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RT 1843 is seen on the 47 southbound in Brookmill Road, Deptford on 5th April 1968. Whilst the buildings on the left are still there, those on the right have been swept away to be replaced with a modern multi-storey complex and the area of the bus stop is now a much widened pavement with a grass area beyond the righthand side where the bus stop is now located and of course yellow markings feature heavily on the road.

© Mick Webber

A TALE OF TWO MAYPOLES

Malcolm Payne

For just over fifty four years buses could be seen bearing destination boards and later blinds reading “BARKINGSIDE (Old Maypole)”. However, during that time this was two distinct locations about half a mile apart.

At the end of the nineteenth century there were two short rows of cottages at the north end of Barkingside village, on the south side of Tomswood Hill. Between these,

almost opposite the bifurcating Fencepiece Road, was an old public house known as “The Old Maypole”. Indeed it may once have been the location of the village maypole as there was certainly a field attached which was recorded as being used for fairs and recreational purposes. It is thus possible that this was the northern terminus of Houchin & MacKenzies horse bus service from Ilford that ran during the winter of 1897/8. Around 1850 a short stage coach service had passed this way on its daily service between Ilford Station and Chigwell, but this too had been short lived.

The extensive Ilford Urban District Council 1898 Tramways Act included single track lines past the Old Maypole along both Fencepiece Road and Tomswood Hill to the borough’s boundary with Chigwell. Only about half the route miles authorised were actually constructed and the trams only reached “The Chequers” at the south end of the village. A later Act in 1904 authorised trams along Cranbrook Road and through Barkingside to terminate at The Old Maypole but none of the lines authorised by this Act were ever built.

The first motor bus route to Barkingside was the 86, introduced on 12th August 1912 from Barking Station via Ilford and Cranbrook Road, terminating on the forecourt of The Old Maypole. This service was curtailed at Cranbrook Park for the winter on 9th November 1912. The 86 returned to the forecourt of The Old Maypole, but on Sundays only, from 30th March 1913. Weekday services were restored from 12th June, but this time as a through service from West Kilburn via the West End and City in the form of route 51. A month earlier though the 86 had forged further into the country on Sundays via Grange Hill to Chigwell Row. After 26th October the 86 was curtailed for the winter, but this time continued to run as far as Barkingside, then from 18th December reverted to being a daily service on withdrawal of the 51. However this was to be short lived and the 86 was curtailed daily at Cranbrook Park from 23rd

Editor

Secretary & Distribution

Address and email
available to members

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Articles, questions, answers to previous questions will always be welcome.

Andrew deals with all correspondence other than editorial matters.

*The next Meeting will be on Thursday 18th June at 1800 for 1830 start at
55 Broadway SW1 0BD*

Other meeting dates for this year will be 8th October & 10th December

*Details of Group Meetings and Publications can be found on the
Omnibus Society web site at: www.omnibus-society.org*

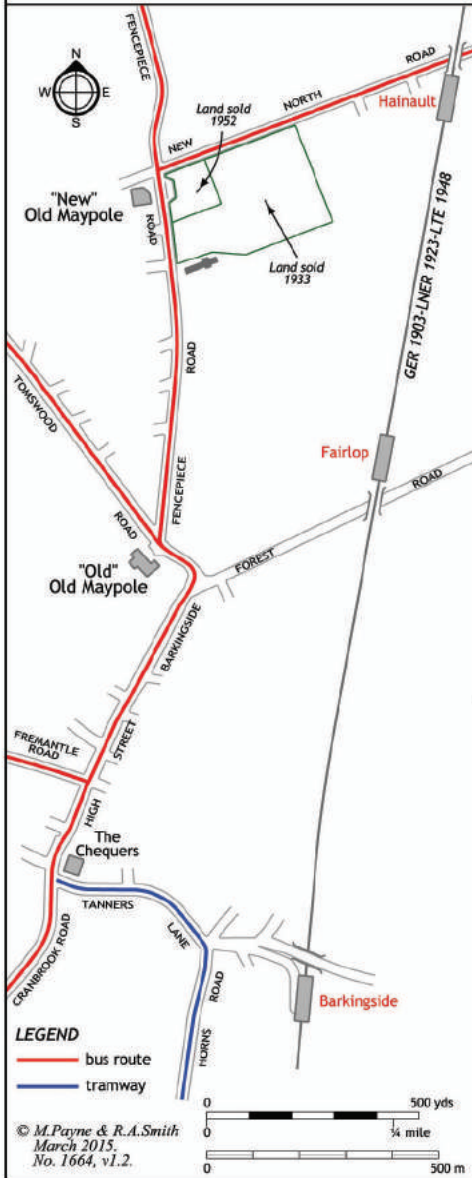
February 1914, although the Sunday extension to Chigwell Row resumed from 3rd May until war caused its withdrawal after Bank Holiday Monday 3rd August.

Barkingside remained bus less through 1915 but the summer Sunday extension (later also Saturday afternoons) to Chigwell Row, now as 101B resumed in 1916. Daily services were restored to Barkingside on 14th July 1920 when the Monday to Friday and Saturday morning 101B service was extended to the Old Maypole. This became the daily terminus for the route after 23rd October when the seasonal extension to Chigwell Row was withdrawn. The section between Cranbrook Park and Barkingside was reduced to peak hours and Sundays only from 10th November. From 16th February 1921 the weekday service on the 101B was replaced in a package that included new 25B restoring a through service to Barkingside from the City and West End, all be it peak hours only north of Cranbrook Park initially. From 4th January 1922 the 101B was withdrawn and the 25B became daily Victoria to Barkingside, extended summer Sundays (and in 1922 only, weekday afternoons) to Chigwell Row. During the summer of 1923 there was also a local service 25C to be seen at the Old Maypole, running via Ilford to Becontree.

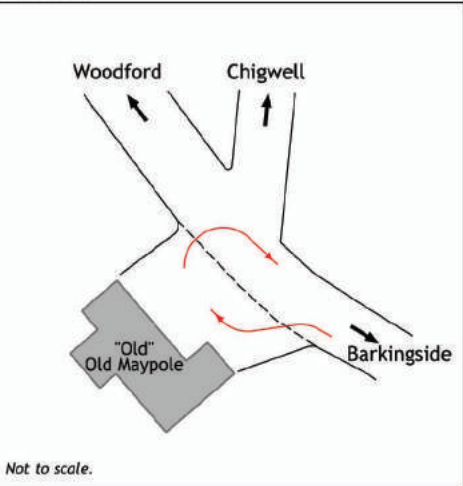
On 1st December 1924 the 25B was renumbered 26 with short workings to the Old Maypole being designated 26B (from Victoria) or 26E (from Ilford). From 25th May 1927 the 26 was extended Monday to Friday afternoons and Saturday mornings to Chigwell Row, becoming daily from 8th December 1927, the same day new route 606 passed the Old Maypole on its route from Ilford to Grange Hill and Woodford Bridge, but this route had no recorded short workings terminating there. This route was destined to last only until November 1930. In contrast the major part of the 26 service continued to terminate at the Old Maypole where a contemporary traffic circular described the terminus as being a stand for 6 buses on private land.

These service extensions and enhancements reflected the north eastern spread of suburbia, developments that prompted the London General Omnibus Company to enter into a Conditional Contract with the Rev. Wheatley (of Holy Trinity Church Barkingside) on 5th June 1929 that subsequently became a Conveyance dated 1st August 1929 with Vendors Rev Wheatley, The Ecclesiastical Commissioners and Arthur Ottaway of the Vicarage, Ilford selling to the LGOC a very large plot of land (of the order of 200m by 300m, or just over 15 acres) on the south east corner of the junction of Fencepiece Road and New North Road. Quite why the LGOC wanted such a large plot is unclear – perhaps as a second Chiswick? However just four years later, on 19th May 1933 the vast majority of it was sold on again to developer P. Winn of Barking. The terms of the sale included a covenant by Winn that “No garage or other building shall be erected on the land hereby assured or any part thereof to be used for the purpose of or in connexion with the storage, running, manufacture or repair of public motor omnibuses or other public service vehicles, motor coaches or char-a-bancs or in any way in competition with or in connection with the undertaking of the Vendors”. The LGOC retained a plot of land roughly 350 feet square in the north west corner of the site with a view to building its own bus garage at this location. Winn went on to develop the land he had purchased for £8000 as Trehearn Road, Saltash Road and the southern arm of Trelawney Road (the eastern arm being

A Tale of Two Maypoles



Not to scale.



Not to scale.



T313 on 150 in New North Road having just left The Old Maypole stand on which a bus can be seen behind the bushes on the left with the pub of that name on the right behind the bus.
© Alan Cross

on land purchased from another party). In the south west corner the Church had retained a rectangle of land on which it later built St Francis of Assisi Church.

By now housing was reaching New North Road and infilling the triangle formed with Tomswood Hill. The Old Maypole was relocated to serve the

new residents, a large new building opening opposite the LGOCs land at the corner of Fencepiece Road and New North Road. (Fullwell Cross Health Centre now stands in the area of the old hostelry.) On its land the LGOC provided a hard standing and extended the short working 25A (the number for the 26 group since the October 1934 renumbering) buses to this point from 27th February 1935. On Mondays to Saturdays buses terminated here every 6 minutes and two extra vehicles were added to the Monday to Friday schedule. The online LT Museum photo library has three photos dated 30th December 1935 of the location showing a new bus shelter and the bus stand. LT's drawing register suggests that in June 1936 a drawing was prepared for "Proposed shelter and staff lavatory at Fencepiece Road Barkingside" but alas the drawing no longer exists, nor do any drawings of the possible bus garage at this location. On 14 March 1935 the LPTB entered a Deed of Dedication with Corporation of Ilford suggesting part of the retained area became a public right of way.

Services changed little over the next few years and although the main 25A became a purely suburban service from 18th October 1939, the Old Maypole remained a well used short working terminus and in 1946 there were still between six and fifteen buses per hour turning here. However opening of the Central line extensions was imminent and travel patterns and bus services were about to change, prompted also by development of the Hainault Estate but on a much smaller scale than envisaged pre-war due to the creation of the Green Belt. Thus the long planned bus garage was no longer deemed necessary and all but a much smaller bus stand area, 160 feet by 37 feet 6 inches, was sold by the British Transport Commission to the Corporation of Ilford for housing on 25 June 1952.

Over the five years from 1947 four new routes utilised the facilities at the Old Maypole, while during this time the once frequent short workings on the 26 (as the 25A had reverted to in 1948) dwindled to nothing. The fledgling 150 from Hainault arrived on 26th February 1947, but was extended to Ilford on 5th May 1948 being replaced the same day by the 139 in peak hours from Dagenham and daily 167 from Loughton. These both lasted until 11th October 1950 when the 167 was also extended

to Ilford and the 139 curtailed at Gants Hill. Eighteen months later the 62 was diverted on weekdays to terminate at the Old Maypole on 16 April 1952, but this in turn was extended to Ilford on Mondays to Fridays on 3rd February 1954 and on Saturdays on 23rd January 1966. In June 1956 the 247A had been extended through the area but apparently never used the Old Maypole as a scheduled terminus, whilst the 169s extension to Hainault Industrial Estate on 28th February 1962 had a single morning peak journey scheduled to terminate here. The 26 was finally withdrawn in the August 1958 cuts, the 150 having effectively replaced it but running through Hainault rather than Grange Hill.

In January 1966 the terminus at Barkingside Old Maypole was also being used by a handful of early and late 62 and 167 journeys (plus two afternoon peak workings on the latter), a couple of late evening weekend 150 journeys and the single morning peak 169B journey (as the Hainault service on the 169 had been renumbered).

With the extension of the Saturday 62 to Ilford these odd journeys were also altered and after nearly 54 years “BARKINGSIDE *Old Maypole*” ceased to be a London bus terminus. The 169B journey was extended to Hainault Station, the 62 and 167 extended to, and the 150 curtailed at Fullwell Cross. With the stand redundant, on 20th January 1967 it was sold by the London Transport Board for £500 to the Mayor, Aldermen and Burgesses of the London Borough of Redbridge for a mixture of highway improvements and landscaping for the houses. The discerning eye could (and may possibly still) detect the site of the lay-by though through the contours of the ground, but apart from that this once well used terminus is just a fading memory.



LT67 on the 167 with an RT on the 26 at The Old Maypole stand on 29.09.1948.

© Alan Cross

The Story of a Route to Match the Bulletin

192

BRIAN POLLEY

On 12.04.1924 a special un-numbered service had run between Sudbury Town Station and the Exhibition bus station at Wembley to take spectators to the England v Scotland football match. When this service next ran, on 14.03.1925 for an Army v RAF rugby

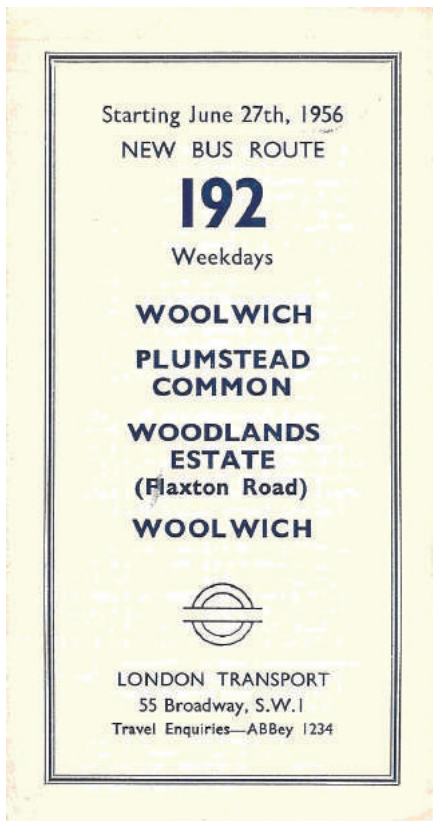
match, it was numbered 192. Eight weeks later when it next appeared for the FA Cup Final on 25.04.1925 it was numbered 192A. This was because the police had decreed that a planned route between Wembley and Harrow Weald should be numbered 192, with the service between Sudbury Town Station and Wembley as a short working 192A.

From 09.05.1925, which was the day the British Empire Exhibition re-opened for its second season, the 192 was introduced on weekdays between Wembley Exhibition and Harrow Weald, Red Lion via Sudbury, Harrow and Wealdstone, worked from Cricklewood Garage (W) with NSs. This replaced the 93F (Putney - Harrow Weald) on this section, the 93 group being cut back to Wembley. The 93F continued on Sundays, when the Exhibition was normally closed. The 192 also ran on Whit and August Bank Holiday Mondays 01.06.1925 and 03.08.1925, and the 93F did not run; on Whit Monday it was worked from Willesden (AC) instead of W.

The 192A also ran every weekday from 09.05.1925, from W Monday-to Friday but from AC on Saturdays. It ran on the two Bank Holidays, worked by both garages on both days with a mixture of Ks and NSs. It also ran on Sunday 24.05.1925 when the Exhibition was specially opened.

After 31.10.1925 when the Exhibition closed the 192 was replaced by the restoration of the 93F but remained as a dormant route until 1934. However the 192A continued to run between one and three days each year, always for the FA Cup Final, for the Rugby League Cup Final in 1929, 1930, 1931 and 1933, and for the England v Scotland match in 1930 and 1932. Its last appearance was on 06.05.1933 for the Rugby League Cup Final. Garage allocations varied over the years and included Mortlake (M), (W) in 1927 only, Hendon (AE), Hammersmith (R) and Turnham Green (V); most of these were quite remote from the route.

It was another 23 years, on 27.06.1956, before the number re-appeared, on a new local route running on weekdays between Woolwich, General Gordon Place and the Woodlands Estate at Plumstead, worked from Abbey Wood (AW) with two



Cover of leaflet produced for the introduction of the 192 in Woolwich.

© TfL

Estate and Lewisham. The service to Woodlands Estate replaced the 163A, which had given this section a Sunday service since 18.10.1959. From 27.10.1965 New Cross (NX) took over the Monday to Friday service, TL continuing at the week-end.

Between 28.09.1970 and about 10.12.1970 restrictions to heavy vehicles on the railway bridge at Blackheath Station caused the 192 and other routes (54, 89, 108) to run non-stop to Lewisham via Hare & Billet Road, Mounts Pond Road and Lewisham Hill. Through bookings to points south of the railway were available on route 75, which was split at Blackheath with the southern part extended to Lewisham.

For the next six years the main changes were to garage and type allocations.

RTs. Roads new to buses were Griffin Road and Waverley Crescent between Plumstead Station and Plumstead Common, and a one-way loop via Garland Road, High Grove, Flaxton Road and Landstead Road back to Garland Road.

On 07.01.1959 it was more than doubled in length by being extended from Woolwich to Lewisham, replacing the 89A. The route out of Woolwich as far as Plumstead Common Road was via Sandy Hill Road, returning via Bloomfield Road, Conduit Road and Anglesea Road, then via Herbert Road, Eglinton Hill and Shrewsbury Lane to Shooters Hill, then following the 89 via Shooters Hill Road and Blackheath Village to Lewisham. Operation was from Catford (TL) with RTs, instead of AW.

On 12.10.1960 the one-way working between Woolwich and Plumstead Common Road was reversed, and as part of the same new schedule a Sunday afternoon and evening service was introduced between Woolwich and Lewisham only from 16.10.1960. From 12.05.1963 the Sunday service ran all day over the whole route between Woodlands

From 08.01.1972 NX replaced TL on Saturdays. From 05.02.1973 a minor change was that buses towards Woodlands Estate reached Griffin Road via Ancona Road and Conway Road instead of turning direct into Griffin Road at Plumstead Station. RMs replaced RTs at NX on Saturdays from 05.10.1974, at TL on Sundays from 26.01.1975 and at NX Monday to Friday from 03.05.1976.

On 22.04.1978 the route was converted to one-person operation using DMSs from NX daily, and the Lewisham terminus became the new bus station, replacing the street stand at Rennell Street. In Woolwich the route was altered to run towards Lewisham via Vincent Road, Burrage Road and Crescent Road instead of Woolwich New Road and Anglesea Road; and in the opposite direction as part of

Route 192. WOOLWICH — PLUMSTEAD — WOOLWICH													
WEEKDAYS													P.M. times are in heavy figures
WOOLWICH, General Gordon Pl.	...	...	6.46	7. 4	7.16	7.34	7.49	8. 4	8.19	8.34	8.49	9. 4	9.19
Griffin Road, Plumstead Station ...	6.18	6.35	6.51	7. 9	7.21	7.39	7.54	8. 9	8.24	8.39	8.54	9. 9	9.24
Plumstead Common, Ship ...	6.22	6.39	6.55	7.13	7.25	7.43	7.58	8.13	8.28	8.43	8.58	9.13	9.28
Flaxton Rd (Warland Rd) via High Gv	6.27	6.44	7. 0	7.18	7.30	7.48	8. 3	8.18	8.33	8.48	9. 3	9.18	9.33
Plumstead Common, Ship ...	6.31	6.48	7. 4	7.22	7.34	7.52	8. 7	8.22	8.37	8.52	9. 7	9.22	9.37
Griffin Road, Plumstead Station ...	6.35	6.52	7. 8	7.26	7.38	7.56	8.11	8.26	8.41	8.56	9.11	9.26	9.41
WOOLWICH, General Gordon Pl.	6.40	6.57	7.13	7.31	7.43	8. 1	8.16	8.31	8.46	9. 1	9.16	9.31	9.46
WOOLWICH, General Gordon Pl.	9.39	10. 9	10.39	10.54	11.24	11.54	12. 9	12.24	12.39	12.59	1.14	1.29	1.44
Griffin Road, Plumstead Station ...	9.44	10.14	10.44	10.59	11.29	11.59	12.14	12.29	12.44	1. 4	1.19	1.34	1.49
Plumstead Common, Ship ...	9.48	10.18	10.48	11. 3	11.33	12. 3	12.18	12.33	12.48	1. 8	1.23	1.38	1.53
Flaxton Rd (Warland Rd) via High Gv	9.53	10.23	10.53	11. 8	11.38	12. 8	12.23	12.38	12.53	1.13	1.28	1.43	1.58
Plumstead Common, Ship ...	9.57	10.27	10.57	11.12	11.42	12.12	12.27	12.42	12.57	1.17	1.32	1.47	2. 2
Griffin Road, Plumstead Station ...	10. 1	10.31	11. 1	11.16	11.46	12.16	12.31	12.46	1. 1	1.21	1.36	1.51	2. 6
WOOLWICH, General Gordon Pl.	10. 6	10.36	11. 6	11.21	11.51	12.21	12.36	12.51	1. 6	1.26	1.41	1.56	2.11
WOOLWICH, General Gordon Pl.	1.59	2.14	2.41	3.11	3.41	3.56	4.11	4.26	4.41	4.56	5.11	5.26	5.41
Griffin Road, Plumstead Station ...	2. 4	2.19	2.46	3.16	3.46	4. 1	4.16	4.31	4.46	5. 1	5.16	5.31	5.46
Plumstead Common, Ship ...	2. 8	2.23	2.50	3.20	3.50	4. 5	4.20	4.35	4.50	5. 5	5.20	5.35	5.50
Flaxton Rd (Warland Rd) via High Gv	2.13	2.28	2.55	3.25	3.55	4. 10	4.25	4.40	4.55	5.10	5.25	5.40	5.55
Plumstead Common, Ship ...	2.17	2.32	2.59	3.29	3.59	4.14	4.29	4.44	4.59	5.14	5.29	5.44	5.59
Griffin Road, Plumstead Station ...	2.21	2.36	3. 3	3.33	4. 3	4.18	4.33	4.48	5. 3	5.18	5.33	5.48	6. 3
WOOLWICH, General Gordon Pl.	2.26	2.41	3. 8	3.38	4. 8	4.23	4.38	4.53	5. 8	5.23	5.38	5.53	6. 8
WOOLWICH, General Gordon Pl.	5.56	6.11	6.31	6.51	7.14	7.44	8.14	8.44	9.14	9.46	10.16	10.46	...
Griffin Road, Plumstead Station ...	6. 1	6.16	6.36	6.56	7.19	7.49	8.19	8.49	9.19	9.51	10.21	10.51	...
Plumstead Common, Ship ...	6. 5	6.20	6.40	7. 0	7.23	7.53	8.23	8.53	9.23	9.55	10.25	10.55	...
Flaxton Rd (Warland Rd) via High Gv	6.10	6.25	6.45	7. 5	7.28	7.58	8.28	8.58	9.28	10. 0	10.30	11. 0	...
Plumstead Common, Ship ...	6.14	6.29	6.49	7. 9	7.32	8. 2	8.32	9. 2	9.32	10. 4	10.34	11. 4	...
Griffin Road, Plumstead Station ...	6.18	6.33	6.53	7.13	7.36	8. 6	8.36	9. 6	9.36	10. 8	10.38	11. 8	...
WOOLWICH, General Gordon Pl.	6.23	6.38	6.58	7.18	7.41	8.11	8.41	9.11	9.41	10.13	10.43	...	...

Additional buses leave Woolwich (General Gordon Place) for Griffin Road (Plumstead Station) at 1.28 2.43 and 8.13 p.m. and leave Griffin Road (Plumstead Station) for Woolwich (General Gordon Place) at 1.22 and 3.4 p.m.

NOTE: While every effort will be made to keep to the timetables, London Transport does not undertake that its buses will be operated in accordance with them, or at all. London Transport will not be responsible for any loss, damage or inconvenience caused by reason of any operating failure or in consequence of any inaccuracies in the timetables.

The first timetable for the introduction of route 192 on 27.06.1956. © TfL



RT 253 turning into Rennell Street in Lewisham from the opposite direction to normal having been through the diversion over Blackheath during the rebuilding of the railway bridge in 1970.

© Mick Webber

a general re-organisation of routes and stopping places it diverted via Thomas Street and Powis Street instead of going direct via Greens End. From 04.11.1978 Lewisham bound buses turned direct from Crescent Road into Bloomfield Road, missing out the dog-leg via Conduit Road.

On 27.09.1980 the operation was transferred to Plumstead (AM), the original ex-LGOC premises at the junction of King's Highway and Wickham Lane, using the MD class Metro-Scania. Some garage journeys ran direct between there and the Woodlands Estate. This lasted just over a year; the route last ran on 30.10.1981, being replaced between Woodlands and Shooters Hill Road by the 291 which then gave a new link to Lewisham via Kidbrooke; the service to Lewisham via Blackheath on the 89 was strengthened and at the same time AM closed to be replaced the following day by the new Plumstead (PD) garage.

The next 192 was short-lived, lasting just 364 days from 28.04.1984 to 26.04.1985, running between Lower Edmonton Station and the Brookfield Farm Tesco store at Turnford (described as Cheshunt on the only bus map on which it appeared). The route was along the Hertford Road through Ponders End, Enfield Highway, Enfield Wash, Waltham Cross and Cheshunt, thence via Flamstead End and Brookfield Lane. It ran only in shopping hours, worked by Enfield (E) with Ms. On Monday-Friday one bus came from the 121 allocation and one from the 191; only on Saturdays did it have its own two bus allocation.

The present 192 started on 10.09.1994, also having one terminus at a Tesco store, in this case at Angel Road, with the other terminus at Enfield, Little Park Gardens. Most of the route was through areas new to buses; via Montagu Road, Town Road and Plevna Road to briefly join the main Hertford Road near Edmonton Green and then via Bury Street, crossing the Great Cambridge Road and then through Bush Hill Park to reach Southbury Road and so to Enfield town centre. Operation was on weekdays only by LBL subsidiary Leaside Buses from

Enfield garage (E) with SR class Mercedes Benz Star Rider midibuses. Later that month, on 29.09.1994 the Leaside operations were acquired by the Cowie Group (renamed Arriva from 14.10.1997).

On 13.04.1996 DT class Carlyle bodied Dennis Darts replaced the SRs. A Sunday service was provided from 03.11.1996; this did not run in the early morning until 09.11.1997. On 02.01.1998 the Leaside company was renamed Arriva London North Ltd, and from 19.09.1998 the route was worked by the DRN class Northern Counties bodied Darts new to Kentish Bus in 1994 which had come into Cowie Group ownership with the acquisition of Kentish Bus in 1996.

From 02.06.2001 the route was extended from Angel Road to Tottenham Hale Station via Watermead Way, replacing the southern section of route 363 (Tottenham Hale - Hammond Street). This increased the weekday PVR from 5 to 7, so as there were only 5 DRNs they were joined by DRL class Plaxton bodied Darts. From 09.11.2002 the route was covered by a new contract, still with Arriva London North but with an increased frequency requiring 11 vehicles on weekdays, which were now the PDL class Plaxton bodied Darts. From 01.09.2007 the route was worked from Lea Valley (LV) instead of E. From 06.02.2008 the PDLs were replaced by the new EN class AD Enviro200 bodied E200 Darts.

There have been various temporary diversions affecting the route for road works etc. Two major ones were from 22.07.2007 for about 10 weeks westbound at Enfield via Silver Street, Baker Street, Parsonage Lane and Willow Road instead of direct via Southbury Road; and from 12.06.2008 to 21.12.2008 southbound via Southbury road, Great Cambridge Road and Lincoln Road to Roman Way, due to damage to the buses by speed humps in Fotheringham Road on the usual route.

The route has also been subject to the closure of bus station for re-construction, Edmonton Green from 10.07.2004 to 26.01.2007 and Tottenham Hale from 20.10.2013 to 07.11.2014.

To bring the story right up to date a new contract was secured by GoAhead London General from 08.11.2014, working from Northumberland Park (NP). At first existing vehicles (ENs and PDLs) used on the route were hired from Arriva, the ENs becoming TENs with GoAhead. Delivery of GoAhead's own new vehicles, Wrightbus Streetlites started in January 2015, so they should all be in service by the time this account is read.

Finally, the trio of routes in the 190s linking Heathrow Airport with places in Berkshire was completed by The Bee Line's 192. Previously running on weekdays between Reading and Windsor, via Bracknell and Ascot, from 14.02.1994 it was extended to Heathrow Central via Datchet, Brands Hill and the Colnbrook Bypass. On 26.03.1997 The Bee Line was acquired by the First Group. The route was withdrawn between Heathrow and Ascot after 07.10.2000.

45 years ago in Blackheath

As the route history for the 192 records, in 1970 from September to December, the railway bridge at Blackheath Station had a weight restriction placed upon it necessitating the diversion of routes that crossed it. The 54, 89 108 and 192 were diverted across Blackheath to reach Lewisham running non-stop from Tranquil Vale via Hare and Billet Road, Mounts Pond Road, Elliot Hill, Lewisham Hill and Lewisham Road. The normal route via Lee Terrace and Belmont Hill was served by a split of route 75 with the southern section turning from Lee Road into Lee Terrace and following that routeing to Lewisham whilst the northern section turned at Tranquil Vale.



On the left RT 4523 on 108B climbs Elliot Hill whilst on the right RT 2474 approaches Tranquil Vale in Hare and Billet Road on 54 prior to circling Royal Parade and Montpelier Vale to make the pick up stop in Tranquil Vale.



Here RT 1268 turns from Montpelier Vale into Tranquil Vale before picking up passengers for Blackheath, Royal Standard and Woolwich. Below RT 4603 on 192 passes RT 2812 on stand for the northern section of route 75.





RT 4471 on Route 54 in Mounts Pond Road passing the end of The Orchard on the right. The road to the left, which joined Whitfield Road is no longer there and 200 yards behind the camera there is now a 6 foot width restriction which would preclude the same routing being used now. Further on, in the picture below, former green RT 3208 is shown demonstrating the camber of the road as it descends Elliot Hill. This section beyond St Austell Road is now one-way in the opposite direction.





Another former green RT 4118 is seen ascending Elliot Hill on route 108B in a similar location to the previous view. The camber is less pronounced in this direction but the buses tended to lean towards the heath in both directions. Below, RT 1905 minus its rear ultimate blind is turning from Lewisham Hill into the start of Elliot Hill. Note the direction sign attached to the lamppost to ensure buses followed the correct routing.





RT 2466 on route 54 has just turned out of Elliot Hill and is proceeding down Lewisham Hill followed by RT 2666 on route 89. The building site in the background marks the period after the old houses had been demolished and before the new four storey block of flats had been built. Below RM 98 stands in a litter strewn Rennell Street, which was the main stand for Lewisham together with Molesworth Street before the opening of the bus station, working on the southern section of route 75 soon after the start of the split route as the bus was transferred away from Catford in October.

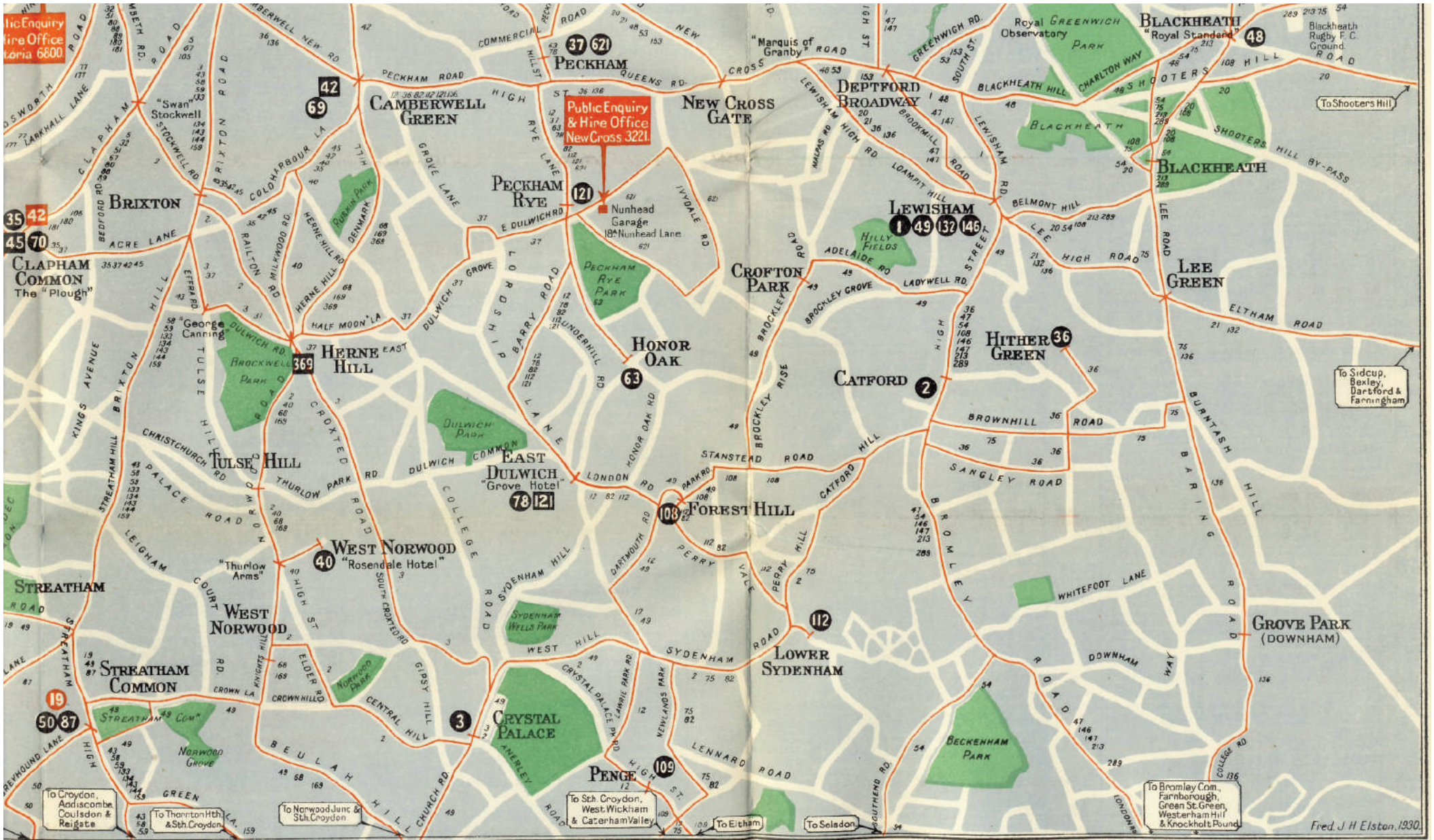




We close the review of this unusual diversion with two views taken outside the Hare and Billet pub which shares its name with the road in which it stands. That above of RT 4603 on route 192 shows the road continuing to the left whereas now it follows the road to the right and that to the left is merely a footpath. The picture of RT 2022 on route 89 illustrates how the pond stood alongside the road whereas now there is a wider grass area with the road situated further to the right and the pond is almost invisible among trees.

All pictures in this article were kindly supplied by and © Mick Webber.





1. TELEPHONE NUMBER: VICTORIA 6800, OR ENQUIRY OFFICES AS SHOWN ON MAP.

This extract is of the No 1 issue of 1930. The terminals of everyday routes are shown in black circles, terminals of Weekday routes are shown in black rectangles, terminals of Sunday routes shown in red circles and Saturday and Sunday routes are shown in red rectangles. There are only four on the whole map. © TFL

CHRISTMAS DAY CENTRAL BUS SERVICES 1964

Barry Stewart

The purpose of this article is to give a snapshot of a typical Christmas Day's services in London in the 60's. Information has been gleaned from the Christmas 1964 "Red Book", Allocation Book dated 18th November 1964, London Bus Magazine Number 71, London in the 1960's by Ken Glazier and PSV Circle newsheets for late 1964/early 1965. It is set out in route number order as this is probably the easiest way of showing it.

Vehicle allocation numbers are as accurate as can be ascertained from the available information. Any corrections to inaccuracies and errors would be gratefully received!

The general pattern was to start after 8am, have maximum frequency during the middle part of the day and then widened headways – usually half the frequency - until 4pm when all buses would be back in their garages. Although there was some resemblance to a Sunday service in terms of routes, many were curtailed and outer suburban areas did not have all of their services running.

Duties were of roughly 4 to 4½ hours with each duty starting and finishing at the home garage so that no vehicles changed crews on any route.

Allocations were generally similar to those on Sundays but with some interesting exceptions as will be explained. Service intervals in brackets denote frequency at either end of the day.

2 Golders Green – Crystal Palace W 11 RM

2B Golders Green – Crystal Palace SW 12 RTL

These routes are shown together as they provided a combined frequency of 7-8 min (15 min) One interesting point is that W operated some shorts between Crystal Palace and Victoria, whilst SW did likewise from Golders Green and Victoria!

3 Camden Town – Crystal Palace CF 3 RM N 6 RM

Chalk Farm received RMs to replace RTLs on 22nd and 23rd December so just made an all-RM service! Basically a 15 min service (30 min)

5B Bloomsbury – Becontree PR 23 RM

Through workings were restricted to every 24-25 min but short workings between Clerkenwell Green and Barking Garage gave a 6 min headway over this section during the middle of the day.

6 Kensal Rise – Hackney Wick H 7 RTW AC 6 RTW

This provided a 10 min through service (20 min)

- 8 **Willesden – Old Ford** BW 6 RTW AC 7 RTW
As with the 6, this provided a 10 min through service (20 min)
- 9 **Becontree Heath – Aldgate** BK 7 RT PR 4 RM
Aldgate – Mortlake M 10 RM PR 2 RM
On the Becontree Heath section, a 12 min service (24 min) was provided, with the Mortlake end seeing a 10 min (20 min) service with a few supplementary journeys running between Mortlake and Hammersmith . A rare treat for Mortlake crews to get to Aldgate as they only normally got to Aldwych on Sundays or Liverpool Street during the week!
- 10 **Woodford Bridge – Aldgate** BW 8 RTL
A 14 min service (28 min) on this service with a couple of short workings from Bow to Leytonstone.
- 11 **Liverpool Street – Shepherds Bush** D 10 RTW R 9 RTW
A 12 min service on the full route with a supplementary 12 min service between Shepherds Bush and Aldwych, giving a 6 min frequency over this section. (24 and 12 min respectively)
- 12 **Harlesden – Oxford Circus** S 7 RTL
Oxford Circus – South Croydon ED 7 RT RL 12 RTL
The usual Sunday split service with the Harlesden end operating every 15 min (30 min). The full southern section had a 15 min service supplemented by another 15 min service between Oxford Circus and Dulwich (30 min). A particular point of interest was RL RTLs working to South Croydon – they usually only got there during M-F peaks when 5 were allocated along with the usual ED and TC allocations. Otherwise they were confined to the northern section between Harlesden and Dulwich.
- 14 **Hornsey Rise – Kingston** J 9 RM AF 13 RM
Buses from Hornsey Rise every 7-8 min (15 min), the vast majority of which terminated at Putney (Oxford Road). A few worked through to Kingston although the latter was mainly served by journeys from Putney Bridge Station or Hyde Park Corner.
- 15 **Acton – East Ham** X 9 RM U 8 RM
Roughly a 12 min service (20 min) although frequencies were rather irregular. Supplementary journeys between Aldwych and Acton in the morning and East Ham and Blackwall Tunnel in the afternoon.
- 16 **Neasden – Victoria** W 16 RM
Every 15 min (30 min) on the full route with extra buses between Cricklewood (Crown) and Victoria giving a 5 min (10 min) frequency over this section.

- 17 North Finchley – Kings Cross** HT 8 RM
A regular 10 min (20 min) service on this route.
- 18 Paddington Green – Edgware** ON 6 RM SE 6 RM X 6 RM
A 24 min service in the morning with various short workings leading to a 12 min service for the rest of the day with a supplementary service every 12 min from Paddington Green to Sudbury making it 6 min over this section.
- 19 Finsbury Park – Clapham Junction** B 6 RTL J 6 RT
A regular 10 min (20 min) service over this route but the section between Clapham Junction and Tooting Bec not covered.
- 20 Epping Town – Leytonstone** L 4 RT
Perhaps a little surprisingly, a 30 min (60 min) service on this route with a couple of additional short workings from Epping to Woodford Green.
- 20A Leytonstone – Debden** L 4 RT
As with the 20, a 30 min (60 min) service also with a couple of short workings from Debden to Woodford Green.
- 21 London Bridge Station – Sidcup** NX 5 RT SP 5 RT
A regular 15 min (30 min) service over this route.
- 24 Hampstead Heath – Pimlico** CF 11 RM
A slightly different frequency pattern on this route being 20 min mid morning increasing to 7-8 min in the middle of the day and reducing to every 12 min in the afternoon.
- 25 Victoria – Becontree Heath** BW 16 RTL WH 9 RTL
Basically a 24 min through service with extra journeys Bow - Victoria and Bow - Becontree Heath supplemented by an Aldgate - Ilford Broadway service giving an 8 min frequency over this section. WH couldn't use their RMs as there was a width restriction on the parking bays at Victoria Station.
- 26 Aldgate – Leyton (Gloucester Road)** T 14 RT
A basic 7 min (14 min) service on this route with a few extra journeys between Leyton and Bow.
- 27 Highgate – Teddington** J 12 RT R 9 RTL
A rather complicated service pattern with buses from Highgate every 7-8 min (15 min). Alternate buses through to Teddington with the others variously terminating at Hammersmith, Twickenham Station or Kew Green. In addition there was a supplementary service between Highgate and Marylebone Station roughly every 20 - 30 min except during the middle of the day.

- 28 Golders Green – Wandsworth** X 9 RM WD 7 RTL
A regular 7-8 min service (20 min morn, 12 min aft) but no afternoon extension to Putney Heath.
- 29 Victoria – Southgate** WN 14 RT
Turnpike Lane – South Mimms PB 6RT
A regular 10 min (20 min) service on the southern section and 20 min (40 min) on the northern section. There was no through service as on a normal Sunday.
- 30 Hackney Wick – Roehampton** H 9 RM AF 9 RM
Roughly a 10 min (20 min) service but with extra journeys Hackney Wick – Kings Cross and Hyde Park Corner – Roehampton.
- 31 Camden Town – Chelsea** B 6 RTW CF 6 RTW
Roughly a 12 min service throughout the day but with a supplementary service every 12 min between Swiss Cottage and Chelsea in the middle of the day
- 35 Clapham Common – Chingford Hatch** Q 14 RTL T 10 RT
Through journeys only every 15 min (30 min) but many short workings, Clapham Common – Highams Park, Clapham Common – Shoreditch, Chingford Hatch – Dalston Junction.
- 36 West Kilburn – Hither Green** PM 17 RM
A fairly regular 10 min (20 min) service on this route.
- 36B Grove Park – Victoria** RL 14 RM
A regular 10 min (20 min) service on this route but no service between Victoria and West Kilburn.
- 37 Peckham – Hounslow** AF 8 RM RL 10 RM SW 5 RM
A basic 15 min (30 min) through service with a further 15 min (30 min) service from Peckham terminating alternately at Richmond (mainly am) or Clapham Junction (mainly pm).
- 38 Victoria – Chingford** T 14 RT
Basically a 12 min (24 min) through service with a couple of journeys terminating short from Chingford at Islington.
- 38A Victoria – Loughton** CT 7 RTL T 7 RT
As with the 38, a basic 12 min (24 min) through service, giving a combined 6 min (12 min) frequency between Victoria and Leyton.
- 40 Camberwell Green – Wanstead** Q 5 RTL U 5 RT
A 20 min (40 min) through service plus a 20 min(40 min) service between Camberwell Green – Aldgate with a couple of extra journeys Wanstead – Blackwall Tunnel. The Sunday extension to Norwood Junction not covered.

- 41 Highgate – Tottenham Hale** AR 10 RM
A basic 7-8 min (15 min) through service with a few journeys from Tottenham Hale terminating short at Crouch End Broadway.
- 44 Mitcham – London Bridge** WD 10 RTL
Basically a 12 min (24 min) service throughout. No extension as on Sundays to Blackwall Tunnel.
- 45 Battersea – Elephant & Castle** WL 8 RTW
Hampstead Heath – Farringdon Street CF 4 RM
Southern end every 11- 12 min (22 - 24 min); Northern end every 12 – 13 min (25 min). The section between Elephant & Castle and Farringdon Street not covered.
- 47 Shoreditch – Farnborough** TB 8 RT TL 7 RT D 5 RTL
Departures from Shoreditch every 10 min (20 min) with a few through to Farnborough early and late but most to Lewisham or Bromley Garage. Service to Farnborough every 20 min (40 min) from Lewisham in middle of the day. There was no service between Shoreditch and Stamford Hill. A couple of Dalston RTLs made it to Farnborough!
- 49 Shepherds Bush – Crystal Palace** B 8 RTL AK 10 RT
Very interesting as the Daily AL allocation was abandoned in favour of Battersea and Streatham. Basically a 15 – 18 min through service supplemented by a few short workings Shepherds Bush – Streatham Common and South Kensington – Crystal Palace.
- 51 Sidcup Station – Locks Bottom** SP 6 RT
A 15 min (30 min) service throughout with all journeys terminating at the usual Sunday terminus of Farnborough Hospital.
- 52 Victoria – Borehamwood (Rossington Avenue)** GM 6 RTL AC 15 RTL
A basic 20 min through service all day supplemented by extra journeys between Victoria and Mill Hill, Willesden Garage or Ladbroke Grove giving a 7 min service from Victoria between 11am and 1.30pm. Although the route operated in its Sunday form there was no allocation from EW.
- 53 Charing Cross – Plumstead Common** NX 6 RT AM 6 RT
A basic 12 min (24 min) through service with journeys curtailed at Elephant & Castle after 1.30pm. The Camden Town – Charing Cross section not covered.
- 54 Woolwich – Selsdon** TL 11 RT
A through service every 30 min (40 min) with additional journeys between Woolwich and Croydon or Beckenham Junction.

- 55 Chiswick – Yeading** V 11 RT
A 24 min service all day on the through service with supplementary journeys Chiswick – Greenford. The main Daily HW allocation not used but the minority V allocation instead. The section between Yeading and Hayes not covered.
- 57A Victoria – South Croydon** BN 9 RTW
A basic 15 min (30 min) service throughout
- 58 Walthamstow – Canning Town** WW 4 RM WH 10 RM
A through service every 7-8 min (15-16 min) with a few extra journeys Wanstead Flats – Canning Town.
- 59 West Hampstead – Chipstead Valley** TC 16 RM
A basic 15 min (30 min) service throughout with a few extra journeys Streatham Common – Chipstead Valley.
- 62A Barking – Chigwell Row** BK 4 RT
A rather sparse 24-25 min through service (48-50 min) with a couple of extra journeys Chadwell Heath – Barking at either end of the day.
- 63 Elephant & Castle – Honor Oak** PM 6 RM
A basic 10 min (20 min) service throughout with no service between Elephant & Castle and Hampstead Heath nor Honor Oak and Crystal Palace.
- 64 West Croydon – Tooting Broadway** TC 3 RM
A limited service with just 12 journeys each way on a roughly 22 min service interval.
- 65 Ealing (Argyle Road) – Chessington Zoo** V 19 RT
A 15 min (30 min) through service with many extra journeys Ealing or Ealing Broadway – Kingston. No NB allocation nor service between Chessington Zoo and Leatherhead,
- 66 Leytonstone – Hornchurch Station** NS 8 RT
A basic 30 min service throughout the day with extra journeys Hornchurch Station – Newbury Park (not Gants Hill, which was the normal terminus for supplementary service).
- 68 Chalk Farm – South Croydon** CF 6 RM TC 4 RM N 8 RM
Generally a 12 min (24 min) through service with a supplementary service Chalk Farm – Herne Hill and Herne Hill – South Croydon. Interestingly, most of the northern shorts were operated by N or TC and the southern shorts by CF! (e.g. a CF duty would be CF-TC; TC-HH; HH-TC; TC-CF).
- 69 Stratford – North Woolwich** WH 8 RM
A basic 8 min (16 min) service throughout.

- 73 Stoke Newington – Hounslow** M 12 RM AR 8 RM AV 5 RM
A complex pattern with a 10 min (20min) service from Stoke Newington to either Richmond or Hounslow and a supplementary service from Hammersmith (Brook Green) to Richmond or Hounslow which meant the Richmond – Hounslow section saw very irregular service intervals ranging from 4 to 40 min!
- 75 Woolwich – West Croydon** TL 14 RT
A through 20 min (40 min) service with a supplementary 20 min (40 min) service Blackheath – Norwood Junction although the pattern of service was W-WC; WC-B; B-NJ; NJ-W.
- 76 Victoria – Tottenham** AR 9 RM
A 12 – 24 min (24 min) through service with Bank – Tottenham shorts giving a 12 min frequency between those points during the middle of the day.
- 77B Aldwych – Tooting** AL 8 RT
A 15 min (30 min) through service with extra journeys between Clapham Junction – Tooting Broadway in the afternoon. There was no service between Aldwych and Euston as normally operated on a Sunday nor an allocation from SW.
- 77C Kings Cross – Raynes Park** Q 11 RTL
A 15 min (30 min) service throughout with a couple of extra journeys Kings Cross – Clapham Junction. The normal daily allocation from AL did not operate.
- 78 Shoreditch – Dulwich** D 3 RTL PM 6 RM
A basic 10 min (20 min) service throughout. Dalston, which only operated the route on M-F, worked alongside the normal Peckham weekend allocation.
- 81B Shepherds Bush – London Airport Central** AV 11 RM
A basic 20 min (40 min) through service supplemented with additional journeys Shepherds Bush or Brentford – Hounslow West, giving a 10 min service over that section in the middle of the day.
- 83 Golders Green – Ealing Broadway** ON 10 RT
A 12 min (24 min) through service with a couple of extra journeys Wembley – Ealing Broadway.
- 84 Walthamstow – St Albans** AD 5 RT PB 3 RT
A very irregular service. Only 8 journeys worked through to St Albans with a similar number working Walthamstow – Arnos Grove.

- 86 Limehouse – Chadwell Heath** U 8 RM
A 15 min (30 min) through service with a couple of extra journeys Ilford – Limehouse. The section between Chadwell Heath and Upminster not covered.
- 87 Brentwood – Rainham (White Post Corner)** BK 15 RT
Only 7 journeys, roughly hourly to Brentwood and only 11 journeys to White Post Corner. Another roughly hourly service ran Romford (New Mill Inn) – Dagenham. Many short workings Becontree Heath – Barking (Blakes Corner) giving a 7-8 min service over that section in the middle of the day. 3 short workings between War Memorial to White Post Corner in Rainham were unusual.
- 88 Acton Green – St Helier** S 9 RTL SW 7 RTL
Tooting Broadway – Belmont SW 3 RTL
A through service every 24 min throughout the day with a supplementary service Acton Green – Oxford Circus or Trafalgar Square every 24 min in the middle of the day. The Belmont service consisted of just 9 journeys with the 3 RTLs working to/from SW at the beginning and end of each duty. An interesting split service as it worked through Acton Green – Belmont on Sundays.
- 89 Lewisham – Eltham Well Hall Station** BX 5 RT NX 5 RT
A through 30 min service early and late with a 15 min split service Lewisham – Bexleyheath and Bexleyheath – Blackfen (every 30 min to Eltham) in the middle of the Day.
- 92 Southall – Sudbury** HW 4 RT
A through 15 min (30 min) service. ON operated alone on weekends which made the normally M-F HW allocation interesting. The section between Sudbury and North Wembley did not operate.
- 93 Putney Bridge Stn – North Cheam (Priory Road)** AF 4 RM A 6 RT
A basic 10 min (20 min) service with a few short workings to Wimbledon (War Memorial). Once again, a weekday allocation from AF finds it's way on to a Christmas Day working! The section between North Cheam and Epsom not covered.
- 94 Lewisham – Petts Wood** TB 3 RT TL 3 RT
A brief period in the middle of the day saw a 15 min service, otherwise 30 min.
- 95A London Bridge Station – Tooting Broadway** BN 6 RTW
A through 15 min (30 min) service. Section between London Bridge and Blackwall Tunnel not covered.

- 96 Dartford – Woolwich** BX 16 RT
Every 6 min (12 min) over the whole route with numerous short workings over various sections of the route e.g. Dartford – Welling Corner and Woolwich – Crayford.
- 99 Woolwich – Erith** AM 4 RT
A through 18 min (36 min) service. Interestingly AM provided the buses whereas the normal Sunday allocation was from AW.
- 101 North Woolwich – Wanstead** U 12 RT
As usual this was an overlapping service: Wanstead – East Ham (White Horse) (NOT Royal Albert Dock) and Manor Park – North Woolwich. Each section saw a 10 min (20 min) service.
- 102 Golders Green – Chingford** MH 4 RM AD 5 RT
A basic 15 min (30 min) service throughout.
- 104 Moorgate – Barnet** FY 14 RM
A through 10 min (20 min) service.
- 105 Shepherds Bush – Southall** S 5 RTL HW 5 RT
A 12 min (24 min) through service. The section between Southall and Hayes not covered.
- 106A Finsbury Park – Dagenham** H 10 RM
A 34 min through service with an additional 34 min service Finsbury Park – Blackwall Tunnel in the middle of the day. The normal dominant D allocation did not operate.
- 107A Arkley – Ponders End** E 6 RT
A 15 min (30 min) through service with the Edgware – Arkley and Ponders End – Enfield Lock sections not covered.
- 108/A Bromley-By-Bow – Crystal Palace/ Eltham** PR 13 RTL
Basically a 20 min (40 min) on each service with a few extra journeys to Greenwich or Blackheath. One particularly interesting duty followed this sequence:- PR – Eltham; Eltham – Blackheath; Blackheath – Crystal Palace; Crystal Palace – Bromley-By-Bow; Bromley-By-Bow – Lewisham; Lewisham – PR. At least it made for a bit of variety for the crew who were missing out on their Christmas at home!
- 109 Purley – Embankment** BN 4 RTW TH 6 RT
Basically a 15 min (30 min) through service with a few journeys curtailed at South Croydon (Swan & Sugar Loaf). Another example of a weekday only allocation appearing – this time BN’s RTWs.
- 113 Edgware – Hendon Central** AE 2 RM
A very sparse 26 min (52 min) shuttle service with th Hendon Central – oxford Circus section not covered.

- 114 Rayners Lane – Edgware** HD 8 RT
A through 15 min (30 min) service with occasional journeys curtailed at South Harrow.
- 117 Hounslow – Staines** AV 6 RM
An irregular service roughly every 30 mins throughout with extra journeys between Hounslow and Lower Feltham in the middle of the day. Section between Staines and Egham not covered.
- 118 Raynes Park – Streatham** AK 9 RT
A 12 min (24 min) through service with extra journeys between Streatham and Mitcham. The section between Streatham and Clapham Common not covered and no allocation from AL.
- 119 Bromley North – West Croydon** TB 6 RT
A 30 min through service all day with extra journeys Bromley North – Shirley in the middle of the day.
- 120 Hounslow Heath – Southall** HW 3 RT
A basic 20 min (40 min) through service.
- 122 Crystal Palace – Woolwich** AM 8 RT
Woolwich – Bexleyheath AM 5 RT
A 15 min (30 min) service on each section with a few Crystal Palace journeys extended to Plumstead Station. Usually a 30 min service operated throughout on a Sunday with also a 30 min service from Crystal Palace - Erith which didn't run on this day.
- 123 Manor House – Walthamstow (Beacontree Avenue)** WW 4 RM
A basic 15 min (30 min) through service. The section between Walthamstow and Ilford not covered.
- 124 Forest Hill – Eltham** TL 10 RT
A 10 min (20 min) through service with alternate journeys curtailed at Downham in the afternoon. The projections to Bexley Hospital not covered.
- 128 Lower Edmonton – Chase Farm Hospital** E 3 RT
A basic 20 min (30 min) through service.
- 130 Streatham – New Addington** TC 7 RM
An irregular service roughly every 20 – 30 mins throughout curtailed at Thornton Heath Garage early and late.
- 130A Thornton Heath – New Addington** TC 6 RM
A basic through 15-16 min (31 min) service.
- 131 Wimbledon – Kingston** AL 6 RT
An 11 min (22 min) through service with the section between Kingston and Hersham not covered. Interestingly the main daily NB RM allocation did not appear with the minority AL weekend working taking centre stage!

- 134 Victoria Station – Potters Bar Garage** J 7 RM PB 5 RM
A basic 15 min (30 min) through service. The majority daily MH allocation did not operate. J only normally operated on weekdays although it did on the Sunday 134A which didn't run.
- 137 Sloane Square – Clapham Common** GM 4 RM
A through 11 min (22 min) on this very truncated service. Both the sections Sloane Square to Oxford Circus and Clapham Common to Crystal Palace not covered. Also the N allocation not required.
- 140 London Airport – Mill Hill** EW 3 RT HD 10 RT
Basically a 10 min (20 min) service between Mill Hill and Northolt with an extension to London Airport every hour.
- 141 Moorgate – Winchmore Hill** WN 10 RM
A 10 min (20 min) through service mirroring the normal Sunday service.
- 141A Grove Park – Farringdon Street** NX 11 RM
A 12 min (24 min) service throughout but the section between Faringdon Street and Finsbury Park not covered.
- 142 Edgware Station – Watford Junction** EW 3 RT
A limited 40 min (80 min) service with a few extra journeys Edgware – Bushey Heath.
- 144 Turnpike Lane – Ilford Station** WW 4 RM WN 8 RM T 4 RT
A 7-8 min (16 min) through service with a few extra journeys Turnpike Lane – Edmonton. Interestingly more frequent than the 10 min Sunday service.
- 148 Leytonstone – Dagenham** AP 9 RT
A basic 12 min (20-25 min) through service.
- 149 Liverpool Street Station – Ponders End** SF 13 RM
A through 7-8 min (15-18 min) service but Ponders End to Waltham Cross section not covered. The minority weekday SF allocation used in place of the daily EM one.
- 150 Ilford – Chigwell Row** AP 6 RT
A 22 min (30 min) through service supplemented by a 22 min Ilford - Barkingside service in the middle of the day. The East Ham – Ilford and Chigwell Row – Lambourne End sections not covered.
- 152 Mitcham – Raynes Park** AL 2 RT
A sparse 26-27 (52-53 min) truncated service with the Raynes Park – Hampton Court section not covered.
- 154 Sutton Garage – Crystal Palace** A 6 RT
A through 20 min (40 min) service with a few extra journeys Sutton Garage – Wallington. The TH allocation not used.

- 155 Wimbledon – Kennington** AL 8 RT
A through 10-11 min (21 min) service with the Kennington – Elephant & Castle section not covered.
- 157 Morden – Crystal Palace** AL 8 RT
A through 20 min (40 min) service with extra journeys Morden – Carshalton. The Morden – Raynes Park section not covered.
- 161 Chislehurst – Woolwich** AW 3 RT SP 4 RT
A 12 min (24 min) through service.
- 162A Stratford – Barking Garage** WH 3 RM
A 20–30 min (60 min) through service with the Barking Garage – Little Heath section not covered.
- 163A Abbey Wood – Camberwell Green** NX 11 RT
A basic 12 min (24 min) through service.
- 165 Collier Row – Rainham** RD 3 RT
A sparse 30-40 min (80 min morn) through service with the Collier Row – Havering Park section not covered.
- 169 Barking – Barkingside** BK 8 RM
A frequent 7-8 min (15 min) through service compared to 10 min on Sundays.
- 171 Tottenham – Forest Hill Station** WL 10 RTL
A 40 min through service all day with additional short workings Forest Hill – Elephant & Castle or Westminster and Tottenham – Brockley. The majority NX Sunday allocation not used.
- 173 Peckham – Nunhead (circular)** RL 2 RM
A reduced 30 min (60 min) through service.
- 174 Noak Hill – Dagenham** NS 11 RT
A 21 min (42 min) through service supplemented by a 21 min (42 min) service Harold Hill – Dagenham.
- 175 Dagenham – North Romford (Chase Cross)** RD 9 RT
A basic 10 min (20 min) through service but the Chase Cross – Ongar section unsurprisingly not covered.
- 177 Abbey Wood – New Cross Gate** AW 3 RT NX 5 RT
A basic 12 min (24 min) through service with the New Cross Gate – Elephant & Castle section not covered.
- 179 Thames View Estate – Gants Hill** BK 4 RM
A basic 15 min (30 min) through service with the Gants Hill – Chingford section not covered.
- 183 Golders Green – Harrow-on-the-Hill Station** AE 6 RT
A basic 15 min (30 min) through service with the Harrow-on-the-Hill – Northwood section not covered.

- 184 Brockley Station – Embankment** WL 6 RTL
A basic 13 min (26 min) through service.
- 185 Victoria – Blackwall Tunnel** WL 14 RTL
A basic 9-10 min (18-19 min) through service.
- 188A Highgate – Greenwich Church** Q 6 RTL J 3 RT
A basic 15 min (30 min) through service.
- 190 Thornton Heath – South Croydon** TH 4 RT
A basic 12 –13 min (22-25 min) through service with the South Croydon – Old Coulsdon section not covered.
- 193 Upminster Park Estate – Barking** RD 5 RT AP 5 RT
A basic 15 min (30 min) through service.
- 194C Penge – Croydon** ED 6 RT
A basic 15 min (30 min) through service but the Penge – Forest Hill and Croydon – Croydon Airport sections not covered.
- 197 Norwood Junction – Caterham Valley** TC 6 RM
A basic 18-19 min (37 min) through service.
- 205A Waltham Cross – Waltham Abbey (Honey Lane Hospital)** E 2 RT
A basic 17-18 min (35 min) service on this truncated route with the Waltham Cross – Hammond Street and Honey Lane Hospital – Epping Forest sections not covered.
- 207 Shepherds Bush – Uxbridge** HL 23 RM
A rather irregular pattern of service but basically every 5 min(10 min) Shepherds Bush – Hayes End, extended every 10 min (20 min) to Uxbridge. UX RT allocation not used.
- 208 Bromley-By-Bow – Clapton Pond** D 8 RF
A basic 6 min (12 min) through service.
- 210 Finsbury Park – Golders Green** AR 6 RF
A basic 11 min (22 min) through service but the Finsbury Park – Leyton section not covered. Also the MH and T allocations not used.
- 212 Finsbury Park – Muswell Hill Broadway** MH 6 RM
A basic 6 min (12 min) through service.
- 214 Parliament Hill Fields – Moorgate** HT 4 RM
A basic 15 min (30 min) through service.
- 220 West Croydon – Harlesden** S 14 RM
A roughly 20 min (40 min) through service with extra journeys Harlesden – Tooting Station giving a 10 min (20 min) service over that section.
- 221 Kings Cross – North Finchley** FY 10 RM
A basic 20 min through service all day with extra journeys North Finchley – Finsbury Park giving a 10 min service over that section in the middle of the day.

- 227 Penge – Chislehurst** TB 4 RF
A basic 20 min (40 min) through service. The Penge – Crystal Palace section not covered.
- 229 Woolwich – Bexleyheath** BX 8 RT
A basic 12 min (24 min) through service. The Bexleyheath – Orpington section not covered.
- 231 Alexandra Park – Forty Hill** E 13 RT
A basic 7-8 min (15 min) through service.
- 240 Golders Green – Mill Hill Broadway** W 4 RTL
A basic 20 min (40 min) through service with a few extra journeys Golders Green – Mill Hill East. Interestingly the normal weekday W allocation with RTLs used rather than the Sunday one with AE RMs.
- 240A Edware – Mill Hill Broadway** EW 2 RF
A basic 12-13 min (25 min) through service. The Mill Hill Broadway – Mill Hill East section not covered.
- 243A London Docks – Stamford Hill** SF 6 RM
A basic 8-9 min (17 min) through service. The Stamford Hill – Wood Green section not covered.
- 249 Chingford Mount – Victoria & Albert Docks** WH 7 RM
A basic 12 min (24 min) through service with a couple of extra journeys Docks – Leyton (Downsell Road). The Chingford Mount – Chingford section not covered. Also the small WW allocation not used.
- 249A Chingford Mount – Victoria & Albert Docks** WH 10 RM
A basic 12 min (24 min) through service with a couple of extra journeys Docks – Stratford Broadway.
- 253 Tottenham Court Road – Aldgate** SF 12 RM HT 15 RM
A basic 7-8 min (15 min) through service with a supplementary service Finsbury Park – Aldgate every 7-8 min (15 min).
- 255 Hanwell – Brentford** HL 2 RM
A basic 15 min (30 min) through service.
- 257 Chingford Mount – London Bridge** WW 16 RM
A basic 15-16 min through service all day with a supplementary service Chingford Mount – Liverpool Street service every 15 min in the middle of the day.
- 259 Holborn Circus – Waltham Cross** HT 14 RM
A basic 20 min through service all day with a few extra journeys Holborn Circus – Tottenham/Enfield Garage in the middle of the day. The minority AR allocation not used.
- 260 Barnet – Harlesden** AE 4 RM FY 6 RM
A basic 12 min (24 min) through service.

- 266 Edgware – Hammersmith** SE 8 RM W 4 RM
A basic 12 min (24 min) through service, although early morning and late afternoon curtailed at Colindale.
- 267 Hampton Court – Hammersmith** FW 10 RM
A basic 12 min (24 min) through service.
- 268 Shepherds Bush – Clapham Junction** S 7 RM
A basic 10 min (20 min) through service but the Shepherds Bush – Harlesden section not covered.
- 269 Tottenham Court Road – Enfield Town** WN 12 RM
A basic 10 min (20 min) through service with a few short workings Turnpike Lane – Enfield Town.
- 271 Moorgate – Highgate Village** HT 7 RM
A 16 min (28 min) through service with a supplementary service Hoxton – Highgate Village every 16 min in the middle of the day.
- 272 Stratford – East Ham (Circle)** WH 2 RM
A sparse, roughly 45 min service on each of clockwise and anti-clockwise all day.
- 275 Turnpike Lane – Woodford Green** WW 6 RM
A basic 15 min (30 min) through service with the Woodford Green – Woodford Bridge section not covered.
- 277 Smithfield – Blackwall Tunnel (via Cubitt Town)** CT 13 RTL
An irregular pattern of service mainly in two overlapping sections: Smithfield – West India Dock and Mildmay Park – Blackwall Tunnel each roughly every 30 min all day with 3 or 4 through journeys. In addition there was a supplementary service Mildmay Park – West India Dock giving a 7-8 min service over that section in the middle of the day.
- 278A Stratford – Victoria & Albert Docks** WH 6 RM
A basic 12 min (24 min) through service.
- 279 Waltham Cross – Smithfield** EM 14 RM
A basic 10 min (20 min) through service with a few extra journeys Waltham Cross – Tottenham.
- 281 Twickenham – Tolworth** FW 8 RM
A basic 12 min (24 min) through service.

As can be seen from the above, the service was generally based around a Sunday schedule along with associated route numbers, but with a number of weekday allocations appearing. This gave the occasional unusual appearance e.g. RTWs out of BN seen on 57A, 95A and 109 on the same day.

This snapshot is in the middle of declining Christmas operations which had virtually been to Sunday levels throughout only ten years earlier (but still between

the obligatory hours of 8am – 4pm with a few route exceptions working later). By 1980, Christmas Day operations had ceased altogether in the Central Area.

APPENDIX Summary of workings by Garage.

A (Sutton)	93 - 6 RT	154 - 6 RT			
AC (Willesden)	6 - 6 RTW	8 - 7 RTW	52 - 15 RTL		
AD (Palmers Green)	84 - 5 RT	102 - 5 RT			
AE (Hendon)	113 - 2 RM	183 - 6 RT	260 - 4 RM		
AF (Putney)	14 - 13 RM	30 - 9 RM	37 - 8 RM	93 - 4 RM	
AK (Streatham)	49 - 10 RT	118 - 9 RT			
AL (Merton)	77B - 8 RT	131 - 6 RT	152 - 2 RT	155 - 8 RT	157 - 8 RT
AM (Plumstead)	53 - 6 RT	99 - 4 RT	122 - 13 RT		
AP (Seven Kings)	148 - 9 RT	150 - 6 RT	193 - 5 RT		
AR (Tottenham)	41 - 10 RM	73 - 8 RM	76 - 9 RM	210 - 6 RF	
AV (Hounslow)	73 - 5 RM	81B - 11 RM	117 - 6 RM		
AW (Abbey Wood)	161 - 3 RT	177 - 3 RT			
B (Battersea)	19 - 6 RTL	31 - 6 RTW	49 - 8 RTL		
BK (Barking)	9 - 7 RT	62A - 4 RT	87 - 15 RT	169 - 8 RM	179 - 4 RM
BN (Brixton)	57A - 9 RTW	95A - 6 RTW	109 - 4 RTW		
BW (Bow)	8 - 6 RTW	10 - 8 RTL	25 - 16 RTL		
BX (Bexleyheath)	89 - 5 RT	96 - 16 RT	229 - 8 RT		
CF (Chalk Farm)	3 - 3 RM	24 - 11 RM	31 - 6 RTW	45 - 4 RM	68 - 6 RM
CT (Clapton)	38A - 7 RTL	277 - 13 RTL			
D (Dalston)	11 - 10 RTW	47 - 5 RTL	78 - 3 RTL	208 - 8 RF	
E (Enfield)	107A - 6 RT	128 - 3 RT	205A - 2 RT	231 - 13 RT	
ED (Elmers End)	12 - 7 RT	194C - 6 RT			
EM (Edmonton)	279 - 14 RM				
EW (Edgware)	140 - 3 RT	142 - 3 RT	240A - 2 RF		
FW (Fulwell)	267 - 10 RM	281 - 8 RM			
FY (Finchley)	104 - 14 RM	221 - 10 RM	260 - 6 RM		
GM (Victoria)	52 - 6 RTL	137 - 4 RM			
H (Hackney)	6 - 7 RTW	30 - 9 RM	106A - 10 RM		
HD (Harrow Weald)	114 - 8 RT	140 - 10 RT			
HL (Hanwell)	207-23 RM	255-2 RM			
HT (Highgate)	17-8 RM	214-4 RM	253-15 RM	259-14 RM	271 - 7 RM
HW (Southall)	92 - 4 RT	105 - 5 RT	120 - 3 RT		
J (Holloway)	14 - 9 RM	19 - 6 RT	27 - 12 RT	134 - 7 RM	188A - 3 RT
L (Loughton)	20 - 4 RT	20A - 4 RT			
M (Mortlake)	9 - 10 RM	73 - 12 RM			
MH (Muswell Hill)	102 - 4 RM	212 - 6 RM			
N (Norwood)	3 - 6 RM	68 - 8 RM			
NS (North Street)	66 - 8 RT	174 - 11 RT			

NX (New Cross)	21 – 5 RT	53 – 6 RT	89 – 5 RT	141A – 11 RM	163A – 11 RT
		177 – 5 RT			
ON (Alperton)	18 – 6 RM	83 – 10 RT			
PB (Potters Bar)	29 – 6 RT	84 – 3 RT	134 – 5 RM		
PM (Peckham)	36 – 17 RM	63 – 6 RM	78 – 6 RM		
PR (Poplar)	5B – 23 RM	9 – 6 RM	108/A – 13 RTL		
Q (Camberwell)	35 – 14 RTL	40 – 5 RTL	77C – 11 RTL	188A – 6 RTL	
R (Riverside)	11 – 9 RTW	27 – 9 RTL			
RD (Hornchurch)	165 – 3 RT	175 – 4 RT	193 – 5 RT		
RL (Rye Lane)	12 – 12 RTL	36B – 14 RM	37 – 10 RM	173 – 2 RM	
S (Shepherds Bush)	12 – 7 RTL	88 – 9 RTL	105 – 5 RTL	220 – 14 RM	268 – 7 RM
SE (Stonebridge)	18 – 6 RM	266 – 8 RM			
SF (Stamford Hill)	149 – 13 RM	243A – 6 RM	253 – 12 RM		
SP (Sidcup)	21 – 5 RT	51 – 6 RT	161 – 4 RT		
SW (Stockwell)	2B – 12 RTL	37 – 5 RM	88 – 9 RTL		
T (Leyton)	26 – 14 RT	35 – 10 RT	38 – 14 RT	38A – 7 RT	144 – 4 RT
TB (Bromley)	47 – 8 RT	94 – 3 RT	119 – 6 RT	227 – 4 RF	
TC (Croydon)	59 – 16 RM	64 – 3 RM	68 – 4 RM	130 – 7 RM	130A – 6 RM
		197 – 6 RM			
TH (Thornton Heath)	109 – 6 RT	190 – 4 RT			
TL (Catford)	47 – 7 RT	54 – 11 RT	75 – 14 RT	94 – 3 RT	124 – 10 RT
U (Upton Park)	15 – 8 RM	40 – 5 RT	86 – 8 RM	101 – 12 RT	
V (Turnham Green)	55 – 11 RT	65 – 19 RT			
W (Cricklewood)	2 – 11 RM	16 – 16 RM	240 – 4 RTL	266 – 4 RM	
WD (Wandsworth)	28 – 7 RTL	44 – 10 RTL			
X (Middle Row)	15 – 9 RM	18 – 6 RM	28 – 9 RM		
WH (West Ham)	25 – 9 RTL	58 – 10 RM	69 – 8 RM	162A – 3 RM	249 – 7 RM
		249A – 10 RM	272 – 2 RM	278A – 6 RM	
WL (Walworth)	45 – 8 RTW	171 – 10 RTL	184 – 6 RTL	185 – 14 RTL	
WN (Wood Green)	29 – 14 RT	141 – 10 RM	144 – 8 RM	269 – 12 RM	
WW (Walthamstow)	58 – 4 RM	123 – 4 RM	144 – 4 RM	257 – 16 RM	275 – 6 RM

Total vehicle workings.

RM	745
RT	569
RTL	259
RTW	84
RF	20

Total 1671