

LONDON TRANSPORT

55 Broadway,  
Westminster,  
S.W.1.  
ABBey 1234

5.7.52

G.P.N.77  
25.6.52.

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PLANS FOR LAST WEEK OF LONDON TRAMS

THEY WILL DISAPPEAR ON SATURDAY, JULY 5

ALL TRAMS TO CARRY GOODBYE SLOGANS DURING "LAST TRAM WEEK"

SPECIAL PICTORIAL TICKETS TO BE ISSUED

LORD LATHAM TO MEET THE LAST TRAM WITH LONDON MAYORS

DEPUTY CHAIRMAN TO DRIVE IT

£9,000,000 JOB COMPLETED THREE MONTHS AHEAD OF TIME

438.

Plans for the final disappearance of trams from London on Saturday, July 5 and for "Last Tram Week" were announced by London Transport to-day (Wednesday, June 25).

London's last sixty-six miles of tram routes will be scrapped at midnight on Saturday, July 5, completing a £9,000,000 post-war plan to replace all trams by buses. It will involve London's six last tram services - 36/38, 40 and 72 running from the Embankment to Abbey Wood, Plumstead and Woolwich respectively and 44 and 46 from Woolwich to Eltham and Woolwich to the City. They will be replaced by new bus routes 177, 163, 186 and 182.

From Monday next (June 30) onwards, all London's remaining trams - there are just over 180 of them - will carry the slogan: "Last Tram Week: On July 5 we say goodbye to London." Special souvenir pictorial tickets will be issued on trams from Monday onwards. They will be marked "Last tram week - July 1952" and will bear the pictures of the first horse tram and a present-day tram on the back.

London's last tram of all in passenger service will be a route 40 car leaving Woolwich at 11.57 p.m. on Saturday night and arriving at New Cross, via Charlton and Greenwich at 12.29 a.m. It will be car No. 1952 and during its journey it will be driven by Mr. John Cliff, Deputy Chairman of the London Transport Executive and a former Chairman of the L.C.C., who 52 years ago this month began his career in transport as a tramwayman in Leeds. Mr. Cliff will take over the control from 56-year-old Driver Albert Fuller of New Cross Depot.

(Continued)

Lord Latham, Chairman of London Transport, has invited the Chairman of the L.C.C. (Mr. Edwin Bayliss), the Mayors of nine London Boroughs affected by the conversion and other distinguished guests to join him in a special midnight reception at New Cross Depot to see this last tram run in. It will be labelled "London's Last Tram".

The last tram to leave Central London itself will be a route 40 car from the Embankment at 11.38 on Saturday night, July 5, arriving at New Cross at 12.11 a.m.

Old Kent Road, Deptford, Kennington, Lewisham, Camberwell, Woolwich and Charlton will be among the areas to see the last of London's trams on the Saturday night.

In addition to the official ceremonies, other organisations are planning tram farewell gestures for Saturday, July 5th.

Schoolboy bus spotters have hired a tram to make a last day tour of tram routes from the Embankment to Abbey Wood on Saturday afternoon, and transport experts of the Omnibus Society will pay their last respects with a similar special tram during the early evening.

The Infantile Paralysis Fellowship are running a decorated tram along the Embankment with passengers in Edwardian costume, preceded by an "old crock" motor car, playing Marie Lloyd gramophone records. Proceeds will go to help Infantile Paralysis research.

After all the goodbyes have been said to trams on Saturday midnight, the first bus will take over from Peckham Garage at 4.13 a.m., and all routes will be served by the new bus routes by Sunday breakfast time.

London Transport's big post-war scheme to convert all the remaining 350 miles of tram services, which were mainly in south London, started in October 1950. It has been carried through without a hitch and without interruption of service to the public, in the space of twenty-one months - three months ahead of the target time set. Over 800 trams have been taken out of service and replaced by buses in eight successive stages.

One of the biggest jobs has been the teaching of 2,000 London tram drivers to handle buses. Some of them, well over 60, had spent all their working lives on trams. All went to London Transport's Chiswick School and practically all successfully passed the rigorous tests to be bus drivers. The few who failed have been found other jobs.

(Continued)

Another difficult job which has been successfully completed has been the retraining of several hundreds of tram maintenance workers. Special arrangements had to be made for this so that tram services could go on unhindered during their last months.

The tram maintenance workers were used to electrical gear. They had to master at short notice the mysteries of diesel engines, bus steering gear, epicyclic gearboxes and intricate compressed air brakes. Despite the newness of the workers to the job, the maintenance of buses in the former tram depots has gone ahead without a hitch since tram conversion started.

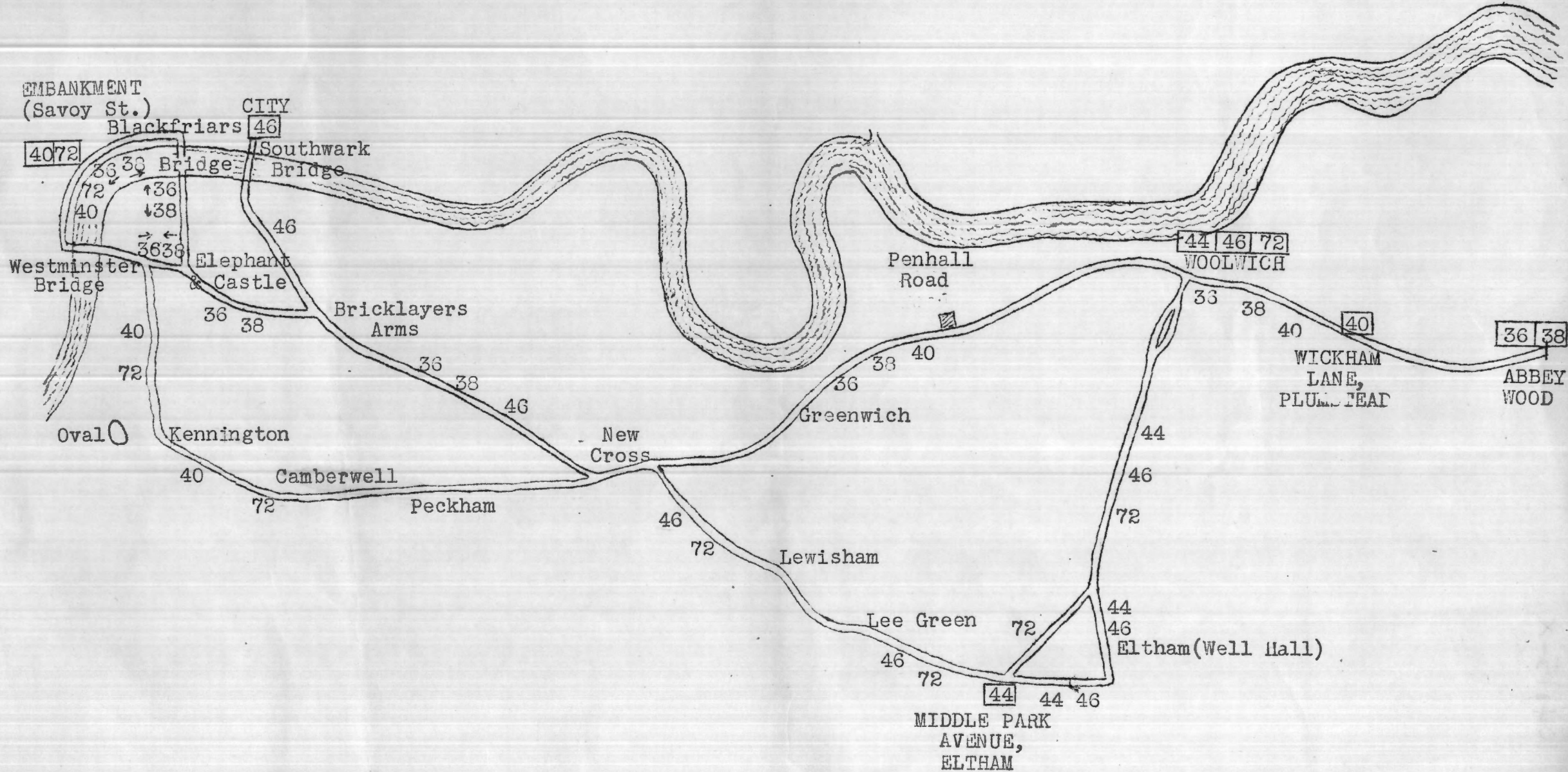
At one time it was thought that conversion would be delayed because of hold-ups in building and converting garages due to post-war difficulties, but though switches in plans have had to be made, hold-ups have been avoided.

Conversion of tram services to bus operation has already proved a big success on London streets. Apart from the additional comfort, the greater mechanical reliability of buses has increased service regularity and cut rush-hour queues. The absence of tram obstruction on the roads has transformed many traffic blackspots like New Cross, Vauxhall Bridge Road and Croydon.

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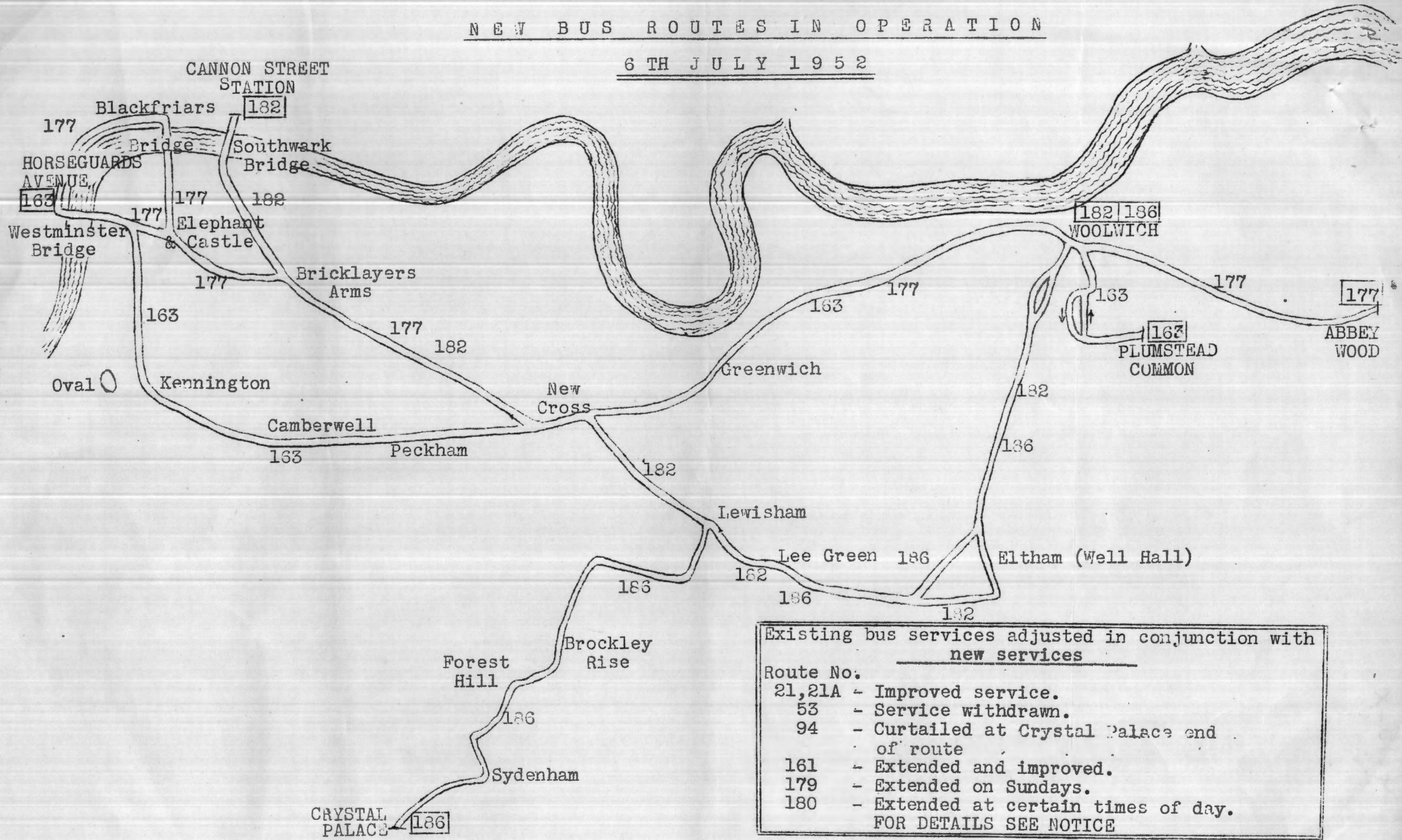
TRAM ROUTES CONVERTED TO BUS OPERATION

5TH/6TH JULY 1952



NEW BUS ROUTES IN OPERATION

6 TH JULY 1952



Existing bus services adjusted in conjunction with new services	
Route No.	
21, 21A	- Improved service.
53	- Service withdrawn.
94	- Curtailed at Crystal Palace end of route
161	- Extended and improved.
179	- Extended on Sundays.
180	- Extended at certain times of day.
FOR DETAILS SEE NOTICE	

L O N D O N      T R A N S P O R T

55 Broadway,  
Westminster,  
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ABBEY 1234

G.P.N.80  
26.6.52.

MANY SOUTH LONDON BUS CHANGES  
ON JULY 6

DETAILS OF ROUTES TO REPLACE  
LONDON'S LAST TRAMS

EIGHT NEW AND ALTERED ROUTES

London Transport to-day issued full details of important South London bus changes which are to be introduced on Sunday, July 6 consequent on the final abolition of trams.

London's last tram routes will disappear at midnight on Saturday, July 5 in completion of London Transport's £9,000,000 post-war programme to replace all tram services by buses.

The final switch - which completes the eight stage tram change-over three months ahead of the target date - will involve the introduction of four new bus services and improvements and alterations to four existing ones. In addition, one bus route is being withdrawn.

Details of the bus changes are as follows:-

New bus route 177 will replace tram routes 36 and 38 which run from Abbey Wood to Embankment via Blackfriars Bridge and Westminster Bridge. The buses will follow the same route as the trams. On Sundays route 177 will operate via Westminster Bridge only and existing bus route 179 is to be extended from Elephant and Castle via Blackfriars Bridge to Farringdon Street, thereby providing the service on the Blackfriars Bridge section.

New bus route 163 will take over from tram route 40 (Embankment to Plumstead). The new bus route will terminate at Horse Guards Avenue instead of Savoy Street and will start from Plumstead Common instead of the old tram terminal at Wickham Lane, Plumstead. On weekdays after the evening rush-hour and on Sundays route 163 will be curtailed at Woolwich (General Gordon Place). In connection with the conversion of the 40 tram service, existing bus route 53 (Plumstead Common to Greenwich) is being discontinued and bus route 180 (Catford to Woolwich) is being extended during the peaks from Woolwich to Plumstead Common.

(Continued)

New bus route 182 will replace tram route 46 (Woolwich to City, Southwark) and will operate from Woolwich (General Gordon Place). It is being extended at the City end from Southwark Bridge to Cannon Street Station.

New bus route 186 will replace tram route 72 (Woolwich to Embankment) as far as Lewisham. It will then take over the route of the present service 94 buses to Crystal Palace. In consequence, bus route 94 will operate between Lewisham and Southborough only, with the extension of part of the service from Lewisham to Brockley Rise on Saturday and Sunday afternoons and evenings.

Tram route 44 (Woolwich to Eltham) is being replaced by adjustments on existing bus routes 21A and 161.

In addition to the new bus routes which replace trams, three existing bus services are being improved in connection with the disappearance of trams from South-East London. Route 21, which at present is run in two sections between Moorgate and Farningham with changes at Eltham or Sidcup, is now to run an all-day thirty-minute direct service. During the peaks additional buses will run between Moorgate and Swanley.

A special early morning journey will be run on route 21 for the benefit of women office cleaners and other early duty staff who formerly used the 46 trams to go from the Old Kent Road area to the City. It will enable them to reach their City offices early and in addition will carry them right through to Bank or Moorgate instead of Southwark Bridge.

Bus route 21A at present run in peak hours only from Woolwich to Farningham via Eltham and Sidcup, is now to provide an all-day service between Eltham and Sidcup and a greatly strengthened peak-hour service from Woolwich to Sidcup. The service will be withdrawn between Sidcup and Farningham, which section will be catered for by route 21 buses.

On route 161 the peak-hour service now running between Chislehurst and Woolwich is to be extended to Greenwich, thus giving many factory workers in Greenwich a new direct facility to their homes. In addition, an all-day service from Chislehurst to Woolwich is to be run daily, Sundays included, instead of the present service in peak-hours only.