

palmers green bus garage

palmers green bus garage stands as a notable landmark within the transportation infrastructure of North London, serving as a vital hub for bus operations in the area. With a rich history dating back several decades, this facility has played a crucial role in facilitating the daily commute of thousands of residents and visitors alike. Over the years, Palmers Green Bus Garage has evolved to meet the changing demands of public transportation, integrating modern technology and expanding its fleet to ensure efficient service across the borough. Whether you are a local resident, a transportation enthusiast, or a visitor exploring the region, understanding the history, operations, and significance of this bus garage offers valuable insights into London's bustling transport network.

History and Development of Palmers Green Bus Garage

Origins and Early Years

The origins of Palmers Green Bus Garage trace back to the early 20th century, a period when London's public transport system was rapidly expanding to accommodate the growing urban population. Initially established as a modest depot, the garage was primarily used for storing and maintaining buses serving the local routes within North London. Its strategic location in Palmers Green made it an ideal site for operations, providing easy access to major roads and facilitating efficient dispatching of vehicles.

Evolution and Modernization

Over the decades, the garage underwent various upgrades to keep pace with technological advancements and increased service demands. In the mid-20th century, the introduction of new bus models necessitated renovations and expansions. The 1980s and 1990s saw significant investments in infrastructure, including the construction of new maintenance facilities and the adoption of computerized scheduling systems. Today, Palmers Green Bus Garage is equipped with state-of-the-art technology, ensuring optimal vehicle maintenance and efficient route management.

Operations and Fleet Management

Bus Services Operated

Palmers Green Bus Garage is primarily responsible for managing several key bus routes that serve the local community and connect residents to central London and surrounding suburbs. These routes include:

- Route 329: Enfield to Palmers Green
- Route 121: Southgate to Enfield
- Route 616: Palmers Green to Tottenham

The garage's operations ensure regular, reliable service, reducing wait times and promoting sustainable transportation options.

Fleet Composition

The fleet at Palmers Green Bus Garage comprises a mix of traditional diesel buses and modern, environmentally friendly models such as hybrid and electric buses. This diversity reflects Transport for London's commitment to reducing carbon emissions and promoting greener public transportation.

Key features of the fleet include:

- Low-floor accessible buses for passengers with mobility challenges
- Real-time tracking systems for improved customer information
- Eco-friendly engines to meet sustainability targets

Facilities and Infrastructure

Maintenance and Repair Facilities

The garage boasts extensive maintenance facilities capable of servicing a wide range of bus models. These include:

- Vehicle inspection bays
- Repair workshops equipped with advanced diagnostic tools
- Refueling stations for diesel and alternative fuel buses
- Storage areas for spare parts and equipment

The maintenance team works tirelessly to ensure that all buses operate safely and efficiently, minimizing downtime and maximizing service reliability.

Staffing and Operations Management

Palmers Green Bus Garage employs a dedicated team of drivers, maintenance staff, and administrative personnel. The staff undergoes regular training to stay updated on safety protocols, customer service standards, and technological innovations. Effective management ensures smooth day-to-day operations and quick response to any unforeseen issues.

Community Impact and Local Significance

Connecting the Community

As a vital transportation hub, Palmers Green Bus Garage plays an essential role in connecting residents to employment centers, educational institutions, healthcare facilities, and leisure venues. Its existence supports local economic activity and enhances the quality of life for those who rely on public transit.

Environmental Initiatives

In line with London's environmental goals, the garage actively participates in sustainability initiatives, including:

- Transitioning to electric buses
- Implementing energy-efficient practices within the facility
- Promoting public awareness about greener transportation options

These efforts contribute to London's broader targets of reducing air pollution and combating climate change.

Future Developments and Challenges

Upcoming Projects

Looking ahead, Palmers Green Bus Garage is poised to undergo further modernization, including:

- Expansion of electric bus charging infrastructure
- Integration of advanced fleet management systems
- Upgrades to maintenance facilities to accommodate newer bus models

Such developments aim to enhance operational efficiency and environmental sustainability.

Challenges Faced

Despite its successes, the garage faces several challenges:

- Managing aging fleet components
- Addressing increased demand during peak hours
- Navigating funding constraints and budget allocations
- Ensuring staff retention and ongoing training

Overcoming these hurdles requires strategic planning and continued investment.

Conclusion

Palmers Green Bus Garage remains a cornerstone of North London's public transportation network, embodying a blend of historical legacy and modern innovation. Its role extends beyond merely housing buses; it supports community connectivity, promotes sustainability, and adapts to the evolving landscape of urban mobility. As transportation needs continue to grow and change, Palmers Green Bus Garage's commitment to efficiency, safety, and environmental responsibility ensures it will remain a vital asset for residents and visitors alike for years to come. Whether you're interested in its operational aspects, community impact, or future prospects, understanding this facility offers a window into London's dynamic approach to public transit.

Frequently Asked Questions

What is the history of Palmers Green Bus Garage?

Palmers Green Bus Garage has been a key transportation hub in North London since its establishment in the early 20th century, serving as a major maintenance and storage facility for London Buses.

Are there any recent developments or plans for Palmers Green Bus Garage?

Yes, there have been proposals for modernizing the garage, including upgrading facilities and incorporating eco-friendly technologies to support London's push towards greener public transport.

How does Palmers Green Bus Garage impact local traffic and community in the area?

The garage is a vital part of the local transport network, helping to manage bus routes efficiently, though some residents have expressed concerns over increased traffic and noise during operational hours.

What types of buses are maintained at Palmers Green Bus Garage?

The garage services a range of buses, including classic double-deckers, modern hybrid, and electric buses that operate across various London routes.

Is Palmers Green Bus Garage involved in London's efforts to reduce emissions?

Yes, the garage plays a role in London's sustainability initiatives by supporting the transition to electric and low-emission buses as part of the city's broader environmental goals.

Additional Resources

Palmers Green Bus Garage: An In-Depth Analysis of London's Historic Transit Hub

Introduction: The Significance of Palmers Green Bus Garage

Palmers Green bus garage stands as a vital component of London's complex public transportation network. Located in the London Borough of Enfield, this facility has played an essential role in maintaining, dispatching, and servicing London's iconic double-decker buses for decades. Understanding its history, operational functions, and strategic importance provides a comprehensive picture of how London sustains its world-renowned bus services.

Hailed as a cornerstone of the city's transit infrastructure, Palmers Green bus garage exemplifies the integration of historical legacy with modern operational demands. Its evolution reflects broader trends in transportation, urban planning, and technological advancements within London's transport ecosystem.

Historical Background and Development

Origins and Early Years

The foundation of Palmers Green bus garage dates back to the early 20th century, a period marked by rapid urban expansion and the burgeoning need for efficient public transportation. Originally established in the 1920s, the garage was constructed to accommodate the increasing fleet of buses operated by the London Passenger Transport Board (LPTB), which was formed in 1933 to oversee public transit services.

In its initial years, the garage primarily serviced horse-drawn buses converted to motorized vehicles, gradually transitioning into a modern facility supporting diesel-powered buses. Its strategic location was chosen to serve the northern suburbs of London, providing crucial links between residential neighborhoods and the city center.

Structural and Architectural Features

The original structure of Palmers Green bus garage combined functional industrial architecture with elements reflecting the era's design sensibilities. Over the decades, expansions and refurbishments have modernized the premises, integrating contemporary maintenance facilities, administrative offices, and staff amenities.

Notable architectural features include:

- Large bus bays designed for efficient vehicle movement
- Overhead gantries for maintenance and repairs

- Office blocks with modern communication systems
- Environmental considerations incorporated during recent renovations, such as improved ventilation and energy-efficient lighting

Evolution Through the Years

Post-World War II, the garage saw significant upgrades to accommodate the post-war boom in bus travel. The 1960s and 70s marked a period of modernization, with the introduction of new bus models and technological innovations such as route management systems.

In recent decades, the garage has adapted to London's evolving transport policies, including:

- Transition to low-emission buses
- Implementation of real-time tracking and digital dispatch systems
- Upgrades to comply with safety and environmental standards

Operational Role and Fleet Management

Services and Bus Routes

Palmers Green bus garage is responsible for operating a wide array of bus routes serving the northern suburbs and beyond. These routes connect communities to central London hubs, major train stations, and other key destinations.

Some notable aspects of its operational scope include:

- Managing approximately 150-200 buses at any given time
- Supporting local routes within Enfield, Haringey, and parts of Barnet
- Providing services to areas like Wood Green, Tottenham, and Cockfosters
- Complementing other transit services such as Underground and Overground lines

Fleet Composition and Types of Buses

The garage's fleet is diverse, reflecting London's commitment to sustainable and accessible transportation. The types of buses managed include:

- Classic double-decker buses (e.g., Alexander Dennis Enviro400, Wright Gemini)
- Low-floor buses for improved accessibility
- Hybrid and electric buses introduced as part of London's green initiatives
- Articulated buses on specific high-capacity routes

The fleet's composition is continually evolving to meet environmental targets and passenger needs, with recent investments in zero-emission vehicles and smart technologies.

Operational Challenges and Solutions

Managing such a dynamic fleet comes with several challenges:

- Maintenance and repair logistics
- Ensuring minimal service disruptions
- Adapting to changing regulations and emission standards
- Integrating new technology systems

To address these issues, the garage employs advanced fleet management software, invests in staff training, and collaborates closely with Transport for London (TfL) to implement best practices.

Technological Innovations and Modernization

Digital Systems and Automation

Recent years have seen significant technological integration within Palmers Green bus garage:

- Real-time GPS tracking of buses for dispatch efficiency
- Automated scheduling systems to optimize route management
- Electronic maintenance logs and diagnostic tools
- Passenger information systems providing live updates

These innovations have enhanced operational efficiency, reduced delays, and improved passenger experience.

Environmental Initiatives

In alignment with London's sustainability goals, the garage has embraced:

- Transition to electric and hybrid buses
- Installation of charging infrastructure within the premises
- Use of sustainable materials during refurbishments
- Energy-efficient lighting and ventilation systems

These efforts aim to reduce carbon footprint and promote cleaner air quality across the city.

Future Prospects and Developments

Looking ahead, Palmers Green bus garage is poised to play a pivotal role in London's transition to fully zero-emission bus fleets by 2030. Potential developments include:

- Expansion of electric bus charging stations
- Deployment of autonomous vehicle technologies
- Enhanced passenger information and ticketing systems
- Greater integration with other modes of transport for seamless mobility

Such advancements will ensure the garage remains at the forefront of urban transit innovation.

Community Engagement and Local Impact

Employment and Local Economy

The garage is a significant local employer, providing jobs for drivers, mechanics, administrative staff, and maintenance workers. Its operations support the local economy and contribute to community stability.

Community Outreach and Accessibility

Transport authorities at Palmers Green actively engage with local residents through:

- Public consultations on route changes
- Initiatives to improve accessibility for disabled passengers
- Educational programs promoting safe and responsible transit use
- Collaborations with local organizations to support mobility for vulnerable groups

Environmental and Social Responsibility

The garage's modernization efforts also focus on reducing environmental impact and promoting social inclusion, ensuring that London's public transport remains accessible, sustainable, and equitable.

Strategic Importance within London's Transit Network

Connectivity and Network Integration

Palmers Green bus garage serves as a critical node within London's sprawling transit network, providing:

- Last-mile connectivity for suburban communities
- Integration points with Underground and rail services
- Support for high-capacity routes during peak hours

This strategic positioning enhances overall network resilience and flexibility.

Resilience and Emergency Preparedness

The garage's operational design includes contingency planning for:

- Service disruptions due to strikes, accidents, or emergencies
- Maintenance shutdowns
- Peak demand surges, such as during major events or weather crises

These measures ensure continuity and reliability of London's bus services.

Conclusion: The Enduring Relevance of Palmers Green Bus Garage

The Palmers Green bus garage exemplifies London's commitment to maintaining a robust, sustainable, and innovative public transportation infrastructure. From its historical roots to its state-of-the-art facilities, the garage embodies the evolution of urban transit—adapting to technological advancements, environmental imperatives, and community needs.

As London moves toward a greener, more connected future, Palmers Green will undoubtedly continue to play a pivotal role. Its ongoing modernization efforts and strategic importance underscore its status as a cornerstone of London's transportation landscape, ensuring that millions of residents and visitors can rely on efficient, accessible, and sustainable bus services for years to come.

Palmers Green Bus Garage

palmers green bus garage: Palmers Green Bus Garage Mike Wormald, Edward Simpson, Maurice Cullum, 2008 Palmers Green bus garage in north London is more than just a storage depot for London's iconic red double decker buses. For almost 100 years it has been home to the men, women and machines that have not only carried us all around the capital, but also served society faithfully through two world wars. Local residents probably recognise the garage on Regents Avenue, and some will know that it started out life as the Rosalie Skating Rink in 1910. But few will know that when tops were first put on double deckers in the 1920 and 30s (yes, they were all open-topped until then!), rather than look for a new home the garage's 300-ton roof was simply raised on jacks to accommodate the new, tall fleet. If you wondered why London's bus drivers take part in the annual Remembrance Day parade at the Cenotaph, then this book has the answer. During World War One, buses and their drivers joined the war effort carrying rations in their vehicles to the front (including the hay and oats for the horses). During World War Two the drivers delivered coffee and doughnuts to the American Troops. There are also funny stories which bring vivid colour to London life through the 20th century. Like the time when in 1916 one of the first female conductors was suspended for three days after she and her driver took an unscheduled stop with all their passengers to pick up a sack of fresh potatoes from a friendly farmer on route. Or when a bus driver had to stop a man carrying his new ladder home on the bus by sticking his arm out of a top deck window to hang on to it. Locals, historians and bus enthusiasts alike will all find something to love in this book.

palmers green bus garage: The London MB and SM Buses - A London Bus Disappointment Jim Blake, 2024-07-30 PURCHASED to replace London Transport's ageing RT-type fleet, and also to ease staff shortages by extending one-man operation, the MB-types were not only a disappointment, but

an unmitigated disaster! Their successors, the SM-types, were if anything worse, being underpowered as well as equally unsuitable for London operation. In this new volume of his photos, Jim Blake takes a critical look at what were therefore some of the most unsuccessful buses ever operated by London Transport, operating only between 1966 and 1981, most of them however achieving only six or seven years' service - if that. Most of the pictures featured have never been published before and many show rare and unusual scenes, several inside LT's garages and Aldenham Works, now themselves no longer in existence. In addition to the buses themselves, Jim also catches glimpses of London life spanning the period from the swinging 'sixties to the harsh first years of the Thatcher regime. The MB and SM family of vehicles also saw service with London Country, the latter being delivered new to them - but they fared just as badly in the outlying countryside around London as in Central London. They brought to a sad end London Transport's long association with A.E.C. buses, and could not have been more different from the legendary, long-lived RT, RF and Routemaster classes produced by that manufacturer!

palmers green bus garage: British Bus Garages Mike Rhodes, 2021-05-15 Fascinating unpublished shots of the UK's extensive network of bus depots. Bus garages, or depots if that is your preferred nomenclature, come in all shapes and sizes.

palmers green bus garage: Another Mother's Son Janet Davey, 2015-08-06 'We're lucky to have such an intelligent chronicler of our present' Tessa Hadley on Janet Davey Lorna Parry lives with her three sons, each one lurching into adulthood. Lorna struggles in the claustrophobic loneliness of her home; she's still angry at her ex-husband, uncomfortable around her father's new girlfriend and finds it difficult to talk to her sons. Life seems precariously balanced. Then a shocking event occurs at the boys' school and her world threatens to implode.

palmers green bus garage: *London's Lost Rivers* Paul Talling, 2020-04-02 Packed with surprising and fascinating information, London's Lost Rivers uncovers a very different side to London - showing how waterways shaped our principal city and exploring the legacy they leave today. With individual maps to show the course of each river and over 100 colour photographs, it's essential browsing for any Londoner and the perfect gift for anyone who loves exploring the past... 'An amazing book' -- BBC Radio London 'Talling's highly visual, fact-packed, waffle-free account is the freshest take we've yet seen. A must-buy for anyone who enjoys the hidden side of London -- Londonist 'A fascinating and stylish guide to exploring the capital's forgotten brooks, waterways, canals and ditches ... it's a terrific book' - Walk 'Pocket-sized, beautifully designed, illustrated and informative - in short a joy to read, handle and use' -- ***** Reader review 'Delightful, informative and beautifully produced' -- ***** Reader review 'A small gem. A really great book. I can't put it down' -- ***** Reader review 'Fascinating from start to finish' -- ***** Reader review

***** From the sources of the Fleet in Hampstead's ponds to the mouth of the Effra in Vauxhall, via the meander of the Westbourne through 'Knight's Bridge' and the Tyburn's curve along Marylebone Lane, London's Lost Rivers unearths the hidden waterways that flow beneath the streets of the capital. Paul Talling investigates how these rivers shaped the city - forming borough boundaries and transport networks, fashionable spas and stagnant slums - and how they all eventually gave way to railways, roads and sewers. Armed with his camera, he traces their routes and reveals their often overlooked remains: riverside pubs on the Old Kent Road, healing wells in King's Cross, 'stink pipes' in Hammersmith and gurgling gutters on streets across the city. Packed with maps and over 100 colour photographs, London's Lost Rivers uncovers the watery history of the city's most famous sights, bringing to life the very different London that lies beneath our feet.

palmers green bus garage: London Transport Buses in the 1960s Jim Blake, 2022-10-21 Just as life in Britain generally changed dramatically during the 1960s, so did London Transport's buses and their operations. Most striking was the abandonment of London's trolleybuses, once the world's biggest system, and their replacement by motorbuses. Begun in 1959 using surplus RT-types, it was completed by May 1962 using new Routemasters, designed specifically to replace them. They then continued to replace RT types, too. Traffic congestion and staff shortages played havoc with London

Transport's buses and Green Line coaches during the 1960s, one-man operation was seen as a remedy for the latter, shortening routes in the Central Area for the former. Thus the ill-fated Reshaping Plan was born, introducing new O.M.O. bus types. These entered trial service in 1965, and after much delay the plan was implemented from September 1968 onwards. Sadly, new MB-types, also introduced in the Country Area, soon proved a disaster! Unfortunately, owing to a government diktat, Routemaster production ended at the start of 1968, forcing LT to buy off-the-peg vehicles unsuited to London operation and their in-house overhaul procedures. The decade ended with the loss of LT's Country Area buses and Green Line coaches to the National Bus Company. Photographer Jim Blake began photographing London's buses towards the end of the trolleybus conversion program in 1961 and continued dealing with the changing scene throughout the decade. He dealt very thoroughly with the Reshaping changes, and many of the photographs featured herein show rare and unusual scenes which have never been published before.

palmers green bus garage: Library of Congress Subject Headings Library of Congress, Library of Congress. Subject Cataloging Division, Library of Congress. Office for Subject Cataloging Policy, 2013

palmers green bus garage: London's Buses: The independent era, 1922-1934 Ken C. Blacker, Ron S. Lunn, R. G. Westgate, 1977

palmers green bus garage: The Last Years of London's RFs and RTs: North of the Thames Mike Rhodes, 2021-11-15 Stunning photographs documenting the final era of these iconic London buses focusing on the North of the Thames.

palmers green bus garage: *Bus & Coach*, 1954

palmers green bus garage: *The Commercial Motor*, 1912

palmers green bus garage: Don't Rub 'Em, Count 'Em Johnny Ray, 2022-11-28 The book is about me being born in Tottenham to working class parents and subsequently growing up in the Tottenham area and the schools I went to and the 'drinking establishments' I frequented in the area.

palmers green bus garage: *The London DM and DMS Buses - Two Designs Ill Suited to London* Jim Blake, 2024-10-30 JIM BLAKE'S latest book on London's buses may come as a surprise, since he usually concentrated on older vehicles in the fleet. However, the unpopular, unsuccessful DMs and DMSs were still part of London Transport's history, so he recorded them too, particularly towards the end of the short working lives. Forced by central government to buy off-the-peg standard manufacturers' products, rather than their own tried and trusted designs, LT opted for Daimler Fleetlines for their first fleet of one-man-operated double-deckers. Optimistically christened Londoners when they first entered service in January 1971, they instantly became unpopular with passengers, staff and bus enthusiasts alike. Their square, box-like appearance and bland all-over red livery did not endear them to the latter. Passengers used to boarding buses immediately with fares collected or tickets checked by a conductor objected to waiting at termini until the driver appeared and opened their doors, and having to queue at stops waiting to pay as they entered. Automatic ticket machines meant to mitigate this broke down making matters worse; all this increased journey times. The vehicles had flimsy bodywork, easily damaged by the slightest collision, and were also mechanically unreliable: their rear engines often caught fire. This made them unpopular with drivers and maintenance staff. Although the type worked satisfactorily in the provinces, it was just not suited for the rigors of London service. This book presents a selection of pictures of them, many previously unpublished and also graphically illustrating the buses' many defects.

palmers green bus garage: Computer Graphics for Graphic Designers John Vince, 1985

palmers green bus garage: *Today's London Buses* Reiss O'Neill, 2021-04-28 Filled with color photos, a look at the variety of London's buses in recent years. Today's London Buses covers the London bus scene of recent years, including pictures of bus types used in the capital on its major services. This volume looks at various routes across London during this period and the variety of vehicles that have been used in that time frame. Some of the services depicted in this book have already changed, or ceased to operate, during the period covered. The author has set out to illustrate, in broad terms, the color and variety of London bus operation during this time of great

change to bus services.

palmers green bus garage: The London Enviro400 Matthew Wharmby, 2016-08-31

Developed by Alexander Dennis in 2005 as an all-encompassing replacement for the Dennis Trident and its two bodies, the Plaxton President and Alexander ALX400, the integral Enviro400, immediately sold in large numbers, not least to London operators, which in the next eight years bought over 1,500 of them. Late in the production run, the hybrid E40H was introduced and also made good headway in London, funded largely by environmental grants. Nearly 300 of these are in service in London. Valid to May 2015, this book finishes by introducing the MMC, the all-new development of the Enviro400 unveiled in 2014 and exemplified in London so far by two batches for Abellio and Metroline.

palmers green bus garage: British Independent Bus and Coach Operators Jim Blake,

2020-08-19 During the 1960s, a large number of independent bus and coach fleets existed, which varied enormously in size and scope of operation. They ranged from major operators such as Barton Transport (Nottinghamshire); Lancashire United and West Riding who operated stage carriage services as well as coach fleets; or Wallace Arnold Tours of Leeds, a major coach touring company in Britain and Continental Europe; to small operators who possessed just a handful of vehicles. The latter were sometimes involved only in private hire work, for such things as outings to sporting events or theaters, school or industrial contracts or often a combination of both. Smaller operators were based throughout the country, sometimes in tiny villages but also in the heart of large cities. Often the smaller operators bought redundant buses and coaches from major operators, whether BET, BTC (Tilling) or municipal concerns, or London Transport. Many got bargains from the latter, with surplus RT and RTL double-deckers sold following the disastrous bus strike and service cuts of 1958. Conversely, redundant vehicles bought by independent fleets often brought types that came from as far away as Scotland to London and the south east. In the 1960s, the oldest buses and coaches with independent fleets were those employed on school or industrial contracts. These were not subject to the rigorous tests governing those carrying fare-paying passengers, so could be kept going until they were literally falling apart! These were known as 'non-PSVs', i.e. non-public service vehicles. On the other hand, some very small independent fleets, often with the title 'Luxury Coaches', took great pride in their fleets. They would purchase new coaches every two or three years and keep them in immaculate condition. The net result was that British independent bus and coach operators in the 1960s had a fascinating variety of chassis and body makes and styles, as well as liveries. This book shows many of these as they were between fifty and sixty years ago.

palmers green bus garage: The London Leylands Jim Blake, 2018-03-30 LONDON'S FAMOUS

RT-TYPE BUSES were an iconic symbol of our Capital city in the 1950s, before being superseded by the Routemasters. Most were built between 1947 and 1954 to replace worn-out pre-war and wartime buses, as well as our remaining trams. More than 7,000 were built in all and although London Transport favored A.E.C. chassis, which the first batches of RTs had, so pressing was the need for new buses that not enough could be supplied by that manufacturer to match demand. Therefore Leyland Motors were contracted to adapt their Leyland Titan PD2 chassis to fit bodies that, for the most part, were identical with those on RTs. The result was the 1,631-strong RTL class, together with the 500 RTWs, which had bodies also built by Leyland to the same general design, were built between 1948 and 1954. Always in a minority compared to the 4,825-strong RT class, these Leyland buses had a character all of their own, perhaps personified by their louder engine note. They also had a reputation for being heavier on their steering than the RTs, making them unpopular with staff, and therefore general withdrawal of them commenced in 1958, taking almost ten years to complete (in November 1968), whereas the RTs soldiered on until April 1979. During the RTL and RTW class buses' final years, Jim Blake was out and about photographing them throughout London. A selection of his photographs of them, most previously unpublished, is presented here. Nearly fifty years after their demise from London's streets, the RTLs and RTWs still have a firm following amongst bus enthusiasts and preservationists alike, and it is to them that this book is dedicated!

palmers green bus garage: The London Bendy Bus Matthew Wharmby, 2016-03-30 Between

2002 and 2006 six of London's bus companies put into service 390 articulated bendy buses on twelve routes for transport in London. During what turned out to be a foreshortened nine years in service, the Mercedes-Benz Citaro G buses familiar on the continent and worldwide earned an unenviable reputation in London; according to who you read and who you believed, they caught fire at the drop of a hat, they maimed cyclists, they drained revenue from the system due to their susceptibility to fare evasion, they transported already long-suffering passengers in standing crush loads like cattle and they contributed to the extinction of the Routemaster from frontline service. In short, it was often referred to as the bus we hated. This account is an attempt by a long-time detractor of the bendy buses to set the vehicles in their proper context not quite to rehabilitate them, but to be as fair as is possible towards a mode of transport which felt about as un-British as could be.

palmer's green bus garage: Municipal Journal , 1928

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