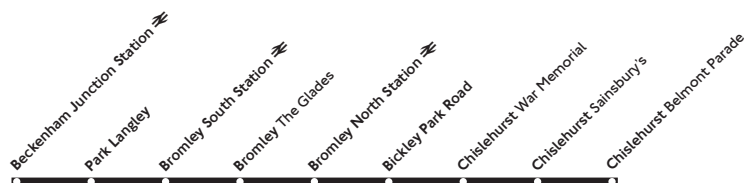


# 162

8 December 2019

## Beckenham - Bromley - Chislehurst



### Sunday 8 December 2019

Beckenham Junction Station	--	1055	1234	--	1535
Park Langley Chinese Garage	--	1059	1238	--	1539
Bromley Westmoreland Rd/Pickhurst Rd	--	1104	1244	--	1544
Bromley South Station	0949	1109	1250	--	1548
Bromley The Glades	0953	1113	1255	--	1552
Bromley North Station	0955	1115	1257	--	1554
Bickley Park Road Southborough Road	1000	1120	1302	--	1559
Chislehurst War Memorial	1005	1126	1309	--	1605
Chislehurst Sainsbury's	1007	1128	1312	--	1608
Chislehurst Belmont Parade	1009	1130	1314	--	1610
Chislehurst Belmont Parade	1016	1134	1334	--	1632
Chislehurst War Memorial	1018	1136	1337	--	1635
Bickley Park Road Southborough Road	1024	1142	1343	--	1640
Bromley The Glades	1030	1149	1350	--	1646
Bromley North Station	1032	1151	1352	1506	1648
Bromley South Station	1036	1155	--	1510	1652
Bromley Westmoreland Rd/Pickhurst Rd	1040	1159	--	1514	1656
Park Langley Chinese Garage	1044	1203	--	1519	1700
Beckenham Junction Station	1049	1208	--	1524	1705

Operated by Country Bus Rallies

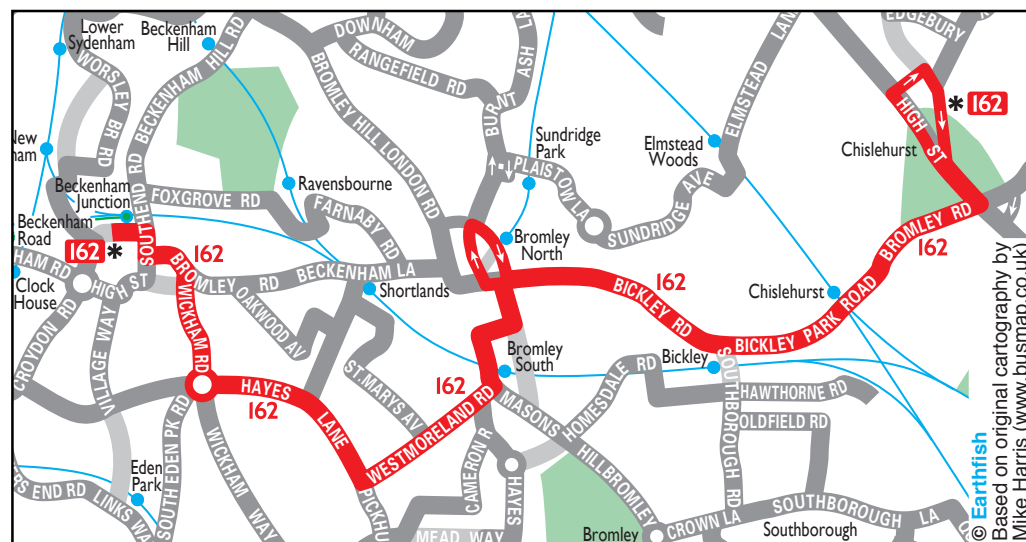
P162\_8.12.2019

**Please note - this bus will operate today via Bromley North Station in both directions to connect with vintage buses operating on route 227**

## DT 29 - G29 TGW

### Dennis Dart

This historic vehicle is not wheelchair-accessible



### A history of route 162

Route 162 commenced operating on 12 March 1994 between Beckenham Junction Station and Petts Wood Station via Park Langley - Bromley - Bickley - Chislehurst Gordon Arms - St Pauls Cray Road. The route was initially operated by Kentish Bus from their Deptford garage. The route was introduced to replace Route 126 between Beckenham and Bromley, Route 161 between Bromley and Chislehurst and Route 161A between Chislehurst and Petts Wood. On 28 July 1996, the allocation was transferred to Dunton Green (DG) garage.

On 27 September 1997, the route passed to Selkent operating from their Bromley (TB) garage and was converted to double deck using Leyland Titans. On 3 November 1997, Alexander Dash bodied Dennis Darts were introduced.

On 8 November 1997, the route was rerouted southbound in Bromley after Bromley North Station via Tweedy Road and Kentish Way instead of East Street and Widmore Road.

On 17 March 2001, the route was converted to low floor single deck operation using Plaxton Pointer 2 bodied Dennis Dart SLFs and was withdrawn between Chislehurst and Petts Wood, this section replaced by revised Route 273.

On 20 October 2001, the route was extended from Chislehurst to Eltham Station via Belmont Lane - Imperial Way - Molescroft - Domonic Drive - Edgebury - Green Lane - Southwood Road - Avery Hill Road - Bexley Road - Eltham High Street.

On 18 March 2006, the route passed to Arriva Kent Thameside operating from their Dartford (DT) garage with Plaxton Pointer 2 bodied Dennis Dart SLFs introduced and the loop working via Bromley North Station was withdrawn in both directions.

On 19 March 2011, the route passed to Metrobus operating from their Orpington (MB) garage with brand new Alexander Dennis Enviro 200 Darts introduced.

... continued from front page

vehicles purchased by London Transport, although others were subsequently ordered with differing body styles. Later batches were designed with lower floors with provision for wheelchairs to improve access.

These Carlyle bodied vehicles were quite revolutionary in their day, offering a lower boarding step, than other midi-bus types, and were seen as rather stylish by passengers with their carpeted ceilings and interiors

plus their distinctive curved front windcreens. A few were even delivered with coach seats, such as this example.

Their introduction was so successful that passenger numbers outgrew these little vehicles and larger and larger buses were ordered, eventually resembling the

modern vehicles that we see on route 162 today. Many of the routes we take for granted today, such as the 336 in Bromley, owe their existence to these types of vehicles.

This vehicle was externally restored at the beginning of 2018 which included a new roof being fitted. It had undergone mechanical restoration the previous year. Attention will now turn to restoring the interior, returning the maroon moquette that it would have had from new in its **ROUNDABOUT** days.

To learn more about London Buses visit the London Omnibus Traction Society website: [www.lots.org.uk](http://www.lots.org.uk)

Today's special operations have been organised by Country Bus Rallies with the agreement of Transport for London. Buses are maintained and operated at their owners' expense and no fares are charged.

# Welcome aboard !

You are passenger number  today.

Today there are a number of restored older buses running free on routes to and from Bromley Town Centre, organised by Country Bus Rallies with the permission of TfL (routes 94, 162 and 227).

The vehicle you are travelling on today entered service in 1990 operating on the 'R' routes in Orpington, part of the **ROUNDABOUT** network of services.

This bus transferred to Bromley Bus Garage in 1991 and, with its sister vehicles, would have been common on routes in Bromley during the early 1990s.

Bus patronage had been falling in the 1980s and to try and reverse this decline,

London Transport introduced smaller vehicles, running at higher frequencies in an attempt to attract more passengers. The vehicles also had the advantage in that being smaller and more manoeuvrable they could penetrate deeper into residential areas than the larger traditional vehicles.

The Dennis Dart vehicle that you are travelling on today (DT29) was one of a fleet of 168 Carlyle bodied



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