

## INDEPENDENT BUS ROUTES

### HORSE BUSES

#### **NO ROUTE NUMBER. FINCHLEY – CHARING CROSS**

*via* East End, Dirt House, Highgate, Kentish Town, Camden Town, Park Street, York & Albany, Clarence Street, Albany Street, Portland Road, great Portland Street, Oxford Street, Regent Circus, Piccadilly, Waterloo Place, Pall Mall, Cockspur Street.

- As at May 1851
- Two buses per day each way
- Journey Time 90 minutes

#### **NO ROUTE NUMBER. HADLEY – GENERAL POST OFFICE**

*via* Monken Hadley, Chipping Barnet, Whetstone, Finchley, Highgate Archway, Upper Holloway, Lower Holloway, Highbury Place, Upper Street, Broadway, Islington, High Street, Angel Inn, Goswell Street, Aldersgate Street, St Martins le Grand

- As at May 1851
- Six buses per day each way
- This was a mail omnibus

#### **NO ROUTE NUMBER. TOTTERIDGE – HOLBORN**

*via* Whetstone, Finchley, East End, Dirt House, Highgate Archway, Upper Holloway, Lower Holloway, Highbury Place, Upper Street, Broadway, High Street, Angel, City Road

- As at May 1851
- One bus per day each way
- Journey time 2 hours

### MOTOR BUSES

#### **NO ROUTE NUMBER. NORTH FINCHLEY – OXFORD CIRCUS**

*via* Finchley Road, Swiss Cottage, Baker Street

- Operated by Birch Bros, then French Ltd, then T Hearn
- Introduced 12 January 1905
- Withdrawn 23 October 1907

#### **NO ROUTE NUMBER. HADLEY HIGHSTONE – STRAND (LAW COURTS)**

*via* Great North Road, Barnet High Street, Barnet Hill, Whetstone, North Finchley, Ballards Lane, Regents Park Road, Finchley Road, Wellington Road, Park Road, Baker Street, Oxford Street, Regent Street, Piccadilly Circus, Trafalgar Square

- Operated by Vanguard
- Introduced 10 March 1907
- Withdrawn October 1907

The Bassom system of numbering routes with letter suffixes was introduced in 1924 by Chief Constable Bassom. The main route number was allocated to the longest part of a route and short workings were each given a different letter suffix. This was a logical but cumbersome system and was subsequently dismantled on 3 October 1934 by LPTB who allocated just one number for each route and its variations

#### **ROUTE 206. HADLEY HIGHSTONE – HAMPTON COURT**

*via* High Barnet, Whetstone, North Finchley, East Finchley, Highgate Archway, Tufnell Park, Kentish Town, Camden Town, Hampstead Road, Marylebone Road, Paddington, Westbourne Grove, Notting Hill Gate, Kensington High Street, Hammersmith, Chiswick, Kew, Richmond, Twickenham, Teddington

- Operated by Adelaide (red & cream livery), Alberta (red & white livery), Birch Brothers (red & white livery), W R Drake (cream & black livery)
- Introduced 1 December 1924
- LGOC took over from Alberta on weekdays from 5 November 1926
- Last day of operation by LGOC 28 June 1927
- Birch Brothers acquired the W R Drake workings on 27 October 1928
- Route renumbered **227** in April 1919

#### **ROUTE 206B. HADLEY HIGHSTONE – TWICKENHAM STATION**

- This was the number allocated to short a working on route 206

#### **ROUTE 206C. HADLEY HIGHSTONE – HAMMERSMITH**

- This was the number allocated to short a working on route 206

#### **ROUTE 206D. HADLEY HIGHSTONE – HAMMERSMITH**

- This was the number allocated to short a working on route 206

#### **ROUTE 227. HADLEY HIGHSTONE – HAMPTON COURT**

*via* High Barnet, Whetstone, North Finchley, East Finchley, Highgate Archway, Tufnell Park, Kentish Town, Camden Town, Hampstead Road, Marylebone Road, Paddington, Westbourne Grove, Notting Hill Gate, Kensington High Street, Hammersmith, Chiswick, Kew, Richmond, Twickenham, Teddington

- Operated by Adelaide (red & cream livery), Birch Brothers (red & white livery)
- Introduced April 1929
- Withdrawn 1 January 1931

#### **ROUTE 227B. HADLEY HIGHSTONE – TWICKENHAM STATION**

- This was the number allocated to short a working on route 227

#### **ROUTE 227C. HADLEY HIGHSTONE – HAMMERSMITH**

- This was the number allocated to short a working on route 227

#### **ROUTE 227D. HADLEY HIGHSTONE – HIGHGATE**

- This was the number allocated to short a working on route 227

#### **ROUTE 227E. WHETSTONE – HAMPTON COURT**

- This was the number allocated to short a working on route 227
- Introduced 20 April 1930
- Withdrawn 1 January 1933 (Adelaide taken over by LPTB)

#### **ROUTE 274. NORTH FINCHLEY (SWAN & PYRAMIDS) – TOTTENHAM HALE**

via Friern Barnet Road, New Southgate, Bounds Green Road, Wood Green, West Green Road, Broad Lane

- Operated by Admiral (navy blue livery)
- Introduced 1924
- Service believed withdrawn February 1925

#### **ROUTE 279. HADLEY HIGHSTONE – LIVERPOOL STREET STATION**

via Barnet, Whetstone, North Finchley, Ballards Lane, Golders Green, Childs Hill, Swiss Cottage, Baker Street, Oxford Circus, Piccadilly Circus, Trafalgar Square, Strand, Fleet Street, Cannon Street, Bank

- Operated by Burlington (chocolate & white livery), Carlton (red & white livery), Majestic (chocolate & white livery), Overground (red & cream livery), Western (chocolate & white livery), X Service (khaki & red livery)
- X service introduced between North Finchley and Golders Green on 20 February 1923 with no route number
- Numbered route introduced 1 December 1924
- All traces of route disappeared by 1929

#### **ROUTE 279A. HADLEY HIGHSTONE – CHARING CROSS**

- This was the number allocated to short a working on route 279

#### **ROUTE 279B. NORTH FINCHLEY – STRAND**

- Weekday morning peaks only
- This was the number allocated to short a working on route 279

#### **ROUTE 279C. NORTH FINCHLEY – CHARING CROSS**

- This was the number allocated to short a working on route 279

#### **ROUTE 279D. GOLDERS GREEN – LIVERPOOL STREET**

- This was the number allocated to short a working on route 279

#### **ROUTE 279E. HADLEY HIGHSTONE - STRAND**

- This was the number allocated to short a working on route 279

#### **ROUTE 279F. HADLEY HIGHSTONE – GOLDERS GREEN**

- This was the number allocated to short a working on route 279

#### **ROUTE 284. HADLEY HIGHSTONE – BUCKINGHAM PALACE ROAD**

*via* Barnet, Whetstone, North Finchley, East Finchley, Highgate Archway, Tufnell Park, Kentish Town, Camden Town, Hampstead Road, Tottenham Court Road, Trafalgar Square, Westminster

- Operated by Cardinal (red & white livery), Carlton/Overground (red & cream livery), Claremont (red & white livery), Dauntless (red & white livery), Drake & McCowen (yellow & black livery), Hav-a-Ride /HFB (red & white livery), Empires Best (red & white livery), The Leader, Sphere (red & white livery)
- Introduced May 1924
- Last operation by Hav-a-Ride 1927

#### **ROUTE 284A. POTTERS BAR - VICTORIA**

- This was the number allocated to short a working on route 284
- This was the main operation on the route
- Route renumbered **134** on 3 October 1934 when operated by LPTB

#### **ROUTE 284B. NORTH FINCHLEY (SWAN & PYRAMIDS) - VICTORIA**

- This was the number allocated to short a working on route 284

#### **ROUTE 284C. HADLEY HIGHSTONE – CAMDEN TOWN**

- This was the number allocated to short a working on route 284

#### **ROUTE 284D. HADLEY HIGHSTONE – CHARING CROSS**

- This was the number allocated to short a working on route 284

#### **ROUTE 284E. HIGHGATE – CHARING CROSS**

- This was the number allocated to short a working on route 284

#### **ROUTE 285. BOREHAMWOOD (CROWN) - VICTORIA**

*via* Barnet Gate, Arkley, Wood Street, High Barnet, Whetstone, North Finchley, East Finchley, Highgate, Highgate Archway, Tufnell Park, Kentish Town, Camden Town, Hampstead Road, Tottenham Court Road, Trafalgar Square, Westminster

- Operated by Overground (red & cream livery)
- Operated summer Sundays only
- Introduced 9 April 1930
- Withdrawn 2 October 1932 and renumbered **135**

### **ROUTE 285A. ARKLEY HOTEL – BUCKINGHAM PALACE ROAD**

via Wood Street, High Barnet, Whetstone, Friern Barnet Lane, Colney Hatch Lane, Muswell Hill Broadway, Muswell Hill Road, Highgate Archway, Tufnell Park, Kentish Town, Camden Town, Hampstead Road, Tottenham Court Road, Trafalgar Square, Westminster

- Operated by Overground (red & cream livery)
- Introduced 9 April 1930
- Withdrawn 4 October 1932

### **ROUTE 285B. ARKLEY HOTEL – CHARING CROSS (TRAFALGAR SQUARE)**

- This was the number allocated to short a working on route 285A
- Rerouted via Friern Barnet and Muswell Hill 5 October 1932
- Withdrawn 3 October 1934 and renumbered **135** when it was operated by LPTB

### **ROUTE 285C. ARKLEY HOTEL – HIGHGATE (ARCHWAY STATION)**

- This was the number allocated to short a working on route 285A
- Rerouted via Friern Barnet and Muswell Hill 5 October 1932
- Route renumbered **135** on 3 October 1934 when it was operated by LPTB

### **ROUTE 307 ENFIELD TOWN – WHETSTONE (BLACK BULL)**

via Windmill Hill, Oakwood, Cat Hill, East Barnet Village, Longmore Avenue, Great North Road

- Operated by Overground (red & cream livery)
- Introduced 13 March 1933
- Route renumbered **107** on 3 October 1934 when it was operated by LPTB

### **ROUTE 519E. HADLEY HIGHSTONE (TWO BREWERS) – WOOD GREEN (LYMINGTON AVENUE)**

via Barnet, Whetstone, Oakleigh Road, New Southgate, Bounds Green Road

- Operated by Barnet Motor Services (yellow & brown livery) and Admiral (navy blue livery) until 1926
- Weekdays only (ten journeys each way)
- Introduced 2 June 1924
- Service curtailed at Bull & Butcher, Whetstone on 2 November 1924 (fifteen journeys each way), except Sundays when it operated to Hadley Highstone
- Renumbered **353** and extended to Totteridge War Memorial in January 1925
- Route later renumbered **354**

### **ROUTE 521A. HADLEY HIGHSTONE – GOLDERS GREEN**

via Barnet, Whetstone, North Finchley, Ballards Lane

- Operated by Western (chocolate and white livery)
- Introduced 6 April 1925
- Route renumbered 279F on 23 February 1927

### **ROUTE 521B. NORTH FINCHLEY (TALLY HO CORNER) – LONDON BRIDGE STATION**

*via* Ballards Lane, Golders Green, Childs Hill, Swiss Cottage, Baker Street, Oxford Circus, Piccadilly Circus. Trafalgar Square, Fleet Street, Cannon Street, Bank, King William Street

- This was the number allocated to a short working on route 521
- Introduced 6 April 1925

### **ROUTE 521C. HADLEY HIGHSTONE – STRAND**

- This was the number allocated to a short working on route 521
- Introduced 6 April 1925
- Route renumbered 279E on 3 February 1927

### **ROUTE 526. HADLEY HIGHSTONE – WANDSWORTH BRIDGE**

*via* Barnet, Whetstone, North Finchley, Ballards Lane, Golders Green, Childs Hill, Cricklewood Broadway, Willesden Green, Craven Park, Harlesden, Victoria Road, Horn Lane Acton, Acton Vale, Shepherds Bush, Holland Road, Kensington High Street, North End Road, Walham Green, Wandsworth Bridge Road

- Introduced 6 April 1925, but seldom, if ever, operated

### **ROUTE 526C. HADLEY HIGHSTONE – NORTH FINCHLEY (TALLY HO CORNER)**

- Introduced 6 April 1925, but seldom, if ever, operated

### **ROUTE 526D. NORTH FINCHLEY – WANDSWORTH BRIDGE**

*via*, Golders Green, Childs Hill, Cricklewood Broadway, Willesden Green, Harlesden, Acton Shepherds Bush, Holland Road, North End Road, Walham Green

Glandfield, Lonsdale (red & white livery), Paragon (red livery), Pullman (red & white livery), Robert Thackray (red & white livery), The Royal (red & white livery, Royal Blue (royal blue & white livery), Tally Ho! (red & white livery), J D Thackray (red & white livery), Varsity (blue & white livery)

- Introduced 6 April 1925. This was the main route
- Favourite ceased operation in 1927
- Route renumbered **26** in 1923 when it was operated by LPTB

### **ROUTE 551. WHETSTONE (THE GRIFFIN) EDMONTON (SPARKLETS WORKS)**

*via*, Oakleigh Road, Bowes Road, new North Circular Road, Silver Street, Angel Road

- Operated by Astoria (crimson & cream livery), BB (dark red & white livery), H M Merry (red & white livery), HHC, Prince (chocolate & cream livery), Redburn (red & white livery), SB (red & white livery), Silver Star (red & white livery), Uneedus (red & white livery)
- Introduced July 1925 by Redburn
- Uneedus started operation in 1926
- Silver Star started operation 27 October 1926 and ceased 20 May 1927
- Operated by single decker buses
- Extended to Totteridge (Barnet Lane) via Totteridge Lane on 16 October 1929

- Edmonton terminus changed from Sparklets Works to Cooks Ferry Inn on 17 December 1930
- Last day of operation Sunday 20 March 1932

**ROUTE 551B. TOTTERIDGE (BARNET LANE) – EDMONTON (PARK ROAD)**

- This was the number allocated to extended working on route 551

**ROUTE 551D. BURNT OAK (EDGWARE ROAD) – EDMONTON (PARK ROAD)**

- Route 551 extended Monday to Saturday from Totteridge to Burnt Oak (Edgware) via Totteridge Lane, Highwood Hill, Lawrence Street, Mill Hill Broadway, Watling Avenue on 9 August 1933
- Withdrawn between Arnos Grove Station and Edmonton Green (Cooks Ferry Inn) on 16 May 1934 when it was operated by LPTB
- Route renumbered **251** on 3 October 1934

# INDEPENDENT LONDONERS

should realise the growing danger of **Monopolies**, which in the past 25 years have been developing rapidly in every branch of industry, particularly in that branch dealing with London's Passenger Transport.

**MONOPOLIES** are alleged by their promoters to be the natural, progressive and beneficent outcome of modern industrial organisation, the advantages claimed for them being the elimination of so-called "destructive" competition, and the introduction of centralised control, co-ordinated effort, and a pooling of resources, which are supposed to lead to higher efficiency and greater economy, with wonderful benefits to the consumer.

## BUT

**MONOPOLIES are not natural**, because they interfere with the laws of supply and demand by eliminating the fair competition of the smaller man ("destructive" competition is a phrase invented by the Monopolist).

**MONOPOLIES are not progressive**, because the lack of competition breeds idleness, loss of initiative, over-organisation and general stagnation.

**MONOPOLIES are not beneficent**, because stagnation means **No Improvements**, and no competition means **Higher Fares**.

**MONOPOLIES are not even modern**, because history tells us that they were rife 250 years ago and that the Monopolists' goods of those days were bad in quality and high in price. The Monopolists' ideas have not changed since then. Once in the power of a **COMBINE**, the Consumer (or Passenger) pays more and receives less.

**COMPETITION is the Soul of Business**. Ride with the **COMPETITORS** of the **TRAM-OMNIBUS-TUBE COMBINE** and remember that

**YOUR INDEPENDENCE  
DEPENDS ON  
LONDON'S  
INDEPENDENTS**

MAP & TIME TABLE  
NUMBER **526<sup>D</sup>** SERVICE

**NORTH FINCHLEY**  
("Swan & Pyramide") TO  
**WANDSWORTH BRIDGE**

No. 1

1926



ISSUED

FREE

**WEST LONDON  
ASSOCIATION**  
OF OMNIBUS PROPRIETORS;  
Affiliated to the Association of London  
Omnibus Proprietors

**LONDON'S  
INDEPENDENTS**



