observing the artificial company boundary through the centre of these towns. Several independents still work at Guildford, quite a stronghold still in 1979, including Safeguard, Tillingbourne and Blue Saloon. In October 1934, Safeguard ran local routes to Guildford Park and Westborough, while the now defunct Yellow Bus Service ran to Stoughton, as well as country routes to Camberley and Farnham. Tillingbourne went to Peaslake and Farley Green much as it does today, and had a local route to Warren Road that subsequently became L.T. 448A and is now covered by Blue Saloon. Brown Motor Services ran to Forest Green, working also from there to Horsham; these operations are still undertaken, but by Tony McCann Coaches. The company that has changed completely however is Blue Saloon Coaches. In October 1934 three important routes were worked, from Guildford to Woking via Stoke Hill (hourly), to Woking via Burpham and Send (hourly) and to Ripley via Burpham (every 30 minutes). The original Blue Saloon company was taken over by Aldershot & District on 4th January 1938, but as the latter two routes lay within the L.T. area, these passed on to L.T., the Woking via Send route becoming 438 and the Ripley route 415. Blue Saloon subsequently resurfaced in a new guise in the 1970s, successfully developing new local bus routes on the 'London' side of Guildford. Down at Horsham, various operators connected with L.T., but the Comfy Bus Service of Rusper Road, Horsham ran in the L.T. area with a local service in Horsham as far as Roffey Corner, and a country service from Horsham to Three Bridges Station via Faygate, Lambs Green, Ifield and Crawley. This route which was acquired with the company by the Hants & Sussex Motor Services Ltd was later, in 1954, taken over by London Transport, becoming the 852.

Local services in the Tonbridge, Tunbridge Wells and Edenbridge areas were provided by Redcar Services Ltd and Autocar Services Ltd, Autocar was already a subsidiary of Maidstone & District, and Redcar was also taken over by M & D in February 1935. However two of the erstwhile Redcar routes fell within the L.T. area and were taken over by London Transport from 31st July 1935, together with four double-deck Leyland TD1 and five Leyland TS2 coaches. One of the two routes was a bus service between Tonbridge Station and Sevenoaks via the main road, which was covered by the extension of the 403; the Redcar route 2 had previously worked through from Sevenoaks to Uckfield via Tonbridge, and thus the link was cut. The other route was the coach service between Tunbridge Wells and Victoria, and this continued, under L.T. ownership, with the same timings until integrated with the C and AC Green Line routes on 8th January 1936. M & D also of course connected with L.T. at Sevenoaks, Wrotham and Gravesend, the previous network of local routes at Gravesend and Dartford having already been absorbed into the L.T. network.

The remaining large independent in the Kent area of L.T. was West Kent Motor Services Ltd, with a rural network in the Sevenoaks area. In October 1934, the routes were:

- a) Sevenoaks to Edenbridge, via Bat & Ball, Chipstead, Whitley Forest, Ide Hill, Four Elms.
- b) Sevenoaks to Brasted (Kings Arms), as above to Ide Hill, then via Brasted Chart.
- c) Sevenoaks to Otford via Bat & Ball, Seal, Kemsing.
- d) Sevenoaks to Heverham via Godden Green, Seal, Kemsing.
- e) Sevenoaks to Fawke Common via Godden Green.
- f) Sevenoaks to Baileys Hill via Solefields Road, Cross Keys.
- g) Seal to Tubs Hill Station via Seal Hollow Road, Bayhams Road.

West Kent routes remained largely unaltered until L.T. took over the company on 3rd October 1939. A complete revision in the network however was instituted, with routes to the east of Sevenoaks being handed over to Maidstone & District, a reversal of the usual trend detailed in this section. Routes (e) and (g) passed unaltered to M&D, and (d) was withdrawn; M&D started new route 55 to Kemsing via Seal. The other routes were covered in a different way by LT. as: 413 Chipstead-Brasted via Bat & Ball, Sevenoaks, Solefields Road, Baileys Hill, Ide Hill, Brasted Chart; 413A Chipstead-Four Elms via 413 and Ide Hill (the section to Edenbridge was abandoned); 421 Sevenoaks-Heverham via Otford and Kemsing; 454 extended to work Tonbridge-Sevenoaks-Bat & Ball-Chipstead. Only thirty years later in 1979 have links to Edenbridge been restored, and LCBS works east of Sevenoaks for the first time with the 418.

Trams & Trolleybuses

On 1st July 1933, the L.P.T.B. took over all the many operators of tram (and some trolleybus) routes in London. The principal company operators were the M.E.T. (Metropolitan Electric Tramways) in North London and the L.U.T. (London United Tramways) in South-West London, this latter company also having the only, at that time, trolleybuses in the London area. The South Metropolitan Tramways had a couple of routes running east and west from Croydon, and Croydon, Bexley, Erith, Ilford, Leyton, Walthamstow, East and West Ham all had municipal tram operations, in the majority of cases interworking with L.C.C. (London County Council) tram services. Thus various numbering systems were inherited by the L.P.T.B. and a partial renumbering scheme was introduced on 3rd October 1934, at the same time as the similar schemes for bus services. Already, the numbering of ex-L.C.C. and ex-M.E.T. tram routes was broadly divided with odd-numbered routes being mostly north of the Thames and even-numbered routes to the south. Very few gaps in the sequence 1-99 existed and several routes were renumbered to avoid clashes. However, in spite of some 10 gaps still remaining after renumbering, several routes stayed with their old company or municipal numbers until eventual withdrawal or trolleybus replacement. These were mostly the ex-L.U.T. and ex-M.E.T. in West and South-West London which did not clash, geographically, with other similarly-numbered services. The local Ilford and Bexley routes had not been even numbered before 3.10.34.

The new numbers first used from 3rd October 1934 were as follows:

1A (ex West Ham 2)	45 (ex MET 40)	91, 93 (ex Ilford unnumbered)
23 (ex Walthamstow 3)	49A (ex MET 26)	95, 95A (ex West Ham 5/5A)
37 (ex MET 32)	69 (ex West Ham 6)	96 (ex Bexley unnumbered)
39 (ex MET 34/34A)	73 (ex East Ham unnumbered)	97, 97A (ex Leyton/W.Ham/Wstow 7, W.Ham 7A)
39A (ex MET 18)	85 (ex Walthamstow 5)	98 (ex Erith unnumbered)
42 (ex Croydon 2)	87 (ex Leyton/W.Ham/Wstow 8)	99, 99A (ex West Ham 9/9A)

Although the ex-municipal operators are quoted above, the actual operator at the time of renumbering was of course London Transport, still using the old municipal route numbers.

We do not propose in this publication to duplicate information already well-documented in the Willoughby-Oakley 'London Transport Tramways Handbook', available through LOTS Sales. This book gives details of all routes before and after the takeover and renumbering dates, with all service changes subsequently; there are details of all the company and municipal operations taken over, even those who operated no cars! Liveries, service frequencies and fares are all quoted, as well as a rolling stock list. A complete chronology of the Tram and Trolleybus conversion programmes from 1935 through to 1962 will be found in the LOTS publication SUP-8, available from LOTS Sales. This gives all route changes in the period covered together with many route maps to illustrate the changes.

It is not quite clear why a complete renumbering scheme did not take effect from 3rd October, but a couple of months earlier the decision to replace trams with trolleybuses had been approved, and it is assumed that the non-renumbered routes must have been on the list for early replacement. In fact, it turned out that this was more-or-less the case, and when the Trolleybus replacement scheme started, the first conversions were the ex-L.U.T. 57, 63, 65, 67 services, removing trams from the routes south-west from Hammersmith and Shepherds Bush from 27th October 1935. The Trolleybus routes in the Kingston area were renumbered from 1-4 to 601-604 (by this time also with a 5/605), and thus, with the coverage by new Trolleybus routes 657 and 667 of the other tram services, another new sequence of route numbers was born. The 500s and 600s had of course been vacated by this time, as routes within these sequences had been renumbered to the standard scheme within 1-299 on 3.10.34. The Bexley and Erith routes 96 and 98, and the ex-South Met. 5 and 7 were next on the list, followed by the ex-M.E.T. 45, 60, 62, 64, 66, 68 routes in mid-1936. However it was not until very late in 1936 before the Hanwell routes 7 and 55 were taken over by Trolleys 607 and 655, and the ex-West Ham 1/1A lasted right up to September 1937. Ironically by the time that these latter routes were replaced by Trolleybuses they were no longer clashing with anything else as the ex-L.C.C. route 1 that only ran on Bank Holiday weekends last ran in August 1937, never reappearing.

The conversion programme north of the river continued until the last programme removed trams from the 65 and 67 routes along Commercial Road on 9th June 1940. The advent of War had not stopped this taking place, but it did stop the continuation of the conversions to South London. Trams thus remained in this area until 1950-1952, by which time it had been decided to replace them by motor buses. New route numbers for tram replacement services had been no problem in 1935-40 as plenty of 500s and 600s were available. However in 1950-52 the 1934 bus numbering scheme faced its first real test when many new numbers had to be found to cover the ex-Tram routes. It coped admirably, and all received numbers in the existing double-deck series 1-199. When the time came to replace the Trolleybuses however, in 1959-62, the 200s had to be well and truly invaded to cover, but the 1-299 block was still not breached.

All-night tram services were not numbered in 1934, and nor were their North London Trolley replacements. It was not until 1946 that the electric Night routes received numbers, and the numbers 1, 3, 5, 7 were re-used for Night tram routes that were sufficiently different from daytime routes to warrant separate numbers, and the other tram and trolleybus Night routes were numbered in line with their parallel daytime services.

A list of all Tram and Trolleybus routes at 3rd October 1934 now follows.

TROLLEYBUS ROUTES (All DAILY)

- 1 Tolworth(Warren Drive)- Twickenham, via Kingston,Teddington.
- 2 Dittons(Winters Bridge)- Kingston (anti-clockwise loop via London Rd,Park Rd,Kings Rd).
- 3 Tolworth(Red Lion)- Kingston (clockwise loop via Kings Rd,Park Rd,London Rd).
- 4 Wimbledon Station- Hampton Court, via Malden,Kingston.

ALL-NIGHT TRAM ROUTES (All operating Sun.night/Mon.morning to Fri.night/Sat.morning - not Sat.nights)

- Holborn- Hampstead Heath, via Kings Cross,Great College Street.
- Holborn- Stamford Hill, via Clerkenwell,Shoreditch,Dalston.
- Bloomsbury- Highgate(Archway), via Angel,Highbury,Holloway.
- Bloomsbury- Poplar(Blackwall Tunnel), via Clerkenwell,Commercial Street,Aldgate,Limehouse.
- Tooting(Southcroft Road)- Embankment loop, via Balham,Oval,Elephant,Blackfriars,Westminster,Oval,
Balham.
- Tooting Broadway- Embankment loop, via Streatham,Oval,Westminster,Blackfriars,Elephant,Oval,
Streatham.
- Tooting Broadway- Blackfriars, via Wandsworth,Battersea,Vauxhall,Westminster,Embankment.
- Downham- Savoy Street, via Lewisham,New Cross,Old Kent Road,Elephant,Blackfriars.
- New Cross Gate- Savoy Street, via Camberwell,Elephant,Blackfriars.

'EX' TRAM ROUTES

There were many Extra sections on tramcar routes, displaying an 'EX' suffix to the route number. However, some 'EX' sections followed a different routing to the main service, or operated regular separate service sections- these are quoted in the following main route list.

NON-RENUMBERED TRAM ROUTES (All DAILY unless otherwise stated)

1,1A(ex 2),10 were ex-West Ham routes, 2 ex-Walthamstow, 5,7 ex-South Met, 7(S.Bush-Uxbridge),55,57, 63,65,67 were ex-L.U.T., 60,62,64,66,68 ex- M.E.T.

- 1 Stratford Broadway- East Ham(Town Hall), via Plashet Road,Plashet Grove.
- 1A Stratford Broadway- Upton Park(Boleyn), via Plashet Road,Green Street.
- 2 Leyton(Bakers Arms)- Chingford Mount (MONS-FRIS,rush hours, and SATS,afternoons).
- 5 West Croydon- Crystal Palace, via Selhurst,Anerley.
- 7 West Croydon- Sutton(Benhill Street), via Wallington,Carshalton..
- 7 Shepherds Bush Green- Uxbridge, via Acton,Ealing,Southall.
- 10 Stratford Broadway- Circular via Forest Gate,Green Street,Greengate (both directions) (WEEKDAYS).
- 55 Brentford(Half Acre)- Hanwell Broadway (DAILY)- Acton(High Street) (WEEKDAYS,rush hours).
- 57 Shepherds Bush Green- Hounslow, via Chiswick,Brentford,Isleworth.
- 63 Shepherds Bush Green- Kew Bridge (DAILY)- Isleworth (WEEKDAYS,rush hours).
- 65 Shepherds Bush Green- Hampton Court, via Chiswick,Brentford,Twickenham. (Bank Holidays only).
- 67 Hammersmith- Hampton Court, via Chiswick,Brentford,Twickenham.
- 60 Paddington- North Finchley(Tally-ho Corner), via Harlesden,Cricklewood.
- 62 Paddington- Stonebridge Park via Harlesden (DAILY)- Sudbury(Swan)(WEEKDAYS).
- 64 Paddington- Edgware, via Harlesden,Cricklewood. (WEEKDAYS,Rush hours).
- 66 Acton(Market Place)- Canons Park, via Harlesden,Cricklewood,Edgware.
- 68 Acton(Market Place)- Craven Park, via Harlesden. (WEEKDAYS).

TRAM ROUTES (in main sequence, including some renumbered services - see previous page)

All routes ran DAILY unless otherwise stated.

- 1 Tottenham Court Road- Hampstead Heath, via Camden Town. (BANK HOLIDAY WEEKENDS only).
- 2 Wimbledon(Town Hall)- Embankment loop, via Tooting,Oval,Westminster,Blackfriars,Oval,Tooting.
- 2A Streatham(Library)- Embankment loop, via Tooting and route 2. (WEEKDAYS,rush hours).
- 2EX Balham(Marius Road-morning) or Merton(evening)- Embankment loop via route 2 (MON-FRIS,rush hrs)
- 3 Holborn- Hampstead Heath, via Kings Cross,Great College Street.
- 4 Wimbledon(Town Hall)- Embankment loop, via Tooting,Oval,Blackfriars,Westminster,Oval,Tooting.
- 4A Streatham(Library)- Embankment loop, via Tooting and route 4. (WEEKDAYS,rush hours).
- 4EX Balham(Marius Road-morning) or Merton(evening)- Embankment loop via route 4 (MON-FRIS,rush hrs)
- 5 Moorgate- Hampstead Heath, via Angel,Kings Cross,Camden Town.
- 6 Tooting Junction(S.R.Stn)- City(Southwark) via Balham,Oval,Elephant,Borough.
- 7 Holborn- Parliament Hill Fields via Kings Cross,Great College Street.
- 8 Victoria- Victoria, circular via Stockwell,Tooting,Streatham,Brixton,Stockwell. (see 20)
- 9 Moorgate- North Finchley(Tally-ho Corner) via Angel,Highbury,Highgate.
- 10 Tooting Broadway- City(Southwark), via Streatham,Brixton,Oval,Elephant,Borough.
- 11 Moorgate- Highgate Village, via New North Road,Highbury,Highgate.
- 11EX Essex Road- Highgate Village, via Highbury,Highgate. (SUNDAYS).
- 12 Tooting Junction(S.R.Stn)- London Bridge(Borough) via Wandsworth,Battersea,St.Georges Circus.
- 13 Highgate(Archway)- Aldersgate, via Highbury,Angel,Goswell Road (WEEKDAYS,Rush hours)
(Certain early morning journeys also to Smithfield, via St.John Street.)
- 14 London Bridge(Borough)- Wandsworth, via Embankment,Vauxhall,Battersea. (WEEKDAYS) ; Certain
Weekday rush hours journeys extended to Summerstown(Wimbledon Road).
- 15 Moorgate- Parliament Hill Fields, via Angel,Kings Cross,Great College Street.
- 16 Purley- Embankment loop, via Streatham,Oval,Westminster,Blackfriars,Oval,Streatham.
- 16EX Norbury- Embankment loop, via route 16. (WEEKDAYS,rush hours) (Note: some cars displayed 16A)
- 17 Highgate(Archway)- Farringdon Street, via Caledonian Road,Kings Cross.
- 18 Purley- Embankment loop, via Streatham,Oval,Blackfriars,Westminster,Oval,Streatham.
- 18EX Norbury- Embankment loop, via route 18. (WEEKDAYS,rush hours) (Note: some cars displayed 18A)

- 19 Barnet Church- Tottenham Court Road, via North Finchley, Highgate, Camden Town.
- 20 Victoria- Victoria, circular via Stockwell, Brixton, Streatham, Tooting, Stockwell. (see 8)
- 21 North Finchley(Tally-ho Corner)- Holborn, via Wood Green, Manor House, Holloway, Kings Cross.
- 22 Tooting Broadway- Embankment loop, via Streatham, Oval, Westminster, Blackfriars, Oval, Streatham.
(WEEKDAYS, rush hours.)
- 23 Woodford(Napier Arms)- Ferry Lane(Ferryboat Inn) via Forest Road.
- 24 Tooting Broadway- Embankment loop, via Streatham, Oval, Blackfriars, Westminster, Oval, Streatham.
(WEEKDAYS, rush hours.)
- 25 Tottenham Court Road- Parliament Hill Fields via Camden Town. (MONS-FRIS, rush hours, and SATURDAYS, p.m.)
- 26 London Bridge(Borough)- Kew Bridge, via Embankment, Vauxhall, Clapham Junction, Hammersmith.
- 26EX Clapham Junction- Blackfriars, via Vauxhall, Embankment (WEEKDAYS, a.m. rush hours).
- 26EX Clapham Junction- Embankment loop, via Vauxhall, Blackfriars, Embankment, Westminster, Vauxhall..
(one-way only, WEEKDAYS, p.m. rush hours).
- 26EX Camberwell Green- Kew Bridge, via Brixton, Clapham, Clapham Junction, Hammersmith (BANK HOLS ONLY)
- 27 Edmonton(Town Hall)- Tottenham Court Road, via Tottenham, Manor House, Camden Town. (WEEKDAYS).
- 28 Victoria- Harrow Road(Scrubs Lane), via Vauxhall, Clapham Junction, Hammersmith. (DAILY)-
to Craven Park (WEEKDAYS)- to Wembley(Church) (WEEKDAYS, rush hours).
- 29 Enfield- Tottenham Court Road, via Wood Green, Manor House, Camden Town.
- 30 West Croydon- Harrow Road(Scrubs Lane) via Tooting, Wandsworth, Hammersmith.
- 31 Wandsworth- Hackney Station, via Battersea, Vauxhall, Embankment, Clerkenwell (DAILY)- to Leyton
(Bakers Arms) (SUNDAYS). (Certain journeys extended from Wandsworth to Tooting Junction
(SATURDAYS, evenings and SUMMER SUNDAYS).
- 32 Clapham Common(Plough)- Chelsea Bridge via Queens Road.
- 33 Manor House- West Norwood, via Essex Road, Angel, Embankment, Westminster, Oval, Brixton.
- 34 Chelsea(Kings Road)- Blackfriars, via Clapham Junction, Stockwell, Brixton, Camberwell, Elephant.
- 35 Highgate(Archway)- Forest Hill, via Highbury, Angel, Embankment, Elephant, Camberwell, New Cross.
- 35A Highbury Corner- Elephant & Castle, via Angel, Embankment, St. Georges Rd. (MON-FRIS, offpeak only).
- 36 Abbey Wood- Embankment loop, via Greenwich, Old Kent Road, Elephant, Blackfriars, Westminster,
Elephant, Old Kent Road, Greenwich. (Certain early a.m. jnys from Blackwall Tunnel)
- 36EX Abbey Wood- Waterloo via 36 to Elephant, then Waterloo Road (BANK HOLIDAYS only)
- 37 Wood Green(High Rd)- Wood Green(LNER Stn) (DAILY)- to Alexandra Palace (Afternoons & evenings).
- 38 Abbey Wood- Embankment loop, via Greenwich, Old Kent Road, Elephant, Westminster, Blackfriars,
Elephant, Old Kent Road, Greenwich. (Certain early a.m. jnys from Blackwall Tunnel)
- 38EX Abbey Wood- Waterloo via 38 to Elephant, then Waterloo Road (BANK HOLIDAYS only)
- 39 Bruce Grove- Muswell Hill(Victoria) via Wood Green, Hornsey (DAILY)- to Alexandra Palace
(Afternoons & evenings). Additional service operated, numbered 39(previously 29EX)
Palmer's Green(Aldermans Hill)- Finsbury Park (WEEKDAYS, morning rush hours).
- 39A Bruce Grove- Winchmore Hill via Wood Green (WEEKDAYS, rush hours)- to Enfield(MON-FRIS, rush hours)
Certain journeys extended from Bruce Grove to Manor House via Seven Sisters Rd (MON-FRIS,
morning rush hours), and certain journeys diverted at Wood Green to New Southgate(SATS, a.m.)
- 40 Abbey Wood- Savoy Street, via Greenwich, Camberwell, Oval, Westminster.
(Certain early a.m. journeys from Blackwall Tunnel).
- 41 Moorgate- Manor House via Southgate Road (DAILY)- Winchmore Hill (WEEKDAYS, rush hours).
- 41EX Aldersgate- Manor House via Goswell Road, Angel, Essex Road (WEEKDAYS, rush hours).
- 42 Croydon(Greyhound)- Thornton Heath(High Street).
- 43 Stamford Hill- Holborn via Shoreditch, Clerkenwell. (Certain cars to Smithfield in p.m. rush hours)
- 44 Woolwich(Beresford Square)- Eltham(Church) (WEEKDAYS).
- 45 Cricklewood- North Finchley(Tally-ho Corner) (DAILY)- Whetstone(Totteridge Lane)(WEEKDAYS, rush
hours, and SATS & SUNS, p.m.) (Certain jnys on Weekdays to Edgware or Harlesden via R.66)
- 46 Woolwich(Beresford Square)- City(Southwark) via Eltham, New Cross, Borough.
- 47 Stamford Hill- London Docks, via Shoreditch, Leman Street.
- 48 West Norwood- City(Southwark) via Camberwell, Elephant, Borough.
- 49 Liverpool Street- Edmonton(Town Hall) via Tottenham (WEEKDAYS)- Enfield Town via Ponders End
(WEEKDAYS, rush hours and SATURDAYS, p.m.)
- 49A Ponders End- Enfield Town (WEEKDAYS).
- 49EX Dalston Junction- Smithfield via Shoreditch (WEEKDAYS, rush hours).
- 51 Muswell Hill(Victoria)- Aldersgate, via Hornsey, Manor House, Essex Road, Angel (WEEKDAYS);
Certain journeys diverted to Bloomsbury via Rosebery Avenue (WEEKDAYS, early mornings)
- 52 Grove Park- City(Southwark) via Lewisham, New Cross, Borough. (WEEKDAYS, rush hours).
- 53 Tottenham Court Road- Aldgate via Camden Town, Manor House, Hackney.
- 54 Grove Park- Victoria via Lewisham, New Cross, Camberwell, Vauxhall.
- 55 Bloomsbury- Leyton(LNER Stn) via Shoreditch, Hackney, Bakers Arms (WEEKDAYS)- Wanstead Flats
(SATURDAYS, p.m. and SUMMER SUNDAYS).
- 55EX Smithfield- Leyton(Bakers Arms) via Shoreditch, Hackney (WEEKDAYS, Rush hours)
- 56 Peckham Rye- Embankment loop via Camberwell, Elephant, Westminster, Blackfriars, Elephant, Camberwell
(WEEKDAYS): SUNDAY service - Peckham Rye- Savoy Street via Westminster only.
- 57 Liverpool Street- Chingford Mount via Shoreditch, Hackney, Bakers Arms.
- 57EX Bloomsbury- Chingford Mount via Shoreditch, Hackney, Bakers Arms (WEEKDAYS, Rush hours)
- 58 Victoria- Blackwall Tunnel(Blackwall Lane) via Camberwell, Forest Hill, Catford, Lewisham.
- 59 Holborn- Edmonton(Town Hall) via Kings Cross, Holloway, Manor House, Tottenham.
- 60 Dulwich(Library)- City(Southwark) via Camberwell, Elephant, Borough (WEEKDAYS, Rush hours).
- 61 Aldgate- Leyton(Bakers Arms) via Stratford, Leytonstone, Whipps Cross.
- 62 Blackwall Tunnel(Blackwall Lane)- Savoy Street via Lewisham, Forest Hill, Camberwell, Elephant,
Westminster. (WEEKDAYS).

- 63 Aldgate- Ilford Broadway via Stratford, Manor Park.
- 65 Bloomsbury- Poplar(Blackwall Tunnel) via Clerkenwell, Commercial Street, Limehouse. (DAILY)- to East Ham(Town Hall) (WEEKDAYS, Rush hours)- to Barking Broadway (SATURDAYS, p.m.)
- 65EX Smithfield- Poplar(Blackwall Tunnel) via Clerkenwell, Commercial St, Limehouse (WEEKDAYS, Rush hrs)
- 66 Forest Hill- Savoy Street via New Cross, Camberwell, Elephant, Blackfriars. (WEEKDAYS)
- 66EX Forest Hill- Savoy Street via New Cross, Camberwell, Elephant, Westminster. (WEEKDAYS, Rush hours)
- 67 Aldgate- Barking Broadway via Poplar, East Ham. (DAILY) : Certain early SUNDAY morning journeys extended from Aldgate to Bloomsbury via Commercial Street, Clerkenwell.
- 67EX Aldgate- Plaistow(Abbey Arms) via Poplar. (WEEKDAYS, Rush hours).
- 68 Greenwich Church- Waterloo via Surrey Docks, Tower Bridge Road, Elephant.
- 69 Stratford Broadway- Canning Town via Plaistow, Hermit Road.
- 70 Greenwich Church- London Bridge(Tooley Street) via Surrey Docks, Tooley Street.
- 71 Aldgate- Wood Green, via Hackney, Tottenham (DAILY)- to Aldersgate via Manor House, Holloway, Highbury, Angel, Goswell Road (WEEKDAYS).
- 72 Woolwich(Beresford Square)- Savoy Street via Westhorpe Avenue, Lewisham, New Cross, Camberwell, Oval, Westminster.
- 73 Wanstead Park- Royal Albert Docks via Manor Park, East Ham High Street.
- 74 Downham- Blackfriars via Brockley Rise, New Cross, Old Kent Road, Elephant (DAILY); Extended from Downham to Grove Park(SATURDAYS, p.m.) and from Blackfriars to Savoy Street (SUNDAYS).
- 74EX Downham- Savoy Street via route 74 and Blackfriars (WEEKDAYS, Rush hours).
- 75 Holborn- Stamford Hill via Rosebery Avenue, Angel, Essex Road, Dalston (WEEKDAYS).
- 77 West India Docks- Aldersgate via Burdett Road, Hackney, Dalston, Essex Road, Angel, Goswell Road.
- 78 West Norwood- Victoria via Brixton, Stockwell.
- 79 Smithfield- Waltham Cross, via St. John Street, Angel, Highbury, Holloway, Manor House, Tottenham, Ponders End (WEEKDAYS): On SUNDAYS, Smithfield- Enfield Town via Ponders End.
- 81 Bloomsbury- Woodford(Napier Arms) via Rosebery Ave, Angel, Essex Road, Hackney, Leyton(Bakers Arms).
- 81EX Lea Bridge Road(Markhouse Road)- Aldgate via Hackney (WEEKDAYS, Rush hours).
- 83 Moorgate- Stamford Hill via Southgate Road, Dalston. (WEEKDAYS).
- 84 Peckham Rye- Embankment loop via Camberwell, Elephant, Blackfriars, Westminster, Elephant, Camberwell (WEEKDAYS) (see 56 for opposite loop).
- 85 Lea Bridge Road(Markhouse Road)- Higham Hill via Blackhorse Road.
- 87 Victoria & Albert Docks- Leyton(Bakers Arms) via New Barn Street, Plaistow, Forest Gate, Cannhall Road. (DAILY):- to Chingford Mount (SUNDAYS).
- 89 Hammersmith- Acton(High Street) via Askew Road (DAILY)- to Brentford(Half Acre) via Ealing, Hanwell (SATURDAYS, p.m.)
- 91 Barkingside- Barking Broadway, via Ley Street, Ilford. (DAILY, but during WEEKDAY off-peak hours and on SUNDAYS before 5 p.m., worked Barkingside- Ilford only).
- 93 Chadwell Heath- Barking Broadway, via Ilford.
- 95 Wanstead Flats- Canning Town, via Forest Gate, Green Street.
- 95A Wanstead Flats- Upton Park(Boleyn) via Forest Gate, Green Street (SATS & SUNS).
- 96 Woolwich(Beresford Square)- Dartford(Horns Cross) via Welling, Bexleyheath, Crayford.
- 97 Chingford Mount- Victoria & Albert Docks via Leyton, Stratford, Plaistow, New Barn Street.
- 97A Stratford Broadway- Victoria & Albert Docks via Plaistow, New Barn Street (WEEKDAYS).
- 98 Abbey Wood- Bexleyheath(Market Place) via Erith.
- 99 Stratford Broadway- Victoria & Albert Docks via Plaistow, Prince Regents Lane.
- 99A Greengate- Victoria & Albert Docks via Prince Regents Lane (WEEKDAYS).

Certain differences have been incorporated in the above route list to that given in LOTS SUPPLEMENT 8. This is where more complete or corrected information is now to hand.

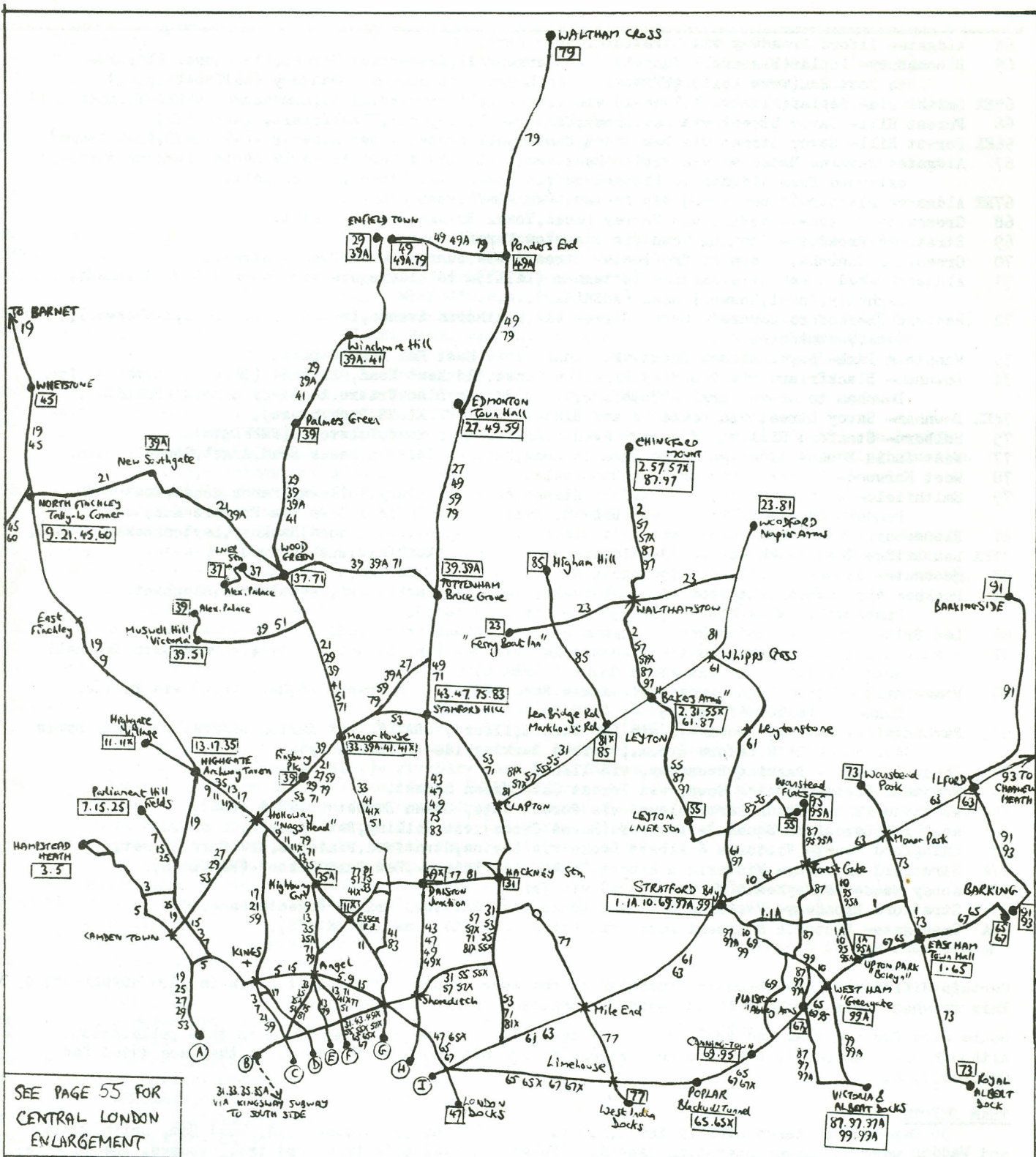
Route maps for the tram and trolleybus services will be found on pages 50-53 in this publication, although the Summer-only services and extensions are not shown on the maps, as they are dated for October 1934.

TRAM DEPOTS

36 Depots were taken over by the L.P.T.B. in 1933, and by October 1934, East Ham, Erith, Purley and Waddon were no longer operating depots. Fulwell worked both trams and trolleybuses. The 36 were:

Acton(High St)	ex LUT	Fulwell	ex LUT	Poplar	ex LCC
Abbey Wood	LCC	Hackney	LCC	Purley	Croydon
Anerley	S.Met	Hammersmith	LCC	Stamford Hill	LCC
Bexley(Broadway East)	Bexley	Hampstead(Cressy Road)	LCC	Stonebridge Park	MET
Bow(Fairfield Road)	LCC	Hanwell	LUT	Streatham(Telford Ave)	LCC
Brixton Hill	LCC	Hendon(Colindale)	MET	Sutton(Westmead Rd)	S.Met
Camberwell(Walworth)	LCC	Holloway	LCC	Thornton Heath	Croydon
Clapham	LCC	Hounslow(Isleworth)	LUT	Waddon(Aurelia Rd)	S.Met
East Ham (Town Hall)	East Ham	Ilford(Ley St)	Ilford	Walthamstow	W'stow
Erith(Walnut Tree Rd)	Erith	Leyton(Lea Bridge Rd)	Leyton	Wandsworth	LCC
Edmonton(Tramway Ave)	MET	New Cross	LCC	West Ham	W.Ham
Finchley	MET	Norwood	LCC	Wood Green	MET

No less than 19 of these depots are still in use as bus garages in 1979, much modified of course.



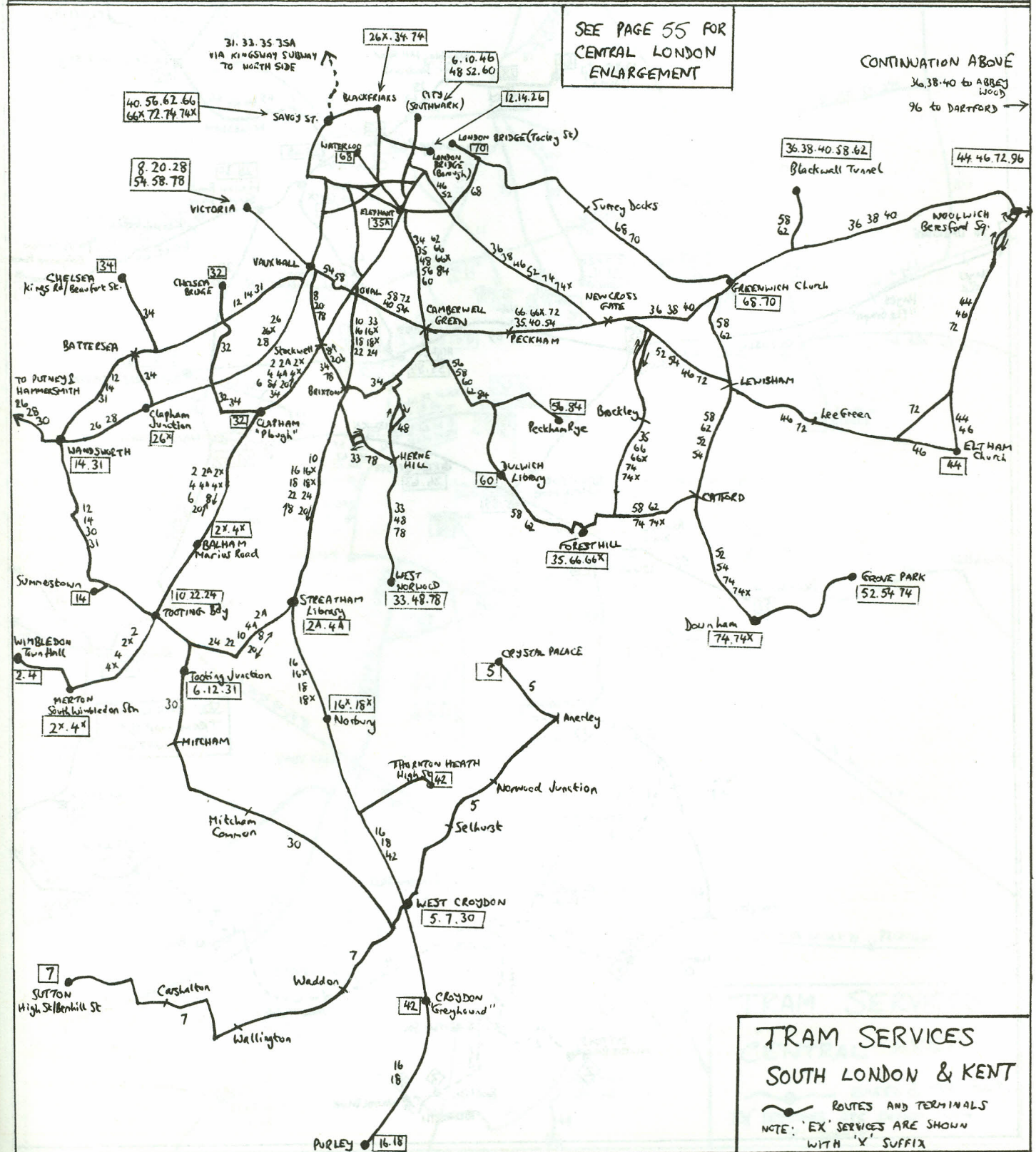
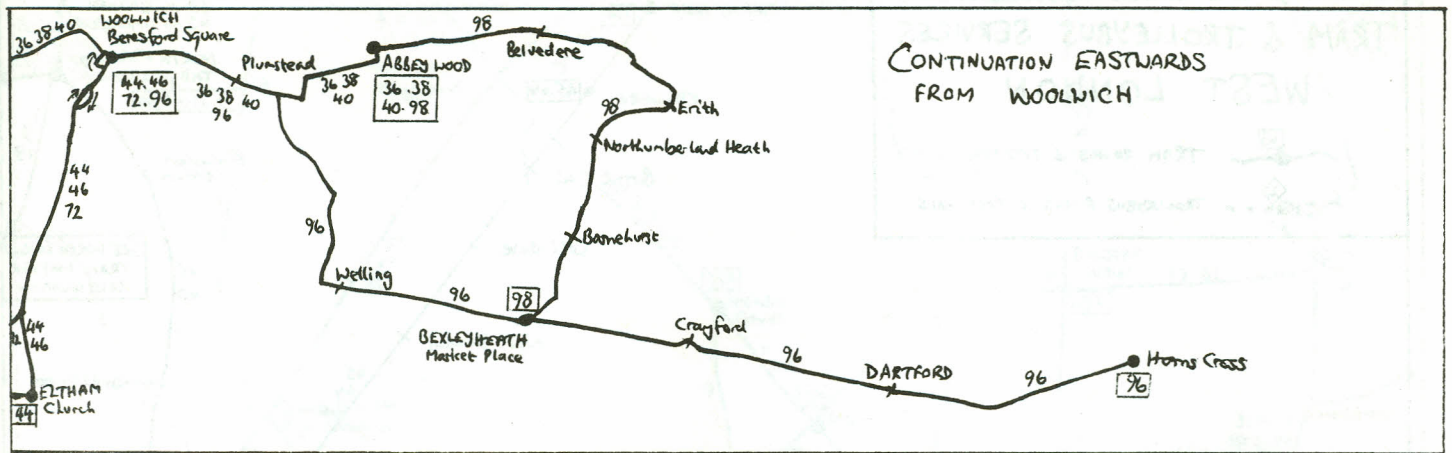
CENTRAL LONDON TERMINAL POINTS

A Tottenham Court Road	19,25,27,29,53.
B Bloomsbury	51,55,57X,65,67,81.
C Holborn(Grays Inn Road)..	3,7,21,43,59,75.
D Farringdon Street	17.
E Smithfield	13,43,49X,55X,65X,79.
F Aldersgate	13,41X,51,71,77.
G Moorgate	5,9,11,15,41,83.
H Liverpool St(Bishopsgate)	49,57.
I Aldgate	53,61,63,67,67X,71,81X.

TRAM SERVICES NORTH & EAST LONDON

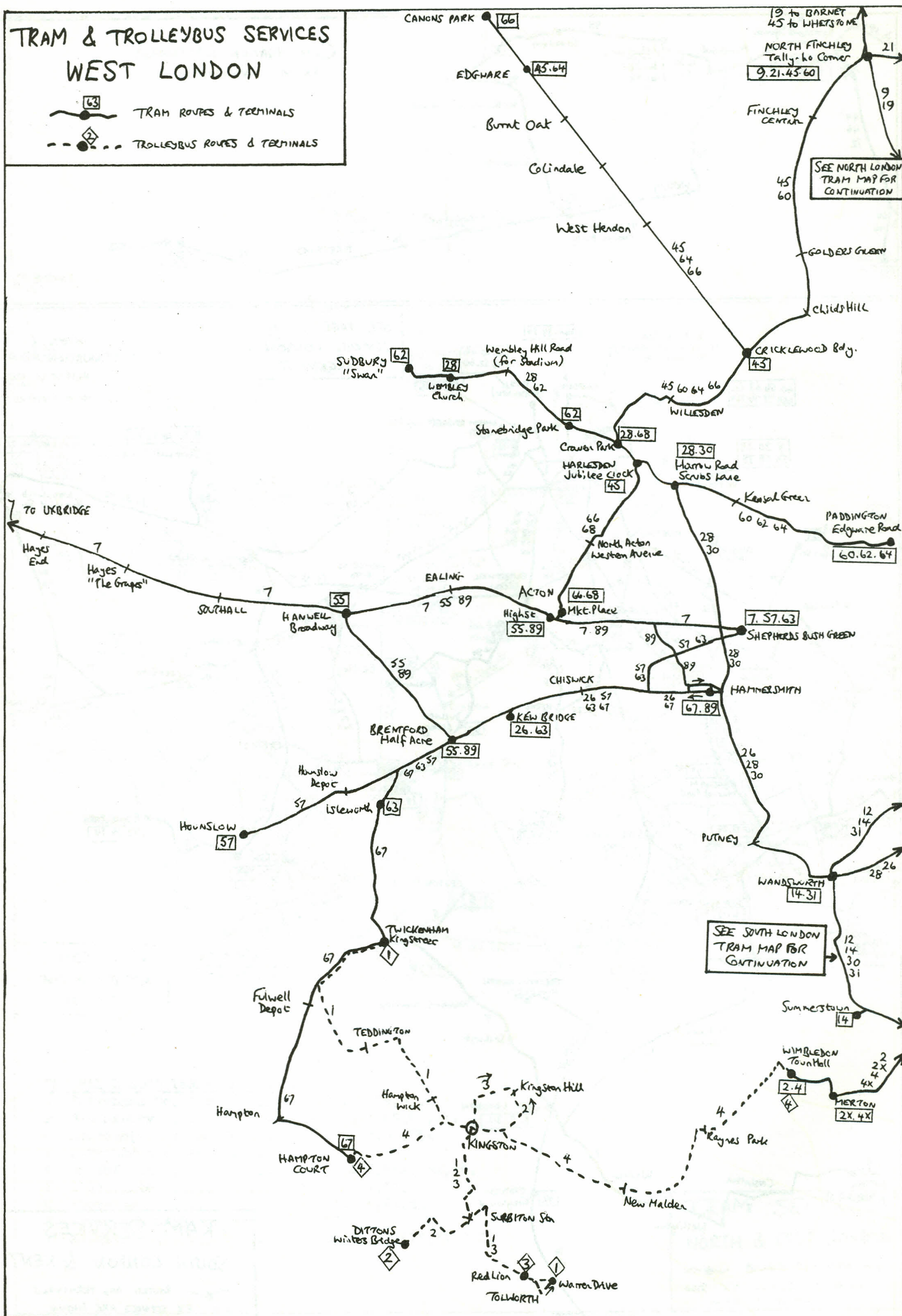
— ROUTES AND TERMINALS

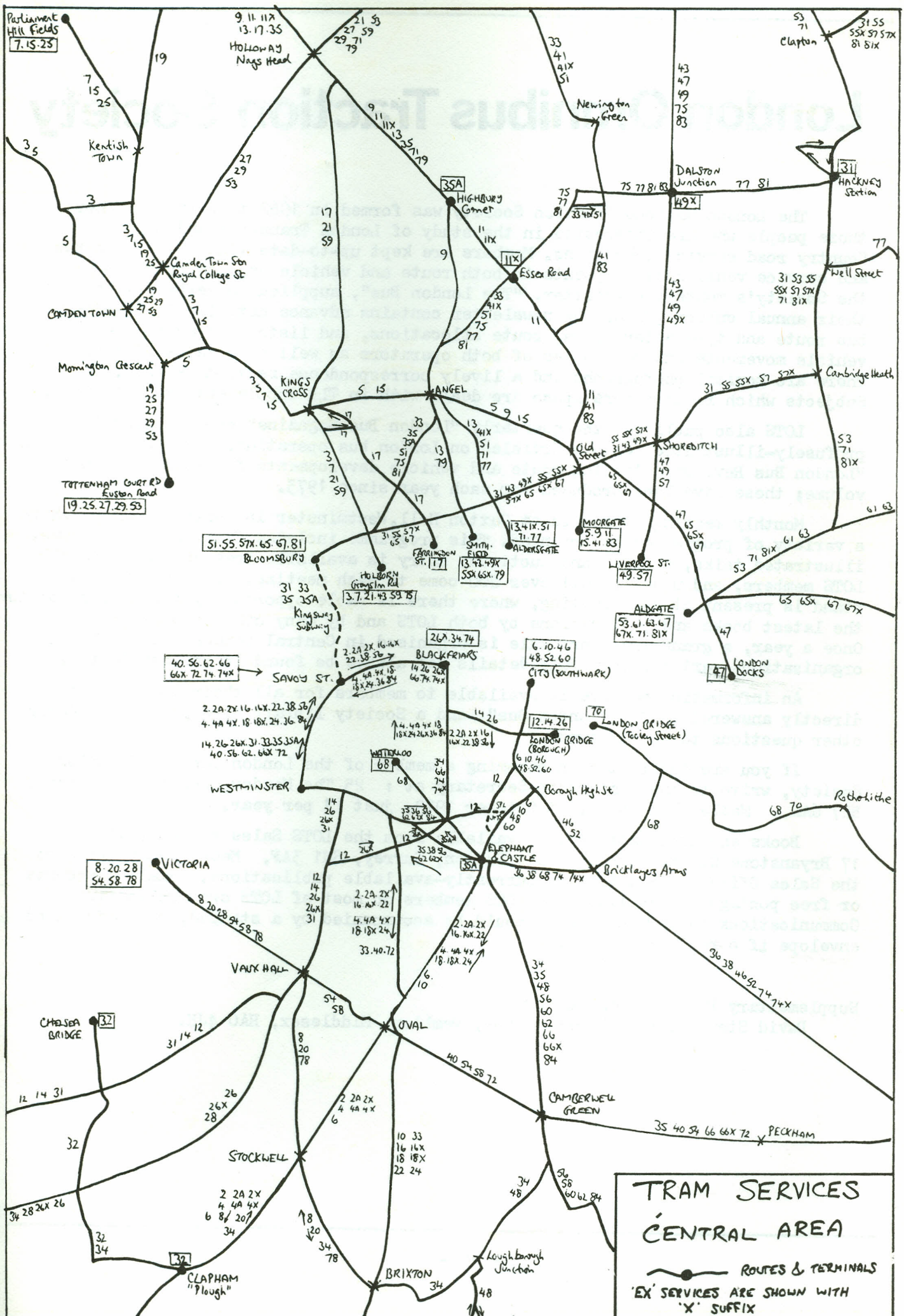
NOTE: 'EX' SERVICES ARE SHOWN
WITH 'X' SUFFIX



TRAM & TROLLEYBUS SERVICES WEST LONDON

-  TRAM ROUTES & TERMINALS
 TROLLEYBUS ROUTES & TERMINALS





London Omnibus Traction Society

The London Omnibus Traction Society was formed in 1962 to bring together those people who are interested in the study of London Transport and London Country road service operations. Members are kept up-to-date with all London bus and service vehicle developments in both route and vehicle aspects by way of the Society's monthly newsletter, "The London Bus", supplied to members with their annual subscription. The newsletter contains advance details of impending bus route and type alterations, route allocations, and lists each month the vehicle movements and deliveries of both operators as well as details of disposals. There are topical photographs and a lively correspondence section as well. Subjects which require more space are dealt with in TLB Supplements such as this.

LOTS also publishes the quarterly "London Bus Magazine" specialising in profusely-illustrated feature articles on London bus operation, and also the annual "London Bus Review" detailing route and vehicle developments for each year in one volume; these have been produced for each year since 1973.

Monthly meetings are held at Caxton Hall, Westminster in Central London, where a variety of programmes is arranged. This programme includes film and slide shows, illustrated talks, quizzes and auctions. Entry is available free of charge to all LOTS members, and usually well over 200 come to each meeting. The Society's Sales stand is present at each meeting, where there is ample opportunity for members to buy the latest books and publications by both LOTS and by many other publishers. Once a year, a grand transport sale is organised in Central London, at which many organisations participate. Full details can always be found in the newsletter.

An information service is available to members for all their queries not directly answered in "The London Bus", and a Society library also exists to enable other questions to be answered.

If you are interested in becoming a member of the London Omnibus Traction Society, write to the Membership Secretary at : 25 The Meadow, Chislehurst, Kent, BR7 6AA. Membership costs, at October 1979, just £4 per year.

Books and publications are available from the LOTS Sales by Post, at 17 Bryanstone Court, Oakhill Road, Sutton, Surrey, SM1 3AF. Members may write to the Sales Officer for a list of currently-available publications. Small discounts or free postage are available to LOTS members on most of LOTS own publications. Communications to LOTS Officers should be accompanied by a stamped, self-addressed envelope if a reply is required.

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