

LONDON BUS PRESERVATION TRUST
NEWSLETTER



NOV/DEC 1991

THE LONDON BUS PRESERVATION TRUST
COBHAM BUS MUSEUM, REDHILL ROAD,
COBHAM, SURREY, KT11 1EF.

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60TH ANNIVERSARY OF LONDON TRANSPORT BUSES: CELEBRATION IN 1993

You may have wondered why a loose 'football pool' questionnaire came with the last Newsletter (Sept/Oct). Unfortunately, the supporting article was not published (not received! - Ed). So here goes again.....

Armed with experience in organizing the fairly ambitious RT50 and RF40 events in 1989 and May 1991 respectively, the RT/RF register began thinking last June about ways to celebrate LT's sixtieth anniversary in 1993. Approaches were made to the LT Museum and the LBPT, with the latter offering whole hearted support.

The next step was to find out what vehicles might be available to represent the 1933-1954 period. Hence the questionnaire, intended for all those with a London Transport bus, coach or service vehicle coming within the period. The proposed site at Staines should just about take 60 vehicles, and while there could be a good supply of RT/RF generation vehicles, we really need all the 1930's and wartime vehicles (and GS, RLH) we can muster. The intention is to replicate a typical days running in the late 1940's - early 1950's period (hence Routemasters and later vehicles cannot be included), arguably the time of fondest memories of London Transport operation.

Why Staines? Because it embraced more aspects of LT operation than any other comparable suburban London possibility. It had red double and single deck routes, green double, single and low-bridge routes and Greenline routes, one of which

even occasioned double deckers.

Negotiations with local authorities are already underway. Staines is also near to Cobham

With around eighteen months notice of the Celebration Day - Sunday 30th May 1993 (Bank Holiday follows) the maximum notice is given so that vehicles can be made ready, MOT'd and insured for the day, planned to be the biggest participatory event ever held for the London bus of the period.

So long as there are enough buses of the right kinds (as I write, 6th November, 11 RT/RF/RLH have volunteered to run free public carrying services), routes will be run to a timetable, while other vehicles will be on public display (twelve so far) along with a transport flea market.

Please - plan ahead, get active on your vehicle, return the completed form now to me at 51, Chesterfield Road, Cambridge, CB4 1LN, and we'll all look forward to a tremendous dayLT60!

John A Gray.

BLOWN - A GASKET!

The following is a true story related to me by the proprietor of a car accessory shop in the Croydon area recently....

One Saturday morning a woman came into the shop and asked for a head gasket for a certain car, quoting all the relevant details which her husband had written down. My friend put the gasket on the counter and on turning from the till saw that the woman had folded the gasket in half and pushed it down the side of her shopping bag! Nobody returned later for another gasket

so did the husband manage to salvage the damaged one or what? Answers on a Christmas card to Dave Kreisler...

210 & 236 COMMEMORATIVE TOUR - 1992

A tour of routes 210 and 236 was held on the 10th of November 1991 using RF433 to assess the feasibility of a road run of RF's over these routes at sometime during 1992. The tour was successful, with timings and turning points established, and contact with various organisations having been made with promising results.

The date selected is Sunday 16th August 1992, when it is hoped that as many as possible Central, green and Greenline RF's will be attending.

PLEASE NOTE THIS DATE.

Detailed planning has now started, and anyone requiring more information should phone 081 0400 for details.

Cover Picture:

Modernised RF? Central heating, double glazing, fitted carpets, TV etc. RF 43 now serving as a mobile home/living van with the John Carter steam fair. (Photo Ken Bennett, HCVS)

Other photo's by Ken Bennett.

RT's at Maatjies Fontein in South Africa - 1991

TD95 at Brighton 1991

Arriving at Brighton 1991

DATES FOR YOUR DIARY

FORTHCOMING EVENTS THAT MAY BE OF INTEREST..

A new feature which can be expanded with your help.

SAT FEB 1ST LBPT SOCIAL
EVENING at RED LION.

COBHAM OPENDAY...12 April

NORTH WEALD BUS RALLY....?

SOUTHEND BUS RALLY.....?

SOUTHSEA SPECTACULAR....?

SHOWBUS.....?

PLEASE WRITE IN WITH ANY EVENTS YOU
THINK MIGHT BE OF INTEREST AND WE
WILL FEED THEM IN

WHAT IT REALLY MEANS!

We have all, at one time or another, purchased something from an autojumble stall. Before making that all important purchase you have probably met with one of the following replies from the stall-holder. Now we tell you what he really meant!

It's easily repaired = I tried and couldnt!

They are very rare = I have 300 more at home and I wish I could sell just one.

It came out of the back of the garage last week = I put it there the week before.

It may be in bits but its all there = The smallest, unobtainable, screw is missing.

Three other people are after it = No-one has shown any interest in it.

I'm sure I've got a pair = I've had this one for five years and I couldnt find the other one.

Give me your phone number and I'll call you when I get one = Hurry up and move on so another punter can buy something I have got.

Its the only one I've ever seen in this colour = I know, I painted it.

I'll probably regret selling this = I thought I'd have that piece of crap for ever.

More truths in the next issue....

SOCIAL MEETINGS

In order that John Bedford's workload can be slightly reduced, I have been volunteered to organise the social meetings in future.

The meetings were introduced by JB last year and are normally held in the function room above the Red Lion public house in Westminster Bridge Road, near Waterloo Station.

The meetings usually consist of a film, video or slide show and I hope to invite guest speakers to entertain us on some occasions.

Your offers of material and ideas will be greatly welcomed.

Details of the first meeting of 1992 to be held on Saturday February 1st (from 6pm) can be obtained by phoning the Museum at Cobham on Saturday or Sunday or give Dave Kreisler a phone at home.

I look forward to seeing you there - buffet food and coffee will be provided and drinks can be obtained downstairs.

Dave Kreisler.

SATURDAY 1st FEBRUARY

LT 60: Why start now for 1993?

Comments have been heard (though not from Cobham people) that there's no need to give so much notice of an event not due until Spring 1993.

Some of the reasons for 20 month's notice (as it was when planning for LT60 started) were, from the organisers viewpoint, to give time for setting up meetings with the local services and authorities to get broad agreement first, for detail planning to follow.

From the preservationist's viewpoint, the longer the notice given, the more chance of having the desired vehicle entered and present on The Day. And the museum is choc-full of desired vehicles, everything from ST to RLH and T to GS inclusive.

Once the completed questionnaires have come back to me I can see what vehicles are likely to be available for service, decide what services to run (no vehicle will be asked to run for more than a total of four hours in service, ie half the day), survey the routes for present-day feasibility, and start getting custom-made blinds drawn up. Each volunteer for service will be given a set for his route(s) free, for which I shall later ask for details of display - full/wartime restricted etc.

That's why we've made an early start....

John A Gray.

(Some Newsletters did not contain the previously issued Questionnaire - Ed.)

EXTENDING THE LIFE OF YOUR BATTERY.....

Subsequent to my article of a few years ago in the LBPT Newsletter on extending the life of batteries, I still get regular letters from members, but we are about to run into problems because I've recently moved house. Will members please note that I'm always happy to receive letters and to try to help with battery problems (s.a.e. appreciated), but the address is now Kevin Martin, Taylors Close, Meppershall, Shefford, Bedfordshire, SG17 5NH. Phone calls are welcome on Hitchin (0462) 814827.

'EDTA' to help batteries is still available as before and I can let members have it in varying sizes of resealable jars. Stored sealed it has a shelf life of many years and so can be kept to treat batteries in the future. If members contact me at the above address I can sort out how much they require.

PLUG !

To get a good idea of what's in mind for the LT60 Celebration, have a read of the special programme/timetable produced for the RF40 last May - though naturally the 1993 event will be more ambitious.

Especially for LBPT members, I'll post a copy to you. Just send me a note of your name, address and membership number with two 24p stamps and I'll send a copy by return.

Address to write to is:

John A Gray, Chesterfield Road, Cambridge, CB4 1LN.

DRIVERS LICENCE BADGES

I hear that, as from 1st April last PSV (PCV?) drivers are no longer legally obliged to wear their badges. With many of the newer PSV operators not providing uniforms, or encouraging their staff to wear them, drivers are now often indistinguishable from anyone else. Does it matter?

When conductors badges were abandoned, transport sales stands offered them by the hundred. I haven't noticed the same phenomenon this time, with drivers badges...

John A Gray.

CANVEY: End of Season Occasions.

Cobham's Open Day has built the reputation of opening the preserved bus rally season annually, and it goes from strength to strength.

The Eastern National Preservation Group holds several events each year at the Castle Point Museum, Canvey Island. The end of season open day in October there could be seen to be closing the bus rally season.

But couldn't there be room for Cobham to organize some sort of closing event? It needn't be on the scale of the April opening; but thought might be given to trying it once. I'm sure it's not a new idea. We need the cash it could bring in; and being at the opposite side of London, it could complement, rather than compete with the Canvey event.

John A Gray.

ABSOLUTELY THE END

Monday 21st October 1991 was a day of no significance, except perhaps in the world of ex-LT buses. Few people realized it.

From Shaftesbury, a small Dorset town, the very last public RF operated routine (as compared with advertised vintage) stage service was performed, admirably by RF504. Shaftesbury & District runs route 32 to Sturminster Newton only on the first and third Mondays, once each way - a frequency quite the opposite to the bus's first London work 39 years earlier.

The veteran performed well, better suited than larger youngsters to negotiating the narrow lanes and tight corners. The market-day journey was made almost entirely by old people using concessionary fare tokens; no-one I spoke to realized the bus was so old, and except about its relatively steep entrance steps they had no complaints. The driver left his seat to help them up and down.

Its last journey over, the little red bus was driven away down Shaftesbury's quiet High Street, without ceremony or farewell, to eventual retirement in preservation. She'd given an occasion forever remembered.

John A Gray

NEWSLETTER COPY?.....

Send it to NOW to.....

Les Duplock,

c/o Model Road & Rail Ltd,
Central Road, Worcester Park,
Surrey, KT4 8HY.

or you can fax it through on 081 7825



A company called the Guildford and District Motor Services Ltd was founded on 12 March 1914, being created and financed jointly by Dennis Brothers Ltd, the bus chassis manufacturers of Guildford, and by Mr Walter Flaxman French who had three years earlier (on 22 March 1911) similarly founded the Maidstone and District Motor Services Ltd at Maidstone in Kent. Within only a few months the Guildford company became a partly-owned subsidiary of the Aldershot & District Traction Co Ltd, but I am not clear whether it was Dennis Bros, or Mr W.F.French, who sold out their half of the Guildford company to the Aldershot company.

The GDMS established a bus route Guildford - Woking - Ottershaw - Chertsey - Addlestone - Weybridge - Walton. The vehicle shown in your photograph of a GDMS bus on this route is certainly a Dennis bus, of a type identical to vehicles also used by the Aldershot company. Your hand-written note underneath this photo says that it was "believed to be the first bus to run in New Haw; outside the White Hart". But New Haw is not on the direct line of route between Chertsey and Weybridge, hence if the bus did run via New Haw it must have been a substantial deviation from the direct route, taking a very roundabout course. This bus may well have been the first one in the Addlestone area, and certainly I cannot trace anything earlier, but I have my doubts as to whether it did serve New Haw. Can anybody today identify or confirm that the building visible in your photo really is the "White Hart" at New Haw?

The Guildford company also obtained licences from both Guildford Borough Council and Dorking Borough Council authorising it to inaugurate a bus route from Guildford to Dorking, but in fact this service appears never to have started, and, instead, the Aldershot company inaugurated this route. I cannot trace any information as to any other route elsewhere being worked by the Guildford company. The GDMS remained a subsidiary company under the control of the Aldershot company for several years, but was in due course completely absorbed into the Aldershot company, though I don't know the actual date. Also I cannot find whether or not the Guildford-Chertsey-Walton route continued to be operated by the Aldershot company, nor how long this service survived as a through route, or whether or not at any stage of its existence it might (quite possibly) have been diverted to run via New Haw.

The London Central Omnibus Co Ltd (Central, not General) started a route on 31 December 1912, working from Kingston to Esher. In 1914 the Central company, which also had several other routes elsewhere, was bought out by the London General Omnibus Co Ltd, who gave this route the number 79. On 28 August 1920 the General extended the 79 from Esher to Church Cobham, on Saturdays and Sundays only, also on Wednesdays from 13 October 1920, but then on Thursdays instead of Wednesdays starting from 23 November 1920. On and from 17 May 1921 the 79 became daily, and from 29 June 1921 it was further extended via Byfleet to West Byfleet. From 4 January 1922 the part beyond Esher was abandoned, and the 79 was diverted instead to Woking via Addlestone. It thus became Kingston - Esher - Hersham - Weybridge - Addlestone - New Haw - Byfleet - West Byfleet - Maybury - Old Woking - Kingfield Green - Woking (Railway Station). The route number was changed from 79 to 219 on 3 October 1934, but the route itself remained unaltered until the autumn of 1937, when the Weybridge to Woking part was abandoned, but Kingston-~~Woking~~ to Weybridge survived as 219 until fairly recent times. Throughout this period the service was worked once per hour, with single-deck buses. These were Central Leylands 1912-15, IGOC "B"-type 1915-22, IGOC "S"-type 1922-30, the standard IGOC "T"-type AEC Regal and also the special experimental IGOC T1000-02 1930-35, the side-engined AEC "Q"-type 1935-50, and the underfloor-engined "RF" type from 1950 onwards. Although mainly worked from the large IGOC garage at Kingston, on the corner of Richmond Road and Cromwell Road, the IGOC did also open a small subsidiary garage, to hold four buses only, for route 79 & 219, at Weybridge, between 45 and 47 Thames Street. This was opened by or before May 1930, but closed again in about 1939, but the building still exists today (or did until recently) as a furniture store.

The IGOC also started its route 61 on 4 January 1922, working Kingston - Esher - Hersham - Walton - Weybridge - Addlestone - Chertsey. On 12 April 1922 this was extended via Staines, Egham, Englefield Green, and Old Windsor to Windsor Castle, but on 12 November 1924 it was curtailed at Staines, and on 31 March 1926 it was further curtailed at Chertsey. It was re-extended to Staines on Sundays from 15 April 1927, and also on weekdays from 18 July 1928. It then survived without further alteration until 1937, except that the number was changed from 61 to 217 on 3 October 1934, but the whole route was abandoned in the autumn of 1937.

Another route started by the IGOC was the 171, on 25 April 1928, working Kingston - Thames Ditton - East Molesey - West Molesey - Walton-on-Thames - Weybridge - Addlestone - Chertsey. In the late summer of 1933 this was diverted to run via Hampton Court instead of Thames Ditton, and on 3 October 1934 it was renumbered 214. These three routes (219/217/214) together also with the 215 (Kingston-Esher-Cobham-Guildford), 216 (Kingston-Sunbury-Ashford-Staines), and 218 (Kingston-Esher-Hersham-Walton-Shepperton-Laleham-Staines) for several years formed a self-contained inter-working group. But in the autumn of 1937 (at the same time as the 217 was totally abandoned and the 219 curtailed at Weybridge) so also the 214 was also curtailed at Weybridge. Early in 1940 the 214 was further curtailed, at Walton, and in approx 1944-45 it vanished altogether. The London General, which worked all these routes, had meanwhile been taken over on 1 July 1933 by the new London Passenger Transport Board, but this did not in itself cause any alterations to services. However, all the IGOC routes became the Central (red) area, and many other operators further out from London were also taken over by the LPTB in 1933-35, becoming the Country (green) area, and when in 1937 the 217 was totally abandoned and the 219 and 214 were curtailed at Weybridge the portions of all three beyond Weybridge were taken over by the Country area, as will be mentioned later.

One very long outer-area route worked by the London General was the 162, Leatherhead - Fetcham - Cobham - Brooklands - Weybridge - Addlestone - Chertsey - ~~Woking~~ Staines - Wraybury - Datchet - Slough. This was started in September 1925 as only Staines-Slough, but became Leatherhead-Slough in April 1926. It was transferred from the General to the new London General Country Services Limited (see later) on 1 March 1933, and renumbered 462 on 3 October 1934. It was curtailed in 1943 to be Leatherhead-Staines only, and in approx 1947-48 to be Leatherhead-Addlestone only, though later again re-extended to Staines.

Meanwhile a Mr J.R.Fox, of Woking, had started a local town bus service in Weybridge in July 1920, but it did not last long. On 1 April 1921 he started a short route from Woking to St Johns, where he lived, using one Ford bus with a home-made body. In 1922 he bought a second Ford and extended the route to Knaphill. By the end of 1923 he had four Fords and had extended the route at both ends to work Send - Woking - Knaphill - Bisley - Lightwater - Bagshot. He now adopted the fleet name of "Woking & District", also took his two sons into partnership, the firm thus becoming J.R.Fox & Sons, but although it was later to expand enormously it never became a limited company. At the end of June 1924 the route was extended from Send to Ripley. Early in 1927 Fox applied for a licence to inaugurate a Woking - Maybury - West Ryfleet - Woodham - New Haw - Addlestone - Chertsey service, but this was refused. Meanwhile a Mr C.Ross of Maybury had started a Guildford - Woking - Ottershaw - Chertsey service, but this was taken over by Aldershot & District in January 1928, becoming A&D route 48. In August 1928 Fox applied for a licence also to work on the Woking - Ottershaw - Chertsey route, but Aldershot & District naturally objected, so the licence was refused. However, in September 1928 Fox started a Woking - Send - Clandon - Merrow - Guildford service, which then lasted for many years unchanged.

In 1929 J.R.Fox applied for a licence for a long Woking - Ottershaw - Chertsey - Staines - Egham - Englefield Green - Old Windsor - Windsor Castle route. Most of this was refused, but he was now granted the Woking - Ottershaw - Chertsey part, which started on 1 June 1929, working hourly. Also on 1 June 1929 he started a new hourly route working West Ryfleet - Woodham - Addlestone - Ottershaw - Chertsey - Staines - Egham. The Woking - Ottershaw - Chertsey service was, after all, extended to Windsor, hourly, on 20 July 1929, which now gave a combined half-hourly service between Ottershaw and Egham. The route from West Ryfleet to Egham was extended to Englefield Green on 19 August 1929, and at about the same time the Bagshot route was extended to Camberley. A few months later Fox applied to extend the Woking to Windsor route to Maidenhead, but this extension was refused a licence because Windsor to Maidenhead was already well served by other operators.

In December 1929 Fox started a new route West Ryfleet - Old Ryfleet - New Haw - Addlestone - Step-gates - Chertsey, but after protests from two small local operators, namely Mr B.H.Martin and Mr W.Eggleton, both of whom were already working over a part of this route, Fox was forced to discontinue this after about six or seven months. On 1 April 1930 the Fox service to Englefield Green was extended to Windsor, which thus now gave a bus every half hour from Ottershaw to Windsor, in addition to certain other operators on some parts of this route. Fox thus now had five main routes, each of them working hourly.

The Fox fleet included, in roughly chronological order of purchase, from 1921 to 1931, eight Ford buses, two Berllets, one small Daimler, two large Daimlers, two Fords of a new improved type, two small Thornycrofts, two Tilling-Stevens, eight large Thornycrofts, four more Tilling-Stevens, and one A.J.S, a total of 32, though the maximum at any one time was 20.

On 14 January 1931 the Aldershot & District company purchased the whole of the business of J.R.Fox & Sons ("Woking and District"). The A&D kept five buses (all Tilling-Stevens), and immediately re-sold the other fifteen buses still in service, also the garage near Woking, to the London General Omnibus Co Ltd, but the IGOC then immediately re-sold these 15 and the garage to the East-Surrey Traction Co Ltd, of Reigate, a company which was already wholly owned by the IGOC. The East Surrey thus acquired three Daimlers, ten Thornycrofts, one Tilling-Stevens, and one A.J.S. The purchase price for the Woking company was paid 25.6% by A&D and 74.4% by IGOC.

Aldershot & District kept the Woking - Knaphill - Bagshot - Camberley service, numbering it 48A and integrating it with its own route 48 Guildford - Woking - Camberley which it had been working since 25 February 1926. The East Surrey thus acquired the other four Fox routes, namely Woking - Send - Clandon - Merrow - Guildford, Woking - Send - Ripley, Woking-Ottershaw-Chertsey-Staines, Englefield Green-Windsor, and West Bfleet - New Haw - Addlestone - Ottershaw - Chertsey - Staines - Englefield Green - Windsor. Although East Surrey was by now an extremely large company, covering very nearly the whole of the county of Surrey, also small parts of Sussex and Kent, and also with three routes into Guildford, this was the first time East Surrey had ever served Addlestone or Woking or Chertsey. East Surrey continued to work the ex-Fox buses on the same routes and to the same timetables for four months, but later in the year began gradually to replace some of the Fox buses with its own buses of A.E.C. types.

East Surrey took over the ex-Fox garage, which had been used by all the 32 Woking & District buses. This was at St Johns, more than a mile away from Woking town centre and the nearest of its acquired routes, and consisted of outbuildings at the rear of the Fox family's own residence. East Surrey considered this to be both geographically and structurally unsuitable, but, by co-incidence and good fortune, the Aldershot & District company had since 1930 or 1929 temporarily leased an existing building in Walton Road, Woking, near the railway station, while it was building for itself a new and much larger garage elsewhere in the town. The Aldershot company moved into its new garage in May 1931, thus vacating the Walton Road premises, whereupon East Surrey moved its fifteen ex-Fox buses from St Johns to the old A&D garage. East Surrey took a tenancy commencing on 31 May 1931, initially for a period of 19 months, which was later slightly extended.

But East Surrey regarded this as purely temporary, and had already started to build for itself a brand new garage at Addlestone, approx 100 yards west of Addlestone railway station, as it felt that Addlestone was a more convenient location for routes stretching to Windsor, than Woking was. So the garage in Walton Road, Woking, was closed and vacated as soon as the new Addlestone garage was ready. I cannot find the actual date of opening of Addlestone, but it was some time during early 1933. It was really not "the first London Country bus garage" as stated in Mr Parker's letter of 24 July 1991; in fact it was nearly the last (except only for Windsor, Staines, Guildford, Dorking, and Dartford) to be opened in the southern half of the Country Area, since all of Reigate, Dunton Green, Chelsham, Godstone, Leatherhead, Swanley, East Grinstead, and Crawley garages, in that sequence, had been opened at intervals during 1912 to 1929.

Meanwhile on 11 March 1931 East Surrey purchased the business of Mr Bertram Henry Martin, who worked under the fleet name of "Bus de Ville" (town bus). This business had been started in the autumn of 1921 by a Mr P.R.Burton, with one bus working Woking - Maybury - Bfleet - Addlestone - Weybridge - Walton, which probably lasted less than two years. In the summer of 1923 a Mr H.Settle, as his successor, started working one bus on a route Woking - Maybury - Bfleet - Addlestone - Step-gates - Chertsey. By the autumn of 1927 Mr Settle had two buses, but in the spring of 1928 he sold out to Mr Martin, and Martin then continued with three buses. Later, alternate journeys were diverted via Pyrford between Maybury and Bfleet, and the main service was working hourly Woking - Addlestone - Chertsey, with additional short workings from Woking as far as Bfleet only. When East Surrey took over on 11 March 1931 there were only two buses, a Chevrolet and a Guy, both of which East Surrey sold in July 1931 and replaced by two of its own buses, though the route continued unchanged.

Revised timetables for the ex-Fox and ex-Martin routes came into force on and from 20 May 1931, and East Surrey now gave numbers to these routes thus:- 36 Woking - Send - Guildford, 37 Woking - Send - Ripley, 38 Woking - Ottershaw - Chertsey - Staines - Windsor, 39 West Bfleet - Addlestone - Ottershaw - Chertsey - Staines - Windsor, and 40 Woking - Bfleet - Addlestone - Chertsey. These routes, respectively, required 2, 1, 3, 3, & 2 buses to work them. Each route ran hourly, and alternate (two-hourly) journeys on 40 were diverted via Pyrford as 40A.

On 20 January 1932 the name of the East Surrey Traction Co Ltd, which had already been wholly owned by the IGOC for three years, was changed to London General Country Services Limited, which thereupon expanded additionally into Hertfordshire as well as Surrey. But on 1 July 1933 both the IGOC and LGCS were amalgamated into the new London Passenger Transport Board, becoming respectively the Central (red) and Country (green) Areas. Ottershaw, or at any rate the Woking to Ottershaw road, was now considered to be in Aldershot & District territory, not LPTB, hence later in 1933 the 38 route, Woking - Ottershaw - Chertsey - Staines - Windsor, was split in half at Chertsey. The A&D took over the Woking-Chertsey part, and joined it to its existing ex-Fox service, which now became A&D 48A, Chertsey - Ottershaw - Woking - St Johns - Knaphill - Bisley - Bagshot - Camberley, whilst Chertsey to Windsor remained with LPTB. Also the 39 was diverted to run via Step-gate between Addlestone and Chertsey instead of via Ottershaw, but a new LPTB 48 was started, working hourly Ottershaw - Addlestone - Weybridge - Walton.

Soon afterwards the 36 and 37 were enormously lengthened. The 36, Guildford to Woking, was joined up with parts of 39 and 38 to give a long through route, 36, Guildford - Merrow - Clandon - Send - Woking - Woodham - Newhaw - Addlestone - Step-gates - Chertsey - Staines - Egham - Englefield Green - Windsor, hourly, taking 1½ hours. Also the 37, Ripley to Woking, was similarly extended over the same route via Addlestone to Windsor, also hourly. But the 40 and 40A were shortened so as to work from Woking only as far as Addlestone. In the summer of 1934 the LPTB, both Central and Country, started to adopt the fleet name of "London Transport".

Another independent operator, W.Eggleton Limited, of Woking, had six Dennis buses, working mainly in the Woking area, but including also one route either to or through Addlestone. I don't know the details, but it was probably Woking - Addlestone - Weybridge. This part was taken over by LPTB on 1 June 1934, and the rest of the business was later bought by Aldershot & District.

The 40 and 40A were renumbered 456 and 456A, probably before October 1934, at the same time as they were cut back from Chertsey to Addlestone. Then on 3 October 1934 the greatly extended and new 36, 37, and 48 were renumbered 436, 437, and 461 respectively. In the summer of 1935 the 437, Ripley - Woking - Addlestone - Windsor, was renumbered 436A, and the number 437 was then re-used for the 456 journeys which did not detour via Pyrford. Also a new 438 started, working Walton - Weybridge - Addlestone - Chertsey, interworking with the 461, each hourly. In about 1940 the 436 and 436A were shortened so as to work from Guildford and Ripley only as far as Staines, but the 437 and 456 were both extended from Addlestone to Weybridge, and the 438 vanished. Also the 461 was diverted and extended at both ends to become Hersham - Walton - Weybridge - Addlestone - Chertsey - Staines, hourly, further extended on Saturday afternoons hourly via Wraybury and Datchet to Slough, with a separate 461A daily hourly working Hersham - Walton - Weybridge - Addlestone - Ottershaw. After the 1939-45 war a new 463 started, the same as the 436 from Guildford via Woking to Addlestone, and thence via Weybridge to Walton. Also the 437 and 456 were cut back again from Weybridge to Addlestone, and the 456 was renumbered 427, after which things settled down and there were no really drastic alterations for a good many years until the major organisational upheavals of very recent times.

Until early in the war all these LPTB Country services had been worked with single-deck buses, mostly of "Q" and "T" types, but the 436, 436A, 437, 456, 461, 461A, and (later) 463 were now converted to double-deckers, of the special low-bridge type with a side gangway upstairs, so as to squeeze underneath the low railway bridges at Woking (Station) and Staines (Chertsey Lane).

Turning to the limited-stop coach services, on 11 October 1930 Messrs Green Line Coaches Limited, a company wholly owned by the IGOC, inaugurated a half-hourly Oxford Circus - Hammersmith - Richmond - Kingston - Dittons - Molesey - Walton - Weybridge - Addlestone - Chertsey route, which received the route letter "C" when all Green Line routes were thus identified on and from February 1931. On 4 October 1933 the route C was extended via Old Kent Road, Lewisham, Catford, Bromley, Sevenoaks, and Tonbridge to Tunbridge Wells, incorporating a previous route "L", and also a new "AC" was started, working Woking - Bfleet - Brooklands - Weybridge and then to Tunbridge Wells via the same route as the "C". All Green Line services ceased a few days before the war started, on or about 1 September 1939, so as to convert the vehicles into ambulances. After the war, instead of being linked through to Tunbridge Wells, the Chertsey via Weybridge service, now renumbered 716, restarted on 6 March 1946 and now went to Hitchin, and the Woking service, now diverted via Addlestone instead of Brooklands, and renumbered 717, restarted on 1 May 1946 and went to Welwyn Garden City. Also both were diverted via Hampton Court instead of Dittons.