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# The Omnibus Magazine

THE  
OMNIBUS SOCIETY  
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1961



Hon. Editor:  
K. W. SWALLOW,  
1 Meldrum Road,  
Liverpool 15.

Hon. Publications Officer:  
L. BULL,  
91 Malvern Road,  
Thornton Heath,  
Surrey.



# Society Notes . . .

## Appointment of Assistant Editor

A member of the Omnibus Society for more than 30 years, Mr. H. G. Chambers is now resuming active participation in the work of the Omnibus Society as Assistant Editor. His principal interest will be the production of special papers and publications, and it is hoped that this appointment will encourage members to submit material for reproduction. If, over the years, you have made detailed records of your special interests and would like to allow others to see the results of your studies, advice and assistance will be readily forthcoming. Please write in the first instance to the Editor, Mr. K. W. Swallow, as at present.

## FORTHCOMING EVENTS

### LONDON & SOUTHERN COUNTIES COMMITTEE

Notifications to Mr. J. T. King, 1 Douglas House, The Avenue, Beckenham, Kent, for all visits, are required from Branch members. London members receive an application form for each visit a month or two in advance of the date.

**Sunday, July 16th.**—Visit to Southampton Corporation.

It is possible that the numbers will be limited and preference, if necessary, will be given to local members and to those who elect to travel by coach from the London area. An interesting vehicle has been hired—a Tilling Stevens operated by Charles W. Banfield Ltd.

### NORTH WESTERN & YORKSHIRE BRANCH

Notifications to Mr. D. A. Dodd, 147 Willthorpe Road, Barnsley, Yorks., for all visits. A stamped addressed envelope must be forwarded.

**Sunday, June 18th.**—Visit to Liverpool Transport's Edge Lane works and Speke garage, jointly with Midland Branch. Meet at head office, 24 Hatton Garden, Liverpool 3, 2.15 p.m. Transport will be provided throughout and the visit will conclude at head office in the region of 6 p.m. Numbers are limited and immediate notification is required.

**Sunday, July 2nd.**—Tour of Huddersfield area independents, starting from St. George's Square, outside railway station, at 10.40 a.m. Operators to be visited will include Baddeley Bros., Hanson, Ward Bros. and others. A meal is being arranged (5s. Od. per head) and your notification should state whether you intend to take lunch with the party. Members wishing to meet for lunch to take part in the afternoon section of the tour only should meet at 12.50 p.m. outside the Rice Bowl restaurant in John William Street; the tour will continue after lunch at 1.45 p.m. Notification must be received at least one week in advance.

**Sunday, September 17th.**—Visit to Barton Transport Ltd., Chilwell, jointly with Midland Branch.

**Sunday, October 15th.**—Visit to Morecambe and Heysham Corporation.

### MIDLAND BRANCH

Branch members receive booking forms for all visits; members from other Branches should contact Mr. S. E. Letts, 52 Stanley Road, Birmingham 32.

**Sunday, June 18th.**—Visit to Liverpool Transport's Edge Lane works and Speke garage, jointly with North Western & Yorkshire Branch. A coach will be provided.

**Sunday, September 17th.**—Visit to Barton Transport Ltd., Chilwell, 2.30 p.m., jointly with North Western & Yorkshire Branch.

### NORTHERN BRANCH

**Saturday, June 24th.**—Visit to Bradford in connection with the Golden Jubilee of trolleybus operation. As we go to press full details are not available of this event, but it is hoped to hire a coach to take Northern Branch members and friends to this visit. For further information please apply to the Branch Secretary.

**Saturday, July 15th.**—Visit to Percival Bros. (Coaches) Ltd., Richmond, and interest tour of stage carriage services. Meet at Richmond Market Place, 11.30 a.m. The tour will include visits to depots at Caterick and Richmond and the head office. Members who are unable to reach Richmond by 11.30 a.m. can join the party at the head office in the Market Place at 2.0 p.m.

**Sunday, August 27th.**—Visit to Ribble Motor Services Ltd. (Cumberland and Westmorland Area), and interest tour of stage carriage services. The tour will include visits to the depots at Carlisle, Penrith, Ambleside and Kendal. Meet at the Ribble depot at Carlisle at 11.0 a.m. A coach will be hired to take members and friends from the North East to this event.

### SOUTH WALES BRANCH

**Sunday, June 25th.**—Visits to James (Ammanford), Rees & Williams, and West Wales.

**Sunday, August 20th.**—Visit to Porthcawl to study coach traffic.

**Sunday, September 17th.**—Visit to Rhondda.

**Sunday, October 1st.**—Visit to Red & White at Brynmawr.

The attention of members in the Bristol area is drawn to the above visits arranged by the South Wales Branch. They, and any members from other Branches, should contact Mr. M. Gaywood, 18 Howells Crescent, Llandaff, Cardiff, for further details.

### EAST MIDLAND GROUP

Full details of the Group's activities in the Nottingham, Leicester and Derby areas can be obtained from the Hon. Secretary, Mr. D. M. Bailey, 6 Mantle Road, Leicester.

### HAMPSHIRE GROUP

**Sunday, October 1st.**—A tour visiting the independents of North East Hampshire is proposed, starting from Fareham station.

Full details of this and the rest of the Group's activities in Hampshire can be obtained from the Area Organiser, Mr. C. W. Munt, 49 Froggrounds Road, Hedge End, near Southampton.

## NEW PUBLICATIONS

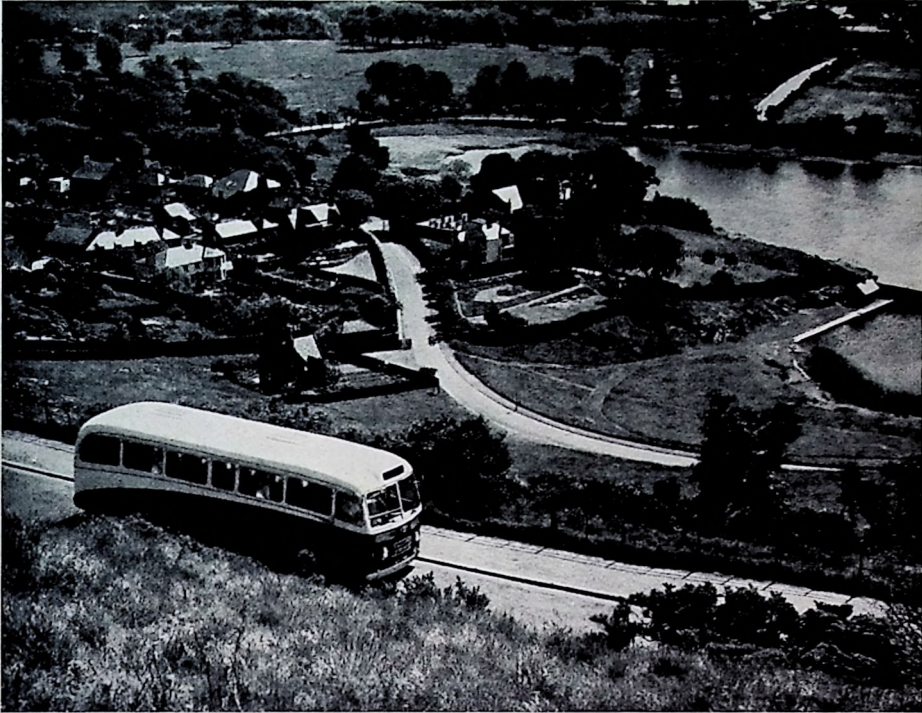
Available post free from the Hon. Publications Officer, Mr. L. Bull, 91 Malvern Road, Thornton Heath, Surrey.

**Kingsland Road**, by A. W. McCall (3s. 2d.)  
(distributed under the £1 scheme).

This is an abstract of a paper presented to The Omnibus Society three years ago, dealing in detail with the bus services on this main London traffic artery.

**Independent Bus Operators in Scotland**, compiled by Jas. S. Buchanan (7s. 10d.)  
(distributed under the £1 scheme).

This summary covers all stage, express and excursion and tour licences held by Scottish independents other than MacBrayne. It runs to 28 pages.



An Edinburgh Corporation Alexander-bodied Leyland Tiger Cub operating on one of the popular City Tours.

## THOUGHTS . . .

It is unpleasant to dispel popular fallacies, but perhaps it should be stated here and now, before English members of the Omnibus Society participating in the Presidential week-end this month are disappointed, that all Scots do *not* wear kilts. Indeed, it can safely be assumed that the majority of those seen tartan-clad in Princes Street are foreign visitors. It is felt, however, that there are few illusions regarding the Scottish transport scene. Even the most ultra-sassenach members acknowledge the existence of trams in Glasgow; of many independents in the Renfrewshire area: of Edinburgh's famous PD2 Orions; and of Alexander's historically-fascinating fleet. Those still ignorant of the concentrated transport interest of the Central Scottish area will, it is hoped, be pleasantly surprised at the discovery that here are BTC firms operating PD3s and Lodekkas alongside Reliances and MWs. Few other areas of comparable size can offer such a varied selection of vehicle types and operational conditions: everything from the ultra-rural to the ultra-urban is included, to satisfy the enthusiast's seldom-satisfied palate. It was with this in mind that the Scottish Branch committee arranged the itinerary of the Sunday tour to illustrate the coachbuilding, municipal, independent and nationalised aspects of the Scottish transport scene.

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The main object of the Presidential week-end is, of course, to allow the Society's President to play host in his own undertaking, and 1961 is the first year that the annual dinner and Presidential visit have been held in Scotland, and the Scottish committee and members combine with the 1961 President, Mr. W. M. Little, Transport Manager of Edinburgh Corporation, to welcome visitors from all over the country. Edinburgh is the sixth largest municipality in Britain, operating over 700 vehicles, composed entirely of Leylands, Guys and Daimlers, over a widespread and orderly network of 40 routes, two of which are, to date, one-man-operated. Although the withdrawal of the trams in 1952-56 enabled Edinburgh to standardise to a larger extent than had previously been possible, the vehicles operated are, from the enthusiast's point of view, none the less interesting. Mr. Little successfully brought Edinburgh, a city which has seen horse, steam, cable, electric and motor traction, through its difficult tram-bus conversion without any apparent difficulty. It is praise indeed that R. Stuart Pilcher, who himself managed Edinburgh at the time of the cable-electric conversion of almost four decades earlier, should describe Mr. Little as "a very capable man, carrying out a difficult task in a very excellent way."

The Scottish Branch itself, which has handled most of the arrangements for the week-end with Mr. Little's co-operation, was formed in 1958 to replace the Scottish Study Group. The present, though ever-rising, membership is 42, mainly residents of the Edinburgh/Glasgow districts, with the remainder scattered over the country. The six-man Branch committee is conveniently divided between Scotland's two main areas, Edinburgh providing chairman Jack Williamson, treasurer Donald Christie and editor Gavin Booth, while secretary Gordon Steele and committee members Jim Buchanan and Ian Maclean (of *Buses Illustrated* fame) hail from the Lanarkshire/Renfrewshire regions. The fact that the Branch committee is divided equally between East Coast and West Coast residents leads to a certain amount of friendly rivalry, more pronounced when a certain Scottish columnist and the Branch editor vie for "exclusive" information, each while defending the merits of his own particular municipality.

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Although bus enthusiasts are often insatiable and hard to please, it can be guaranteed that, whether on the Presidential visit, or on the coach tour or at the annual dinner, everyone's "tastes" will be satisfied.

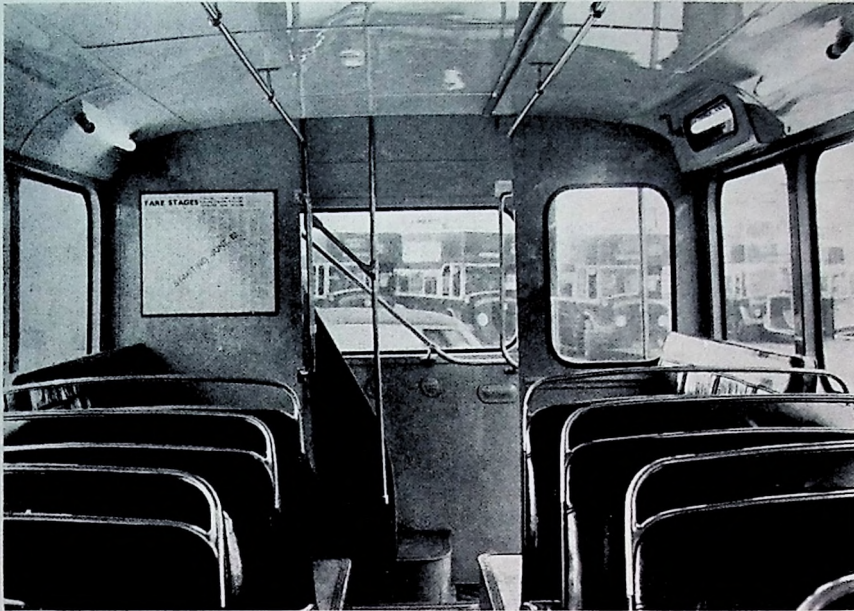
## Capital transport

**T**HE transport system in Edinburgh today is an outstanding example of the improvements made possible by conversion to buses, but the system still betrays its heritage of trams. It was just ten years ago that the Corporation decided to convert from combined trams and buses to buses alone. The actual conversion was completed just over four years ago. One of the major reasons for the conversion was the growth of housing areas on the city perimeter, miles beyond the tramway termini. The servicing of these areas is now adequately executed by buses, but the result has been a steady growth in route mileage, so that today it stands at 124 miles. The heritage of Edinburgh trams can be found in the feature of routes going through the city centre. Only one or two routes actually terminate in the city centre, the remainder cutting through the business area and out to a suburb on the far side.

Although the conversion on the street has been completed, the physical shape of Edinburgh continues to change. In recent years there has been an increase in the construction of dormitory suburbs, while the city centre areas of traditional Scottish tenements is steadily being cleared. This pattern may change in the future as new skyscrapers are constructed in the city centre, but at the moment the bulk of the population now live further from their work than at any time in Edinburgh's history. To keep up with this development there has been a continuous improvement since 1956 in the routes operated by the Transport Department. These are possible because of the flexibility of buses since in many cases routes have been altered away from the main roads to bring transport nearer to certain pockets of the population. Another development has been the introduction of several new circle routes, all of them touching the city centre, but all of them providing new two-way transport facilities.



In an attempt to reduce painting time and costs, various simplified liveries have been tried, as on this 30ft. long double-decker. (Block by courtesy E.C.T.)



A double-decker equipped with fluorescent lighting. Grey is now the standard colour for the interior paintwork. (Block by courtesy E.C.T.)

In common with other cities, Edinburgh has suffered a steady decrease in the number of passengers using the buses, yet because of the scattering of the population, service mileage has continued to increase. This move has been halted in the last few years as service economies have been introduced at off-peak times of the day, when it was found that, because of changing habits and hours of work, the Department was operating far more buses than required. Although not a predominantly industrial city, Edinburgh has a very sharp morning and evening peak, and this peak is being compressed into fewer minutes with each passing year as shorter working weeks are secured by various trades.

Setright ticket machines have been brought into use, and single-deckers used on night services equipped with two-way radio. (Blocks by courtesy E.C.T.)



**B**ECAUSE of the compulsory movement of the population to the suburbs, the Department has had to keep its long distance fares rather lower than what is common throughout the country. Annual wage awards are tending, however, to produce a fare scale that is rather more in line with mileage travelled. The Edinburgh stage distance used as the basis of fare calculation is the average distance of almost half-a-mile. The current fare range is:—

1-2 stages	3d.
3 "	4d.
4 "	5d.
5-6 "	6d.
7-8 "	7d.
9-11 "	8d.
12-14 "	9d.
over 14 "	10d.

When this scale was introduced in June 1960, it was arranged that the highest fare from any suburb to the city centre would be 8d. The 9d. and 10d. fares were for through distances from one side of the city to another, and up to eleven miles can be travelled for the 10d. fare.

There are two season tickets in Edinburgh, a 12-journey ticket costing 8s., which gives regular travellers requiring to pay a 9d. or 10d. fare the opportunity of getting this journey for 8d. This ticket has not been a particular success, showing that by far the majority of passengers come into the fare range of 8d. and under. There is also a 55s. 4-weekly season ticket providing unlimited travel for six days a week. This is particularly useful to people who must take two or more buses for their regular journey. One very successful innovation in Edinburgh was the introduction in 1959 of a Sunday Runabout Ticket during the summer months. This provides unlimited travel on Sundays for a party of up to two adults and two children for a fare of 3s. It was an attempt to encourage people to utilise buses on Sunday when there are normally many seats vacant, and, while the innovation has not made a fortune for the Department, it has not lost money and has been very acceptable to the citizens.

**E**DINBURGH has a fleet of 700 buses, of which more than 500 are double-deck. The need to retain single-deck buses has been the difficulty of low bridges on several routes. The bulk of the Edinburgh double-deck buses are built to a standard specification by two body builders, MCW and Alexanders, on two chassis, Leyland and Guy. There are still a number of Daimler and Guy buses bought during the post-war years which are non-standard, and which are due for replacement in the next two or three years. The standard vehicles have 27ft. by 8ft. bodies. The city has experimented with 30ft. long double-deckers, of which there are six, but it is not convinced that these vehicles are more economical to operate than a 27ft. long bus seating 66 passengers. Fifty vehicles to this specification have just been ordered. Edinburgh pioneered the use of lightweight bodies, and this idea has paid off in greatly improved fuel consumption.

On the single deck side, the standard vehicles are Leyland Tiger Cub, although there are still eight vertical-engined Guys and ten Daimlers, dating from the late 1940s. The 100 Tiger Cubs in use are also built to Edinburgh's own specification with stressed skin bodywork and door operated by the driver's gear lever. After experiments on the first batch of fifty, the second fifty were built with a further refinement

whereby the gear lever also operates the hand-brake when moved to the doors position. This lightens driver effort, especially when these buses are used on one-man services. Edinburgh introduced one one-man day service route recently, and also converted its six night services to single-deck one-man operation. A further improvement to be made is the fitting of a second set of doors to one-man buses to speed up loading. A new night service network was introduced in May, utilising the "go anywhere" capabilities of single-deck buses by which the services were reduced from six to five, yet the city coverage by these services is much greater. Edinburgh is looking forward to the possibility of increased dimensions on p.s.v.s. since a 36ft. long single-deck bus might prove an acceptable replacement for the present double-deck bus, and would solve the low bridges problem.

**E**DINBURGH has four depots, two of which were converted from tramway depots. These are Leith, with a capacity of 100 buses, and Tolleross, with a capacity of 45 buses. The main city centre garage is Central, which was converted from an exhibition hall in 1926 as a bus garage and today houses 222 double-deck buses, 51 single-deck and the Department's coach fleet of 22. During the conversion, Longstone bus depot was built with a capacity of 199 double-deck and 67 single-deck. Work has now started on another perimeter depot at Portobello which will be used to house buses which cannot be kept under cover at Longstone and Central. The Department's works are at Shrubhill, which was formerly the tram works, and these have been converted to provide an up-to-date bus maintenance unit.

A feature of the maintenance side in Edinburgh has been the introduction during the last few years of bonus schemes which has resulted in improved maintenance of the fleet at reduced cost. Edinburgh has been in the forefront of several maintenance developments. It was one of the earliest users of fibre glass, and a very high proportion of curved panel components are made by the Department in this material. Fluorescent lighting has been fitted to several of the new single-deck buses, and this has been adopted as standard in the new order for double-deck buses. A feature of Edinburgh's one-man buses is the use of short wave radio. Introduced initially as a security measure for the one-man operated night buses, but, since these vehicles double up on the one-man day route, the radio has provided a useful continuous check on the running of these buses.

In common with many other cities, Edinburgh has a growing traffic problem which affects the operation of buses, but in spite of this the Department's accident figures have reduced steadily since the conversion.

In the last year or so there has been a move towards mechanisation on the office side of the undertaking. The introduction of Setright machines during the last year—the conversion from TIMs to Setrights will be completed during 1961—has opened the way for the introduction of night safes and centralised cash counting.

It will be seen, therefore, that as far as the word "conversion" is concerned, the feeling of Edinburgh Transport is that it has by no means reached finality. Improvements in techniques, in vehicles and the operation of services must continually be made to maintain the position of providing a suitable standard of public service to its customers.



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The fully glazed entrance doors on a fleet of Leyland Tiger Cubs are operated by the gear lever so that the vehicle cannot run with the doors open. (Block by courtesy E.C.T.)

## Milestones in the history of Edinburgh Transport

(Contributed by JAMES K. D. BLAIR)

- c 1610 A stage coach operated between Edinburgh and Leith at a fare of 2d.
- 1660 Coaches were in operation between Edinburgh and London.
- 1772 Exclusive rights were granted to an operator to run coaches in Leith Walk for a period of 21 years.
- c 1850 Horse-bus services were in operation on a number of the more important thoroughfares.
- c 1870 A steam omnibus with accommodation for some 62 passengers was introduced but this had a very short life.
- 1871 Edinburgh Street Tramway Co. formed to operate tramways in Edinburgh, Leith and Portobello under the provisions of the Edinburgh Tramways Act, 1871.
- 6 Nov. 1871 First section of tramway from North Bridge to Haymarket opened for traffic.
- 1881-1882 During this period two steam tramway cars were in operation on the Portobello section.
- 28 Jan. 1888 Edinburgh Northern Tramways Company opened first cable tramway route in the city between Princes Street and Goldenacre via Hanover Street.
- 17 Feb. 1890 Second Northern cable route to Comely Bank opened.
- 1893 11½ miles of horse tramway system taken over by Corporation on expiry of lease.
- 1893 System leased to Dick Kerr & Co. for 21 years—local company, Edinburgh and District Tramways Co., formed.
- 1894 Horse tramways in Leith taken over by Leith Corporation.
- 1896-1898 Remainder of Street Tramway undertaking acquired by Corporation.
- 1897 Northern system acquired by Corporation.
- 19 May 1898 Privately owned motor-buses commenced operation in the city, but the service did not continue for long.
- 1 July 1898 Lease to Tramways Co., now covering all Corporation horse and cable tramways, extended by five years to expire on 30 June, 1919.
- 25 Oct. 1899 Pilrig-Braids section of horse system operated by cable cars.
- 1900-1908 Cable cars take over remainder of horse system, the last section being Tollcross-Colinton Road.
- 12 Oct. 1904 National Electric Construction Co. opened electric tramway from Levenhall to cable terminus at Joppa (about ½ mile within city of Edinburgh).
- 18 Aug. 1905 Leith Corporation commenced electric operation of former horse system (certain small sections were within the city of Edinburgh).
- 1 Jan. 1906 Motor-bus service from city to Corstorphine commenced by Scottish Motor Traction Co. Ltd.
- 8 May 1910 Tramway extension from Ardmillan Terrace to Slateford opened with four electric cars (this was the only electric tramway operated by the E. & D.T. Co.)
- 1914 Six motor-buses were purchased by the Corporation and operated for them by the tramways company. Due to the war the service continued for only a short time.
- 30 June 1919 End of company's lease of the tramways.
- 1 July 1919 Corporation took over operation of the company's system, after which plans were made for conversion of all services to electric traction.
- 29 Dec. 1919 Operation of motor-buses started by Corporation.
- 1919 Operation of char-a-banc on city tours commenced by Corporation.
- 15 Oct. 1920 Slateford electric service withdrawn for modernisation and temporarily replaced by buses.
- Oct. 1920- Mound, Frederick Street, Hanover Street and Broughton Street cable services replaced by buses pending conversion to electric operation.
- Jan. 1921 Burgh of Leith amalgamated with city and Leith tramway system taken over.
- Nov. 1920
- 20 June 1922 Cable routes Pilrig-Nether Liberton and Churchhill taken over by electric cars and through services over former Leith system commenced.



An open-top cable car in Gorgie Road. (Block by courtesy "Modern Transport")

- 1922 First Corporation double-deck bus put into service.
- 23 June 1923 Last day of operation of cable cars on Waterloo Place-Joppa section and end of cable system.
- 24 June 1923 Through electric service opened between Waterloo Place and Port Seton operated jointly by Corporation and Musselburgh Electric Light & Traction Co. Ltd.
- Oct. 1923 Preparatory to opening of electric line to Comely Bank, cars fitted with air brakes were put into service.
- June 1924 Electric cars in operation on Hanover Street and Mound services, thus completing conversion to electric traction of former cable routes.
- 19 Oct. 1925 All-night bus services introduced.
- 10 July 1926 Industrial Hall purchased for conversion to Central Bus Garage.
- 1 Mar. 1928 Musselburgh tramway between Levenhall and Port Seton abandoned and covered by company buses. Whole of tramway service to Levenhall operated by Edinburgh Corporation cars.
- 1 Jan. 1931 Remainder of Musselburgh tramway system purchased by Corporation.
- June 1933 First covered-top double-deck bus operated by Corporation.
- 1933 First oil-engined bus put into service by Corporation.
- Feb. 1935 Last open-top electric car withdrawn.
- 14 Feb. 1937 Extension of Corstorphine tramway route to Maybury Road (the last new section of the tramway system as later extensions in hand in 1939 never came into operation).
- 26 Mar. 1950 First permanent replacement of electric tramway service within the city by motor-buses.
- Aug. 1950 The last new electric car to be built entered service.
- 14 Nov. 1954 Replacement of tramway service to Portobello and Musselburgh by motor-buses, thus ending operation outside the city by the Corporation, as the service beyond Eastfield was covered by buses of Scottish Omnibuses Ltd.
- 16 Nov. 1956 Last day of operation of electric tramways, the final routes being Braids-Stanley Road and Morningside Stations-Granton Road Station.
- Nov. 1957 First 30ft. long forward-entrance 72-seat double-deck bus was obtained.

#### WE CAN'T AFFORD IT

We can't afford many issues of "The Omnibus Magazine" as big as this one—in fact, between ourselves, we're not sure that we can really afford this one! But if you would like to see more issues of this size (and we take it you would), you can help us by "selling" the Society to your friends and enabling us to increase our membership still further. Your Branch Secretary will be only too pleased to let you have copies of the 1961 Prospectus for you to pass on.

If, on the other hand, we are addressing ourselves to a non-member amongst our readers, allow us to suggest you consider becoming a member. A postcard to the Hon. Secretary, The Omnibus Society, Eros House, 111 Baker Street, London, W.1, will bring you a Prospectus and an Application Form—that is, if you have not already been given one. Forgive us for boasting, but we think you would find it well worth while. Incidentally, new members joining now pay only half the annual subscription on top of the entrance fee.



## Tramming along the Scotstoun Road

(with apologies to the Blaydon Races)

*This year's Presidential weekend includes a tram ride in Glasgow, and in an attempt to put members in the mood for this experience, there follow a few random reminiscences of tram riding on Clydeside.*

G. HOLT

**WHEN** the trams disappeared from the streets of Leeds and Liverpool, part of the characters of these cities vanished with them. Such will hardly be the case with Glasgow, however, as the trams are not part of the city's character, they *are* Glasgow and when the last Coronation clangs into Partick depot, I humbly suggest the Scots will have no alternative but to rename the place!

My first tram ride in Glasgow was a short run from Argyle Street to Dundas Street in 1957. This brought back memories of crawling along Boar Lane in Leeds—the only thing preventing one's forward progress being another car occupying the track space immediately in front, a predicament which would repeat itself frequently during the journey! Even at this late stage, this can still be experienced in Argyle Street at peak periods.

There are four basic types of tram still serving Clydeside: Coronations, Cunarders, Kilmarnock Bogies and Standards. At one time the bulk of the fleet consisted of four-wheel Standard cars, the basic shells of which are now anything up to 60 years old and a handful of these trams are still giving yeoman service, having been blessed with a temporary reprieve by the recent fire at Dalmarnock depot.

Riding on a Standard is like being whisked back into the past, especially as they still possess the closed-off balconies at each end of the top deck. The outside appearance of these cars is what one might expect from their age and the aspect of one hurtling down any street of Glasgow cobbles with tenements rearing upwards on either side suggests a scene which would fit well into the industrial Yorkshire or Lancashire landscape of the 'thirties.

A Glasgow Standard has its own characteristic method of getting from one place to another. When approaching head-on along a straight track, it appears to slither from side to side and if called on to negotiate a curve, it will lurch around violently in all directions at once. Travelling in a straight line on a Standard can be full of surprises but the car's most endearing habit is to become suddenly tired of pursuing one direction and without warning decide to go off at a tangent in search of more interesting terrain. Routes 1 and 30 were, until their withdrawal in 1960, completely operated by Standards, and took about a dozen corners through the city, leaving one's sense of direction three streets behind, and I was once sailing contentedly down a slight slope on a Standard towards a four-by-four junction, believing we carried straight on. I had discovered nothing to alter this conviction by the time we were half way across but the next second, I found I was travelling at 90 degrees to the right! This sensation is usually accompanied by a doubling up as if about to be sick or a sharp crack of the head on the window, depending which way one is facing and which way the tram turns and it has been known to include the added attraction of the balcony door slamming shut or open!

The indicators of the Standards are typical of the make-do-and-mend fashion of the 'thirties, consisting

of two destination boxes, one above the other, appended to each end of the tram between decks and a large number displayed in the nearside top deck window. The former are changed by the simple expediency of lowering the upstairs bulkhead window, leaning out and winding energetically on the handle on top of the box. I remember coming down from Blairdardie one evening when the next car swayed merrily past up the reserved track, complete with petite blonde conductress leaning out of the upstairs back window, furiously turning the blind with every ounce of energy she could summon and trying to avoid throwing herself out of the car in the process! Incidentally, I believe Blairdardie, although a postwar extension, never had a postwar car along on service (tours, of course, excepted). Before leaving the subject of indicators, I might add that, in my opinion, Glasgow's tram displays are more legible than a lot I have seen. The only exception to this is, ironically enough, the most modern trams, the Cunarders, which, in addition to having the inconvenience of smaller destination boxes than most, also have the number blinds at the side of the tapered front, a most unimaginative piece of designing!

There are still a few women tram drivers in Glasgow. It is most unnerving to see a massive Cunarder come thundering towards you down Argyle Street with a tiny female face peering out of the small cab window. Don't, however, be fooled by the knowledge that the gentle sex is in charge of the car as you'll get there just as quickly and if you're not quick off the mark, you will still stand the chance of being left behind!

My most hectic ride on a Standard was to Baillieston, an experience which has to be undergone to be believed. The comparatively smooth run to Shettleston gives no indication of the switchback to come as the track beyond there is probably some of the worst still remaining on the system. Even on a postwar car at speed, it is not for the squeamish, but the Standards have the last laugh. The track snakes its way through the residential district of Garrowhill and some of the joints seem to resemble threepenny bits rather than curves. This does not deter the drivers, however, and there's no slackening of speed to take the bends; the cars lurch round to face the next obstacle complete with full chorus of rattles, groans and creaks. I seriously suggest that the Corporation ought to maintain a regular service of Standards between Shettleston and Baillieston as to my mind it offers as much excitement as any fairground appliance. I very much regret I was never able to make the through trip to Airdrie.

When 23 was abandoned in 1960, the Kilmarnock Bogies said goodbye except for a few lone survivors. Although these trams were newer than the Standards, they always looked more old fashioned to me, maybe because of their bulkier proportions and the numerous small windows round the top deck bulkheads. The antics of a four-wheel car can be frightening enough but at least it's usually a staccato, jerky and momentary motion, but the body roll of a bogie car possesses its own brand of horror as once it starts, it appears to gather momentum. This was particularly evident on

the Kilmarnocks, which, nevertheless, after thirty years or more, still provide a smoother ride than many buses less than half their age. These trams spent all their life working along the bank of the Clyde on 9 and 26. 9 takes 47 minutes up to Dalmuir West (one continuously assures oneself that the terminus must be round the next bend) and the length of the route is really brought home if one goes out to Paisley by bus, on to Renfrew and across the ferry, only to find oneself still fifteen minutes short of Dalmuir West! My most vivid memory of a Kilmarnock bogie was in 1961, when I was lucky to catch the only one out that evening and went all the way from Farme Cross to Clydebank. After cruising happily into the city, we began, in typical Glasgow fashion, to creep at snail's pace through Partick and Scotstoun and then, as often happens, having dawdled for twenty minutes, the driver got bored and proceeded to rocket down the last two miles of straight track at full speed, the car, by now empty, swaying and whining exhilaratingly through the night air.

You could be excused for occasionally feeling that Glasgow's trams are run to keep the crews and cars occupied rather than for any ulterior motive of transporting passengers! At peak hours, the trams hurtle out to the suburbs on duplicates and are on their way back again in as much time as it takes the driver to walk the length of the car and the conductor to heave the trolley over! Another practice which reflects this impression is when trams running late turn short of the advertised destination. This happened twice during a three day stay in 1960. A Standard bound for Springburn was behind schedule due to Saturday traffic and decided to go no further than Ruchill and a similar occurrence the previous evening was the indirect outcome of a power failure which disrupted the services from teatime onwards. No fewer than seven cars turned at Auchenshuggle (surely Glasgow's most expressive destination!) within five minutes, again suggesting a private railway rather than a public transport system as no passengers got on or off, Auchenshuggle being one of those termini in the middle of nowhere created by the sudden slashing of routes outside the city boundary in 1957. After this, however, there was a gap of over an hour in the service, a situation which would have caused uproar in Leeds, particularly as this is one of the few tram routes not covered by buses, but which seemed to be accepted with stoic calm by the Glaswegians.

The earlier chaos was still evident later, when I set off for Dalmuir West on a Cunarder. The three routes in the other direction were not evenly spread out as usual but at widely scattered intervals three trams would pass us, tailing each other, showing 16 Keppochill Road, 26 Burnside and 9 Auchenshuggle. As if it were expected as tradition we ground through Partick at a leisurely speed and on reaching Scotstoun were hailed by an inspector, who, after consulting a timetable and his watch and muttering some mental calculations, instructed the driver to turn at Yoker. As I had booked right through I was handed a document by the conductress to present on the next car, and duly evicted at Yoker. Then followed what must go down on record as one of the most hair-raising tram rides I have sampled, which happened to be on a Cunarder and not a Standard! Obviously running late the driver decided to see how fast the car would go down the straight track beyond Yoker and the tram, entering into the spirit of the game, decided to see how much

it could sway without overbalancing. There was such a clatter as we shot under Clydebank bridge that I thought the car and the track had parted company.

To be fair, however, I must mention that a Cunarder was also responsible for one of my finest tram rides, which was on route 31 from Merrilee to City in 1959. The car glided along as if on air and for all I could tell the rails were welded in one stretch from the terminus to town, as I neither felt nor heard one joint. If all trams were like Glasgow's Cunarders and Coronations and all track was maintained like this, preferably on reservations, I would take out a subscription to the Light Railway Transport League!

Glasgow had comparatively little reserved track, the last section disappearing on the conversion of route 3 in 1960. This was the final service to cross the river in the city (the Burnside and Shawfield sections still do on the outskirts) and was one of the few tram routes I have discovered that wound in and out of a residential estate. Turning left and right through an estate on a tram is strange enough, but this sensation was enhanced by the sudden sight of another car appearing out of a side road and passing by (the route was not a frequent one). After this estate there came the reserved track which terminated at the side of the Paisley road.

The longest remaining service is 9 (Auchenshuggle-Dalmuir West), followed closely by 18 (Springburn-Burnside), which is actually due off on the night of the Omnibus Society dinner. 18, more than any other survivor, is an obvious remnant of a larger network as, after following Maryhill Road, it swings back on itself across to Springburn. This was not as noticeable when it crossed the Lambhill section and connected with the Bishopbriggs group at its terminus, but now it sticks out like a sore thumb. 15, from Anderston Cross, used to share a large slice of its track to Baillieston with 23 from Maryhill, but now it has the road to itself beyond Parkhead. Maryhill, another crossover far flung from civilisation and very reminiscent of Roundhay Park, is now served only by 29 to Toll Cross, which used to wind further on through open country to the zoo at Broomhouse. 26 covers 18 from Burnside to the city and then works short journeys on 9 to Scotstoun or Clydebank. There are also two small spurs beyond Bridgeton to Farme Cross (26A) and Shawfield (18A). 16 (Scotstoun-Keppochill Road), which barely touched the city centre, came off in March, 1961, leaving the last five routes to ply along Argyle Street with, as yet, no buses to compete with. My own view is that these five ought to be converted overnight as I cannot imagine Argyle Street coping with trams and buses at the same time!

Watching trams makes a pleasant change from riding on them and I've spent many a fascinating hour standing and listening in Argyle Street, particularly at the four-by-four junction with Jamaica Street, where the sound of the bogie cars traversing the joints varies from the hollow jangling of a slow tram to the angry rattle of a car in a hurry. Another spot recommended for sound effects is Glasgow Cross, where the Bridgeton and Parkhead cars split and have to negotiate, in addition to the points, two stops and a road junction in a few yards, which gives rise to much hissing and clanking. Finally, I would suggest anyone with a cine-camera should attempt to shoot two Coronations or Cunarders simultaneously taking the sharp corner from Argyle Street into Hope Street and vice versa and they will then realise why these cars have tapered ends!

## Highland relations

W. GORDON STEELE

A short summary of the background and development of Highland Omnibuses Limited, first published in "The Scottish Omnibus," the staff magazine of the Scottish Omnibus Group.

**HIGHLAND OMNIBUSES** is the youngest company in the Scottish Bus Group, having been formed as recently as 1952 when two companies with their headquarters in Inverness were acquired. At the same time the Inverness town services and some local routes, operated by W. Alexander & Sons, were transferred to the new company. It is proposed to look at the operations of these three in turn.

### The Highland Transport Co. Ltd.

This company was registered in April 1930 to take over and carry on the business of the Inverness and District Motor Services Ltd., which company had been

decker (an AEC) being operated before the introduction of austerity models during the last war. A very interesting vehicle was added to the fleet in 1937—a Gilford HSG (High Speed Gas) with a six-cylinder AEC petrol engine and producer gas equipment fitted within the body at the rear. The Gilford later spent some time in Glasgow on demonstration to the Transport Department. During the war, a Tilling Stevens intended for an operator in China was diverted to the company. At the same time austerity Bedfords and Guys were introduced and the latter make was standardised for post-war deliveries.

At the time of the take-over a fleet of over 70 machines was being operated.

### Macrae and Dick Ltd.

As long ago as 1873, this company was providing facilities for the tourist with horse-drawn carriages operating to many beauty spots. In 1882 two horse-buses were acquired, the first operating from the centre of Inverness to the Kessock Ferry; the second to Island Bank Road. These services later passed to other operators.

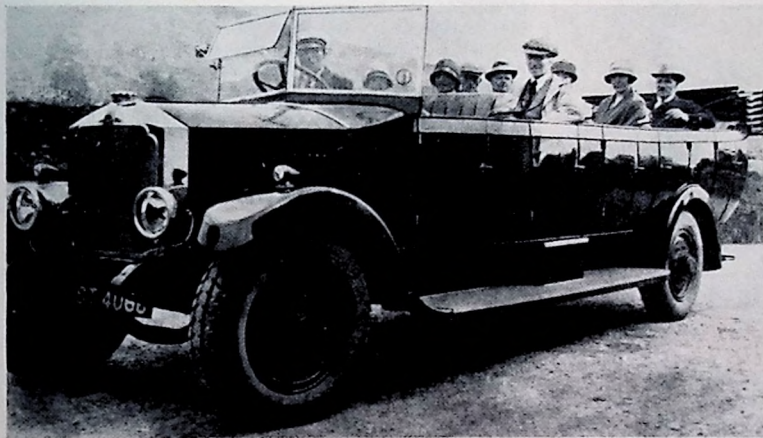
The first motor bus was purchased in 1910 and the touring business expanded rapidly, to be brought to a halt by the first World War. After the war, the touring business was resumed and a number of bus services introduced to Nairn, Culloden, Tomatin and Fort William.

When operations ceased in 1951, there were 20 vehicles in the fleet, mainly Albions, Austins and Bedfords. The fleet livery was cream and chocolate.

### Former Alexander Operations

For many years Alexanders had operated into Inverness from the east, and in 1947 the Inverness local services and the Inverness to Balloch service, operated by W. A. M. Greig were acquired. Mr. Greig started work at the age of 12 as a conductor on the Inverness-Kessock ferry service operated by MacLennan and Munro, the former becoming sole partner soon after. In 1927, Mr. Greig took over from MacLennan and soon afterwards acquired a rival operator on the same route. Traffic increased and in 1933 a double-decker was purchased, but because of objections from the Town Council it was never operated and was resold.

From Gilfords and Tilling Stevens, the fleet changed latterly to become predominately one of Leyland TD1s. Two such vehicles were purchased from Alexanders during the war, minus engines. Mr. Greig



An early Albion coach from the Highland Transport fleet, pictured in 1926. (Photograph from W. G. Steele's collection, block by courtesy of Scottish Omnibuses Ltd.)

formed in 1925 to take over the Inverness to Dingwall service operated by Henderson, formerly of Bo'ness. Operations in Caithness commenced on the formation of Highland Transport and by the early thirties the original service to Dingwall had been extended northwards by stages to link up with the Caithness services and provided a continuous road link from the South to Wick and Thurso.

A service from Inverness to Elgin was introduced in 1927, but was withdrawn when another operator on the same route threatened to invade the company's territory elsewhere!

In the summer of 1930, the Highland Transport Company acquired a number of small operators on the Isle of Skye and ran on that island as the Skye Transport Company. Results were not satisfactory, however, and in 1935 the services were disposed of to local operators.

Prior to the Second World War, the fleet consisted in the main of Albion single-deckers, only one double-

fitted four-cylinder petrol engines and much to the amazement of everyone, including the chassis manufacturers, the buses proved quite successful (with altered rear-axle ratios), even on the hilly Leachkin route. During the war, a number of utility Guy double-deckers were placed in service and it is probable that this make would have been standardised as in post-war years. A new depot in Inverness was completed after the war and passed to Alexanders along with the services and vehicles.

In the early 'fifties, Alexanders acquired the service between Inverness, Fort George and Nairn operated by Wemyss Brothers of Ardersier, along with seven vehicles. This route was also transferred to Highland Omnibuses, but the blue Alexander livery is still seen in the Highland capital on vehicles operating from Elgin, Macduff, Aberdeen and in the summer, Glasgow.



Top: A Burlingham-bodied Bedford Baby Seagull at Serathnairn. Bottom: A Guy double-decker, formerly belonging to Western SMT, photographed in Wick. (Photographs W. G. Steele, blocks by courtesy of Scottish Omnibuses Ltd.).

On its formation in January 1952, the new company was faced with many problems. On many routes, fare stages in the normal sense did not exist; fares were charged to undefined districts rather than to specific points. The combined fleet was unstandardised and many vehicles required immediate or early replacement because of their age and condition. Assistance was obtained from other companies in the Group, both by overhauling and rebuilding, and by transferring surplus vehicles. A number of Guy double-deckers were acquired from London Transport and converted to thirty foot long single-deckers. Four austerity Bedfords were fitted with new Burlingham Baby Seagull coach bodies. In 1956, six Albion Nimbus coaches were placed in service, and in subsequent years a total of 27 AEC Monocoach and Reliance semi-coaches have been placed in service. The construction of the Dounreay Atomic Station necessitated the taking into the fleet of a large number of Guy double-deckers from other Bus Group companies, to provide transport for the workmen engaged in the construction of the station. The present fleet numbers approximately 150 vehicles.

The operation of day tours in the summer months is a very important part of the company's facilities, offsetting to some extent unremunerative operations on many of the stage services. The recent closing of some railway stations north of Inverness has produced little additional revenue for the company, so few were the passengers using these stations.

While many may mourn the merging of a number of independent concerns into one unit of the group, there is no doubt that the north now enjoys a better bus service than ever before.

(Continued from page 100)

the other person's point of view. This was a very human talk which made us realise that in these days of gigantic mergers the individual has not been entirely forgotten by any means. (J.T.K.)

#### Yorkshire Traction, Barnsley—April 30th

We have come to expect great things of the hospitality of that grand Yorkshire busman, Norman H. Dean, general manager of the Yorkshire Traction Co. Ltd. When we in the Omnibus Society visit Mr. Dean on his home ground or when we invite him to give us a talk, he seems to become one of us, for he is so obviously an enthusiast. The North Western & Yorkshire Branch arranged a visit to his company on the last Sunday in April and the visitors were conducted round the works in four parties. They were taken to see the modern garage at Shafton in one of the company's latest acquisitions—an Atkinson-Burlingham service bus which came over with the Camplejohn business at the beginning of the year—and a salad tea rounded off an afternoon that was very pleasant for us, if not for the Sunday gardener watching the rain streaming down his windows. Mr. Dean's retirement is now in sight (May 1965) but I have a feeling we shall have him in our midst once again before then. (K.W.S.)



#### Dennis Ace for Disposal

Walsall Corporation have for disposal a 1937 Dennis Ace, fleet number 186. The body is by Park Royal and the vehicle has been used as a mobile canteen for about the last ten years. It is quite possible that this first-class example of the famous Dennis "Pig" may be of interest to a vintage enthusiast of the Society and the General Manager of Walsall Corporation Transport, Mr. R. Edgley Cox, has authorised Mr. R. N. Hannay, of 77 Taunton Avenue, Fordhouses, Wolverhampton, to deal with any enquiries from members.

## Nor the years condemn

The Editor takes you on a visit in your imagination to the tramway museum site at Crich

**I**F you care to look up Crich in a Derbyshire guide book, you will learn that its chief claim to fame is the memorial to the Sherwood Foresters that stands 950 feet above sea level to the north of the village. Its beacon, illuminated at night, is visible over several counties; to the west it overlooks the richly wooded valley of the river Derwent, to the east it commands an extensive view over the old Sherwood Forest. But immediately below there has been a change in this grand scenery; for there, in an old limestone quarry, from which in 1842 George Stephenson laid a mineral line to Ambergate, lies a collection of tramcars. Let us leave the windy heights of the memorial, and go down to the quarry to have a look at this remarkable collection—but as we walk along, let me tell you something of the history of the Crich tramway museum.

Six years ago in Manchester, a group of tramway preservation enthusiasts formed the Tramway Museum Society. Its aims were to establish a museum where trams could be preserved and operated and where tramway items of historical interest could be displayed. It was felt that the tramcar had been allowed to disappear from much of the country without any attempt by government or industry to establish the nucleus of a historical tramway collection, though vintage motor-cars, horse-drawn vehicles and traction engines existed in considerable numbers. The first tram to be bought by enthusiasts for preservation was a 1903 Southampton car, designed to go through the arch of that city's medieval Bargate in the days when the traffic went through it instead of round it as it does today. Amateur enthusiasts had paid £10 for it in 1948 when the Corporation took it out of service and in due course it became one of the earliest of the Tramway Museum Society's possessions. By March 1959 the society had 70 members and five cars preserved in various parts of the country; but in that month, one of the five, a single-deck Cardiff Corporation water-car, was evicted from its home in the Gloucester timber yard of the society's vice-president, Major C. S. N. Walker, and this spurred members' efforts to find a more permanent home for their charges.

A Sheffield member recalled the Cliff Quarry at Crich. It covered an area of about three acres, and had an extensive mineral railway layout. Being in a rural area, the cost of the land would be comparatively low, and hooliganism would present little or no problem as it would on a site near a town. Also, it was centrally situated. In many ways it was an ideal site, so the society took a lease of it. More recently it has acquired the freehold.

Considerable work was needed before the quarry could be turned into anything resembling a museum. Much of this work was of the soul-destroying kind that proves whether enthusiasm is superficial or persistent. You will see the evidence of the second kind when we get to the quarry a few hundred yards further on. For example, the mineral line used to drop steeply from the quarry in a cutting, and this cutting had to be filled by hand. The ground is still being levelled. The existing buildings needed some adaptation before they were suitable for preservation work and new buildings had to be put up as the society's collection grew.

Some landscape gardening had to be carried out to make the place look a bit tidier. In March 1959, bear in mind, the membership total stood at 70.

Now we have reached the entrance to the site. That car standing under a tarpaulin just off the road and looking rather forlorn is the one that must take much of the credit for the whole idea, for it is the Cardiff water-car. However, let us go in and have a look round (the society welcomes visitors at week-ends, provided they do not interfere with the thirty or so members who are usually found there).

That first building on our left is the old engine shed, which until quite recently contained the quarry diesel engine. In due course it will be used as a workshop. Next to it is the old smithy, now a store. Beyond that is a large stone building converted to take two trams; the upper floor had to be removed but part of the supports were left in position as you can see quite clearly so that a raised platform can be built to facilitate restoration work. The more distinguished of its occupants is that horse-tram at the back; built by Starbuck of Birkenhead in 1874, it was operated by Sheffield Corporation, latterly as an electric breakdown car. It took part in the transport department's jubilee celebrations just after the war and was then pulled by two brewery horses. The society has been negotiating for a horse-car truck to replace the electric one so that only one horse—which has been promised—will be needed, and they hope that it will be the first car to carry passengers when the museum is completed. Sharing its home is one of the 31 cars Hull sold to Leeds during the war—a 1912 four-wheeler built as an open-topper but subsequently enclosed and modernised.

The first of the two new depots—the one in front of us as we leave the stone building—was the one on which much of the construction work was carried out by members themselves. Pride of place in this depot must surely go to Leeds 602, the most modern tramcar ever constructed in Britain. It was to have been the forerunner of a fleet of modern railcars but there came a change in transport policy in the city. Perhaps this was inevitable in any case but I leave to your imagination the thought of the development in rolling stock in Leeds that there might have been. Instead, the most modern of the three railcars that were built spent most of its time in Swingate depot, unwanted and little used, except for occasional trips on the Hunslet route—not the most exciting of tram routes. For the last two years of its career it had not turned a wheel. Here it lies in its Coronation Year livery of purple, gold and cream; a most desirable of tramcar exhibits. £11,000 was the original cost, but £150 was its price when bought by the society on the abandonment of the Leeds tramway system in 1959. Keeping company with it is another outstanding car—an eight-wheel 73-seat open-top Hill of Howth car with varnished teak bodywork and a knifeboard seat down the middle of the lower saloon for passengers to enjoy to the full the splendid views afforded by the Howth tramway. The car was little used and is in excellent condition. It is, of course, to the 5ft. 3in. gauge and a third rail will have to be laid on part of the site if it is to run with its standard-gauge companions. The two other cars in this depot are, like the railcar, both from

Leeds 602 arriving at its new home. This is regarded as the most modern tramcar constructed in Britain



Leeds. One is a Beeston Air Brake and the other one of the equally well-known Horsfield class.

Move on with me across some of the mineral track to the latest depot, constructed by contractors to hold six cars. I think you will agree with me that the most striking sight here is the official last tramcar to run in Sheffield, with the words "Sheffield's Last Tram" on the ends and pictures depicting the tram era in that city painted along the side. It is one of the Roberts cars, built in 1951. With it is one of the standard Sheffield cars, built in 1934, and one of the twelve 28-seater single-deckers built in 1899 for the commencement of electric tramway operation in Sheffield. The Southampton car I have already described is here, too, together with a second Leeds railcar, 600. The latter began life in 1930 as No. 85 in Sunderland's tramcar fleet. It was built as an experimental end-platform single-deck bogie car designed for the low-bridge Tatham Street route, which was subsequently altered to permit the running of double-deck cars. Leeds bought it in 1944 and redesigned it as a tapered-end centre-entrance car, similar in many respects to the two railcars (Nos. 601 and 602). Little of the original structure was retained by Leeds. Glasgow is represented by a former Paisley & District car and by one dating from the Corporation's own fleet of 1900 but which has been considerably altered during the intervening 60 years.

You will have noticed several cars standing out in the open as we walked round. We saw the Cardiff water-car when we arrived, and later we passed on our right two tramcar bodies, one derelict, and the other being used by members working on the site. This latter one is the lower deck of a Leicester car and it is possible that in time it will be turned into a snack bar. The derelict one is a sadly neglected example of one of Manchester's 72 single-deck Combination cars, popularly known as California cars. These were used on the 53 route from Cheetham Hill Road to Brooks Bar via Belle Vue on which were a number of low bridges; lowbridge huses took over in 1930 when track renewal

had become necessary and the single-deck cars, surplus to requirements, were disposed of. To some extent this early conversion influenced the complete changeover in Manchester. This particular body was found on a farm at Linthwaite, near Huddersfield, and it is hoped that it will prove possible to restore it gradually to something approaching its original condition. A pair of bogies was obtained from the Howth system and controllers, lifeguards and internal fittings have also been collected together.

The other cars you have seen in the open are all waiting their turn to be housed under cover. They include three more Sheffield cars and a 1904 Leicester double-decker, found on another Yorkshire farm, at East Cowick, near Snaith, to which it had found its way after the Fosse Road abandonment in July 1947. With these is a Gateshead car which has the distinction of being the last four-wheeled single-deck passenger carrying electric tram operated in the British Isles and which is one of the last survivors of the huge tramcar fleet owned by the British Electric Traction Company, and finally a Leeds Convert, so named because of the number of alterations it suffered. The Gateshead car was saved from extinction by a Gateshead tram driver who bought it for preservation in 1951 and kept it in his garden.

Much of the original narrow gauge mineral track was sold to the Tallylyn Railway Preservation Society. TMS members have used the old quarry rails that were left to improvise a standard gauge track on which the cars can stand in the depots but some Sheffield tram track has been temporarily laid to receive recent additions. Rails have come also from Leeds, Douglas, and Darlington, and Dorman Long have donated some, but none of this has been laid yet. More is coming from Wolverhampton, Manchester and Stalybridge, to name only three places. The trams have been shunted by members themselves, sometimes with the aid of a tractor hired from a local farmer.

You may be wondering after all this how the necessary money can be raised to purchase cars for preservation. The haphazard method whereby a scheme was launched to get a tram saved from the scrap-heap only as a last minute venture and with little thought to its proper accommodation had many disadvantages and a new and more businesslike approach has brought about the creation of the Tramcar Sponsorship Organisation. The idea came from the man who was responsible for organising the preservation of the Hill of Howth car. This owes its survival to a system whereby a certain number of people agreed to donate £1 every month for a given period, and on the strength of these agreements a sum large enough to provide for its purchase, transport and housing costs was borrowed. TSO members take out at least one "share" entailing an agreement to pay £1 per month for not less than two years, the organisation being administered by not more than six trustees. At present the TSO is concerned with saving four particular types of car—a Johannesburg open-balcony unvestibuled car, a Glasgow Kilmarnock Bogie, a former Gateshead car from the Grimsby & Immingham line, and a Blackpool "pantograph" car. The plans for financing their acquisition were circulated about six months before it was thought they were likely to be scrapped. It is admitted that many TMS members may be unable to afford to join the TSO and invitations are therefore extended to outside sources for donations and loans, no matter what size. The whole basis of the scheme is of course that the agreements to pay for at least two years give the organisation's income

sufficient security to enable the trustees to borrow to meet their needs.

Who are the members of this society? There are now nearly 500 of them, from most professions, and they include about two dozen ladies. Besides those in this country, there are members in Australia, the United States of America, South Africa, Denmark and Holland; and enquiries have been received from Japan, Hungary and other countries. The president is Mr. C. T. Humpidge, B.Sc. (C.Eng.), M.Inst.T., general manager of Sheffield Transport. The subscription is £1 per annum (7s. 6d. for junior members), and life membership is offered for £15. A journal is issued bi-monthly to members. If, by chance, you would like

operation of electric tramcars on their own power must be the target. There will be some permanent exhibits, and plenty of tramway furniture such as tram stops, and so on.

A tremendous amount of hard work lies ahead of the members of the Tramway Museum Society before what may seem little more than a dream can be turned into a reality. Look around you at the uneven ground; at the contortions of the temporary mineral track on which stands the oddest assortment of tramcars ever gathered together in one place, some of them not yet under cover; at the heap of tramcar rails dumped at the side of the site that are destined one day to resume their intended role. But look again at the enthusiasm

#### List of tramcars owned by the Tramway Museum Society

Cardiff Corporation 131	1905 4-wheel single-deck water car	Leicester Corporation 76	1904 4-wheel double-deck
Gateshead Tramways 52	1920 4-wheel single-deck	Manchester Corporation 765	1913 8-wheel single-deck (body only)
Glasgow Corporation 812	1900 4-wheel double-deck	Newcastle Corporation 102*	1902 8-wheel open-top
Glasgow Corporation 1068	1919 4-wheel double-deck	Sheffield Corporation 15	1874 4-wheel single-deck horse car
Hill of Howth 10	1902 8-wheel open-top	Sheffield Corporation 46	1899 4-wheel single-deck
Hull Corporation 132	1912 4-wheel double-deck	Sheffield Corporation 189	1934 4-wheel double-deck
Leeds Corporation 180	1931 4-wheel double-deck	Sheffield Corporation 264	1937 4-wheel double-deck
Leeds Corporation 345	1921 4-wheel double-deck	Sheffield Corporation 330	1919 4-wheel single-deck rail scrubber
Leeds Corporation 399	1926 4-wheel double-deck	Sheffield Corporation 349	1907 4-wheel works car
Leeds Corporation 600	1954 8-wheel single-deck	Sheffield Corporation 510	1950 4-wheel double-deck
Leeds Corporation 602	1953 8-wheel single-deck	Southampton Corporation 45	1903 4-wheel open-top

\*At Montagu Motor Museum, Beaulieu, Hants.

to have further particulars, you should get hold of one of the officials while you are here, or write to the honorary treasurer, Mr. G. Hyde, at 412 Kings Road, Higher Hurst, Ashton-under-Lyne, Lanes.

What are the society's plans for the future? As its brochure says, the creation of a working tramway museum will take several years, depending on the amount of manual and financial help forthcoming. At the moment, work is being concentrated on getting all the cars under cover out of the weather. Up to now, transport and building costs have been the biggest responsibility. Some time ago, an appeal was sent out to over 200 tramcar and allied manufacturers, but with certain exceptions the response was disappointing. However, as I mentioned earlier, an adequate supply of tram rails seems to be forthcoming through the courtesy of several municipal undertakings and it is hoped that eventually it will be possible to offer rides to the public, at least half a mile in length. At first the horse-car from Sheffield will be used. But the

The assistance of Mr. Dennis Gill, publicity officer of the Tramway Museum Society, is gratefully acknowledged for help in the preparation of this article, and for allowing us to quote freely from the material that is going into the Crich tramway museum handbook, publication of which will be announced in *The Omnibus Magazine* in due course.

of the working party, dressed in anything but ready for everything; watch how they treat a set-back as part of the game; reflect for a moment on the amount of work that must have been carried out and the amount of money that must have been expended during the two years of the society's occupation; and you will see that Crich has possibilities unknown a few years ago. *The Times* described it a few months ago as a "project which seems to be getting hopefully on its way." I wonder if its correspondent shrugged his shoulders as he wrote those words and thought to himself, "Is this amateur enthusiasm run wild?" Maybe you wondered exactly the same as you walked round. But did you feel with me that these people have something more than just enthusiasm to have created all this in so short a time? Good luck to them! One day, I hope to come back and stand at the foot of that famous memorial that has given Crich a place in the guide books to watch the trams going by down below me. Will you come back with me?

## The S M T fleet numbering scheme of 1931

Some notes by JAMES K. D. BLAIR

**P**RIOR to the passing of the Road Traffic Act 1930, many local authorities issued licences for vehicles to ply for hire within their boundaries. One of these was the City of Edinburgh and the licensed vehicles were required to carry a number allocated by the city. Since most of the SMT fleet was licensed to operate in Edinburgh the company found it convenient to use the Edinburgh number as a fleet number, series used thus

being 51-140, 210-260, 270, 300-380, 420-500, 536-560, 600-700, 800-847. Some of these numbers were used more than once, and some were allocated from time to time to operators other than SMT. In addition to the series mentioned a few numbers between 850 and 893 were allocated to SMT, and numbers in other series were retained by vehicles acquired with the services of operators taken over. Vehicles operated by

SMT in the Dundee area used as fleet numbers the licence number issued by the City of Dundee, while vehicles in the Border area not licensed to operate in Edinburgh, were numbered in a separate series between 1 and 140.

When the 1930 Act came into force the allocation of numbers by Edinburgh and Dundee was discontinued and the company took the opportunity of starting a new letter and number scheme with separate number series for each letter type. This was carried on until 1956, some letters of types which had become extinct being used more than once. The letters and numbers used in this period were as follows:—

- A1-126 Albion (1931-1948)
- A1 Austin (1952)
- A1-50 Bristol LS (1954 to date)
- AA1-15 Bristol LD (1956 to date)
- B1-547 AEC single-deck (1931 to date) (B194 used twice)
- BB1-100 AEC double-deck (1942 to date) (BB71 used twice)
- C1-208 Chevrolet/Bedford (1931 to date)
- D1-33 Daimler (1931-1945) (D33 used twice)
- D1-5 Guy single-deck (1954 to date)
- E1-2 Dennis G (1931)
- E1-3 AJS (1932-1936)
- E1-31 Guy double-deck (1943-1956)\*
- F1-6 Gilford (1931-1936) (F1-4 used twice)
- G1-79 Leyland Lion; also one Leyland Leveret, one Karrier and one older Leyland (1931-1948) (G60/1/5-71 used twice; G62 used three times)
- H1-265 Leyland Tiger (1931 to date)
- J1-82 Leyland Titan (1931-1956)\*
- K1-169 Maudslay (1931-1938)
- L1-3 Reo (1931)
- M1 Sunbeam (1931)
- N1-39 Star (1931-1936)
- O1-6 Leyland Lioness (1935-1936)
- P1-14 Thornycroft (1931-1937)
- R1-9 Reo (1932-1936)
- S1-3 Ford (1932)
- S1-11 Miscellaneous—Dennis, Lancia, Guy, Clyde (1934-1953) (S4-7 used twice)
- S1-2 Albion (1955 to date) (S2 used twice)
- T1-3 Guy (1932)
- T1-75 Leyland Cheetah (1936-1950)
- U1-3 De Dion Bouton (1932)
- V1-3 Morris Commercial (1932-1934)
- V1-6 Leyland Cub (1935-1948)
- W1-18 Commer (1932-1948)
- X1-4 Bristol B (1937-1939)

\*In 1956 E and J vehicles were reclassified DD and HH respectively. DD became extinct in 1958.

When Scottish Omnibuses Ltd. took over from the Scottish Motor Traction Co. Ltd. following the acquisition of the business by the BTC in 1949, the fleet numbering scheme was carried on unchanged, but in 1957 a start was made to number new vehicles of different types in the same series although type prefixes

are retained. These started at 548 thus following on the end of the existing B series in the old scheme and have included A, AA, B and HH types. Older vehicles were not renumbered. Second-hand vehicles acquired since 1957 have been numbered in appropriate blank spaces. B44-50, H105-107, BB1-6, EE1-2, HH1-17 and SS3 were the numbers given to vehicles taken over from Lowland Motorways in 1958, while two vehicles from Alexander in 1960 became B100-101. H105 was allocated to a Leyland Royal Tiger and H106-107 were Leyland Tiger Cubs. The EEs were Daimler double-deckers and were withdrawn in 1959 and SS3 was an Albion double-decker which did not in fact run for Scottish Omnibuses. In 1961 ten new AEC luxury coaches have been numbered B1-10.

A letter suffix to indicate the garage allocation is also in use. The letters are:—

- A Edinburgh
- B Bathgate
- C Dundee, Forfar and Blairgowrie (until 1950)
- C Baillieston (since 1960)
- D Galashiels and Hawick (since 1956 Hawick has been separately lettered as L)
- E Kelso and Jedburgh
- F Linlithgow
- G Dalkeith
- H Glasgow (later Airdrie)
- I Linlithgow
- J Berwick
- K Peebles
- L Carlisle (until about 1933).

Another garage is Musselburgh which was WA until 1956 and is now W.

Vehicles of Stark's Bus Services Ltd., Dunbar, some of which have run from time to time in SMT livery have had type prefixes, namely A—AEC, B—Bedford, C—Commer and L—Leyland.

## INDEPENDENT BUS OPERATORS IN SCOTLAND

A summary of all licensed services as at  
1st April, 1961, compiled by Jas. S. Buchanan  
7s. 10d. post free from the Hon.  
Publications Officer

This summary covers all stage, express, excursion and  
tour licences held by independent operators in Scotland  
(except MacBrayne) and includes services operated for  
miners, factory workers, scholars and members of  
H.M. Forces.

## A vintage rally

*Some notes and comment on the 7th British Coach Rally at Brighton, April 22nd-23rd, 1961*

G.M.G.

**1961** WILL surely be remembered as a vintage year for the Brighton Coach Rally with more entries (71) than ever before, a grand parade of veterans (the first such event since 1956), and last but by no means least, the inclusion of a Guy Wulfrunian double-decker amongst the entries.

As expected, the latter vehicle did not win an

award (it could not even be classed as a coach by any stretch of the imagination), but it was probably the subject of more individual interest by the vast number of enthusiasts and other onlookers present than almost any other vehicle entered. Amongst other things, it was pleasing to see Guy represented in the list of chassis manufacturers for the first time and of interest



to study the East Lancs. version of the Wulfrunian. I, personally, was also glad to hear a Gardner engine in the driving tests again, the last occasion being the Thames Valley MW in the 1958 Rally.

From an analysis of the entries it would appear that the leading coach chassis manufacturers, AEC, Bedford and Ford, are now almost "neck-and-neck," the totals being 19, 24 and 19 respectively. Ford have indeed shown a phenomenal gain of 300 per cent on last year's total. Leyland also have a 300 per cent increase, but this represents only three vehicles. Dennis—absent in 1960—returned to the list with their customary Lancet UF for Glenton Tours, the remaining chassis consisting of two Commers, one Trojan and a Fiat (the sole Continental entry this year). A newcomer amongst the types represented was the Leyland Leopard, the sound-effects being something between the harsh buzz of the Tiger Cub and the deep roar of the Royal Tiger.

As for the bodybuilders, the Duple Group—as usual—led the field in quantity, with Harrington and Plaxton at the top for quality, the latter's latest Panorama design being still a few points behind the stylish and handsome Cavalier. In most cases the liveries were

subdued and in good taste, outstanding examples being those of Flight's Tours (Birmingham) and Ellen Smith (Rochdale).

We had our traditional Brighton Rally weather, dull on the Saturday afternoon for the driving tests (very wet in fact with nearly two hours' steady rain), and hours of bright sunshine throughout the Sunday for the Concours judging, parade of vehicles, and so on.

Finally there were the veterans: a 1930 Green Line coach from the BTC Museum (T219); the Portsmouth Corporation Thornycroft double-decker BK2986 giving a repeat performance (it was here also in 1956); Watney's famous stage-coach, "The Red Rover"; a fine showmen's traction engine complete with fair-ground-style lights; and two or three veteran lorries and cars, including an immaculate little model T Ford van—all contributing in very good measure towards the interest and pleasure plus, for many people, a touch of nostalgia, at this highly successful event.

I wonder how many enthusiasts will share my view that the vehicles rating the highest marks of all for interest-value were the Guy double-decker of 1961 and the AEC Green Line coach of 1930?

## Fifty Years of British Trolleybuses

J. S. KING

*To many people it will seem incredible that vehicles so modern as the trolleybus have served the British travelling public for half a century. Anniversaries, jubilees and the like often tend to be nostalgic affairs, but this year's Golden Jubilee will commemorate a long period of successful operation of this unobtrusive but yet attractive form of transport.*

**TROLLEYBUSES** were first envisaged as "trackless trams," that is to say, tramcars which needed no rails. This has always been the view of Parliament, which applies the Tramways Act of 1870 to them and usually specifies that they shall not be regarded as light locomotives, motor cars or omnibuses. One of the earliest legal definitions speaks of "mechanically propelled vehicles adapted for use on roads and moved by electrical power transmitted thereto from some external source."

The first routes were constructed mainly as feeders to existing tramways, but in the early 'twenties the "trackless" began to come into its own. It may be said that the seeds were sown in Bradford, where a top-covered double-deck four-wheel vehicle was constructed in 1920 and, being the first such vehicle in Britain, was adopted as a standard by Birmingham when the Nechells trams were replaced by "tracklesses" in 1922. Thereafter many smaller systems (e.g. Keighley, Darlington, Ipswich) abandoned all their tramways in favour of "tracklesses," which used existing power supplies and installations but eliminated the need for expenditure on permanent way maintenance, factors which became increasingly important as many of the tramway systems neared the end of their useful lives.

It was left to Wolverhampton, however, to convert the "trackless tram" into a "trolleybus." This took place in 1923, when a Tilling-Stevens petrol-electric bus was fitted with trolleys, and within three years the first modern trolleybus, a six-wheeler on pneumatic tyres, had been produced by Guy Motors. Thereafter the success of the trolleybus was assured, and until the

outbreak of the second world war municipalities and companies, large and small, were continually opening new routes and introducing improved types of vehicle. The four-wheel double-decker assumed popularity during this period, though certain systems (e.g. Huddersfield and Belfast) have consistently preferred six-wheelers.

The war gave an impetus to the use of electric traction, but at the same time restricted supplies of copper and steel until several years after hostilities had ceased, so that when post-war tramway abandonments took place, motor-buses were the more usual substitute. Since then, rising prices have reduced the differences in operational costs of electric and diesel traction to very narrow margins indeed, and a number of operators, including many of those who have never adopted trolleybuses wholeheartedly (notably London Transport) have abandoned their systems or are in process of doing so.

Propaganda or personal preference notwithstanding, it must be stated that no abandonment has ever resulted from a feeling that the trolleybus as a vehicle is in any way inferior to its diesel counterpart: anyone who is familiar with the wonderful performance of modern BUT trolleybuses will agree with this statement. The dominating feature in arguments for or against trolleybuses is the overhead line—its provision, maintenance and the restrictions which it said to impose on the vehicles which use it. But the advantages of electric traction are so great that some operators are prepared to put up with overhead inconvenience, particularly since modern techniques and planning have kept pace

with present-day traffic requirements. It has been recognised for over thirty-five years that a trolleybus gives a better performance on town services than other road vehicles on account of its more rapid acceleration, deceleration and resultant high average speed, and on the open road speeds well in excess of 40 m.p.h. are regularly achieved without difficulty. Moreover, if the present insistence on "clean air" were extended to include *pure* air, where would our diesel friends find themselves?

In the eyes of transport enthusiasts, trolleybuses have all too often "played second fiddle" to either tramcars or motor-buses, with the result that many of our trolleybus systems are virtually unknown. A few paragraphs on some of the more interesting undertakings may therefore not be out of place.

South Shields can claim to have one of the best of British systems, as its compact, closely-woven network offers excellent frequencies, low fares, modern overhead, an interesting variety of vehicles, and routes whose scenery varies from docks to new estates, a quiet backwater overlooking the Tyne estuary, a turning-circle on the cliff tops and one of the few really beautiful stretches of dual-carriageway. Trolleybuses first ran here as recently as 1936, and at the time of writing the original vehicle, 200 (a Karrier E4 with Metrovick equipment and a Weymann body) was still

from an almost pre-historic time (1930), some rebuilt, some partly rebuilt and a few still as nature formed them, trundled their picturesque way across the Lancashire plain, from Bolton to Leigh and from Atherton to Farnworth and distant St. Helens until 1958. True, the company boasted a number of newer vehicles, but the right-minded enthusiast naturally preferred to sample the deep, sprung hide seats, the side gangway on the upper deck and the tram-like steadiness of the original Guys. Emergency turning facilities on this system were somewhat ingenious, and it was not entirely unknown for span wires to be tied off to trees when conventional methods of suspension failed. Four of the vehicles operated by the company were actually owned by Bolton Corporation, who, despite several promises, failed to instal a trolleybus system of their own when they abandoned their tramways.

A not dissimilar system was operated until 1953 by the Nottinghamshire and Derbyshire Traction Co., which worked two long interurban routes, from Nottingham to Ripley via Heanor, and from Heanor to Hallam Fields, using four-wheel AEC/EEC or BUT/AEC vehicles, which, curiously enough, were fitted with trolley-wheels long after other undertakings had discarded them: Notts and Derby were in fact the last to retain this type of current-collector. The trolleybuses mingled in the centre of Nottingham with the excellent

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The era of trolleybus operation in this country commenced on June 20th, 1911, when the Corporations of Bradford and Leeds performed simultaneous opening ceremonies. Of the 50 other trolleybus systems that have opened in the United Kingdom since that date, 23 remain, still forming, together with the progressive Bradford undertaking, an appreciable part of our urban transport. All 24 systems, with the exception of London Transport, are operated by municipalities. How long the trolleybus will continue to play an important part in this country is a doubtful matter; but while we have the Bournemouth, Bradford and Walsall systems with us, there will be three very hard nails still to knock into the coffin.

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in use. A distinctive feature of the system is its pronounced Bradford flavour, which may account, though by no means entirely, for the writer's enthusiasm.

Darlington's municipal transport for many years consisted entirely of single-deck trolleybuses, which included AECs, Ransomes, Leylands, Karrier E4s (the last ever built), and the first of the well-known Karrier W brand. Six BUT double-deckers arrived in 1949, but were necessarily confined to the few routes devoid of low bridges, and were sold after only three years' service. The overhead layout in the town centre was mostly of post-war erection, but there were stretches of "vintage" wiring on the outskirts. Even ten years ago a visit to Darlington was a fascinating experience.

The tiny Tees-side Railless Traction Board (18 Karrier and Sunbeam vehicles), jointly owned by Middlesbrough Corporation and Eston u.d.c., is surely one of the least-known systems. Since 1919 it has operated between three termini on the industrial south bank of the Tees, and seems to rely mainly on workmen's traffic. The main terminal point is in a Middlesbrough suburb, and nowhere do the routes touch any large centres of population. ExRhondda "trackless" once ran here, and the two newest Mexborough and Swinton vehicles have now been acquired.

The sprawling South Lancashire Transport network (which despite its title linked the eastern part of the county, at Bolton, with the west at St. Helens), seemed to defy the laws of age and time. Vehicles dating

and very efficient Corporation vehicles, which continue to serve an extensive, modern network. The "Nottingham" type of catenary suspension was adopted in other towns until largely superseded by twin-hanger suspension. The Nottingham BUTs powered by Crompton Parkinson motors must surely be the quietest trolleybuses in existence.

A holiday in Bournemouth is an ideal way of combining hobbies with other kinds of pleasure. Most of the capacious, yellow-and-brown trolleybuses are of the rear entrance and front exit type, and the Weymann-bodied Sunbeam MF2Bs introduced during the last few years are among the most handsome of post-war buses, though they seem underpowered. The system is surprisingly large in comparison with the district it serves, and in some of the outermost suburbs there are some long headways. But whether by the seashore or in quiet residential areas the noiseless, fumeless, electric vehicles have always proved a definite asset, and the circular tour by open-top trolleybus is a popular attraction.

Pre-war standards of cleanliness, solidity and coach-painting appear to be the order of the day in Portsmouth. Superb maintenance and comfort combine with good speeds and frequent services to make an impression not easily effaced. The principal drawback here has been that 100 vehicles out of a total fleet of 115 were purchased in three years, so that present-day replacement costs have seemed prohibitive.

One of the attractions of the Belfast undertaking is a ride through the grounds of the Parliament House at Stormont; here trolleybuses ascend stately terraces to deposit visitors at the back door of the seat of legislature! Overhead wiring in Belfast is very neat and complicated (e.g., three concentric curves all leading out of Royal Avenue into Donegal Square and intersected by another line), and three-axle vehicles have always reigned supreme. The latter remark applies also to Huddersfield, where all tramcar routes but one were converted to trolleybus operation between 1933 and 1940. The emphasis in this town is on through



Trolleybuses were used in many places as tram replacements. Here, two Bournemouth M52s are seen with one of the trams they replaced

services between outer termini, giving, for instance, a ten-mile journey between Marsden and Bradley. Despite current abandonment projects for two routes beyond the borough boundary, plans are afoot for extensions into new housing estates, and a constructive programme of rebodding and renewal has been in force for many years. Complicated overhead layouts have been avoided by good planning of services and schedules, and the long, steep hills abounding in the Colne Valley provide routes well suited to trolleybuses.

The justly famous Walsall undertaking possesses an interesting collection of vehicles and a small, ultra-modern network consisting of two local routes, a circular service and a through route to Wolverhampton (jointly served by buses of both Corporations). The present manager (Mr. R. Edgley Cox) introduced in 1955 the first British 30 foot two-axle trolleybuses, which paved the way for the adoption of longer vehicles throughout the country. Judicious purchases of good second-hand trolleybuses have enabled the fleet to be modernised at a reasonable cost, and Walsall is one of the few towns in which trolleybuses use a bus station.

Of the large Bradford system what can a native say if he wishes to remain strictly impartial? He can remind readers of a half-century of continual progress and expansion; he can point out the many routes radiating from and encircling the city centre, no two of which are alike, and he can dissect the bewildering variety of "Southend" blue-and-pimrose vehicles which soar up the Bradford hills, giving the city the reputation of having the fastest trolleybus services operated in Britain. It is well known that numerous second-hand vehicles or chassis have been purchased in recent years, but these purchases have not been hap-

azard, and the fleet comprises only AEC/BUT and Karrier/Sunbeam buses. Since 1944 it has been the usual custom for chassis to be fitted with two bodies during their lifetime, so that a chassis life of thirty years can be attained with ease, and nine former Darlington 35-seat Karrier single-deckers now sport 29ft. by 8ft. forward-entrance bodies with electrically-operated doors, heaters and exactly twice their original seating capacity—a good example of silk purses being made out of sows' ears! Mr. C. T. Humpidge (general manager, 1951-1961) deserves great credit for his far-reaching programme of modernisation and all-round improvement, which has given the city a trolleybus system of which it is justifiably proud.

Trolleybus manufacturers are now only two in number—Sunbeam and British United Traction, but these were formed from the amalgamation of numerous firms well known twenty or thirty years ago. Formerly there were eight principal manufacturers, whose merits and demerits still provide an interesting study for enthusiasts. Karrier, Daimler, AEC, Garrett, Ransome, Leyland and Crossley all have faithful supporters, and operators, too, have shown distinct preferences. Thus, Leylands are usually associated with St. Helens, Birmingham, London and Hull, Crossleys with Ashton and Manchester, AECs (and, later, BUTs) with Bradford, Portsmouth, Brighton and Notts and Derby, and Guys with Wolverhampton. Electrical equipment manufacturers have also tended to ally themselves with particular chassis-builders, e.g., AEC/EEC, Sunbeam/BTH, Karrier/Metrovick, Garrett/Bull and Leyland/GEC, though permutations of these were and are practised.

It has been said from time to time that the best trolleybus ever produced was the AEC 661T four-wheel model with EEC equipment and series-dynamic (i.e., non-regenerative) braking. This type of vehicle was marketed between 1931 and 1941, and for quietness, comfort and reliability has probably not been equalled. Sunbeams and Kariers often tend to seem badly-sprung in comparison, and Crossleys, though extremely solid and durable, are sometimes accused of over-stiff steering. With regard to the latter, it must be remarked that power-assisted steering is not confined to diesel-driven vehicles, as the 62 BUTs supplied to Manchester a few years ago were thus equipped.

The ancillary equipment of trolleybuses has always provided scope for individual taste. A few undertakings prefer their vehicles to be fitted with battery-manoeuving equipment for emergency use, and trolleybuses in Solingen (Germany) have auxiliary diesel engines. Most operators, however, consider these aids unnecessary or unjustified. Vehicle lighting falls into two main categories—battery and traction. Battery lighting is so common as to need no description; "traction lighting" indicates illumination derived directly from the overhead line, a method which ensures brighter and more cheerful lighting, but which suffers from the disadvantage of having lamps in series. A less common form of lighting is derived from a small auxiliary generator. Trolley retrievers, which minimise the detrimental effects of occasional trolley dewirements, have always found favour on the Continent and elsewhere; this is not, however, the case in Britain, where today only two systems (Hull and Bradford) show any preference for their use, as they tend to restrict the movement of the bus, especially with regard to the double-deck vehicles.

As trolleybuses are not always subject to the same laws and regulations as motor-buses, they have often

been used for interesting experiments. Thus, the first flashing direction indicator ("winkers") appeared on a Bradford trolleybus in 1952, after which their use was officially sanctioned. Similarly, the first 30 foot long double-deck and 35 foot long single-deckers in this country were trolleybuses.

What of the future? Some people, indeed, would ask whether there will be a future for the trolleybus. To this, the only possible answer is, "If there is not, there certainly ought to be!" That our transport services should be wholly dependent on fuel supplies imported from half-way across the world is nothing less than folly. It is remarkable that the lessons of the second world war and the Suez crisis have been ignored by those to whom they should be most apparent: surely what has happened twice in a generation can happen again? Commonsense has, alas, been sacrificed for expediency, and the old slogan of "Support Home Industries" is no longer heard. In France and Germany, government support for electric traction has been given, in the form of reduced taxes on electrically-propelled vehicles and increased levies on motor-buses, and although our motor-bus operators would abhor the prospect of further taxes, can they really deny that urban transport such as now exists in Cologne or Hamburg is superior to its counterpart here? Obviously the most serious and pressing threat to public trans-

port in Britain is the private motor car, and the best counter-measure is the provision of efficient, frequent services, a sphere in which the trolleybus is unrivalled. If our rulers could be persuaded to encourage (by financial concessions, if necessary) the use of trolleybuses on suitable routes, it may well be that quite a few problems, including that of congestion caused by private cars, would be solved or at least alleviated thereby.

One of the most promising developments of recent years has been the research into the practical application of "fuel cells," which may in future years provide a compact power unit utilising cheap and easily-stored fuels. Electricity produced by these means may well make possible the engineer's dream of a trolleybus without trolleys, which would surely be the ideal road passenger vehicle. Let us hope that early results in this field will be achieved.

But for the moment let us pause to salute the trolleybus as we know it today. Its claims have never been pressed hard enough; it has been too unobtrusive and too modest, but then, is not modesty a British virtue? The Golden Jubilee festivities in Bradford and Walsall this month will provide a welcome opportunity for transport students and enthusiasts to enjoy and appreciate trolleybuses at their best, in surroundings where we may hope they will prosper and flourish.

## RECENT EVENTS

### Meeting in London—March 28th

The Society was very pleased to welcome Mr. L. H. Balls, general manager of the Eastern Counties Omnibus Co. Ltd., who was asked if he would give a talk to the Society following our visit to his company last year. Assisted by Mr. Page at the epidiastope, Mr. Balls recounted the beginnings of the Eastern Counties and United Automobile concerns. In the early days both companies came under the latter heading. He briefly touched on the bus and tram population of the country at various dates, and it was interesting to note that there were about 8,000 trams in service in 1905. Right from the time when United had one vehicle there were thoughts of expansion, and Mr. Balls pointed out the various developments and acquisitions of other companies, emphasis being given to the trunk express coach routes. Another aspect of these times was to get people to use the buses and many varied and wonderful ways were adopted to do this, one of them being to issue a picture card, similar to a cigarette card, with each return ticket. The idea was for the cards to be collected in sets ranging from buses to churches. Several enlarged copies of these cards were shown, together with old time and fare-table booklets, staff regulations, and of course many photographs, which were additional to the many framed pictures on view to members afterwards. Mr. Balls was kind enough to explain the method by which the two companies were formed—or perhaps one should say how the split took place—and of course at the end of the meeting there were the customary questions which Mr. Balls and Mr. Page together answered adequately. (I.N.R.)

### Western SMT, Kilmarnock—April 23rd

A party of Scottish members and friends visited the works of this company at their headquarters in Nursery Avenue, Kilmarnock. A tour of the mechanical shops included a number of working demonstrations of machinery installed for maintaining the fleet of over 1,000 vehicles. Danish machine tools are used to a large extent as the British manufacturer produces units either too large or too small for a fleet of this size. All mechanical units from the fleet scattered throughout south-western Scotland are maintained on a replacement basis in these works, and it was emphasised that

the efficiency and longevity of modern units is such that the last 38 workers to leave did not require to be replaced.

A tour of the bodyshops followed, and at the conclusion of the visit the Branch Secretary proposed a vote of thanks for the two gentlemen who conducted the party round the works. (W.G.S.)

### Walsall Corporation—April 23rd

As the Midland Branch has come to expect, the first visit of the (1961) season was well supported, well over 70 members and friends being present. Before going round the garage, a short tour of proposed new trolleybus routes was made, one of the almost-new Dennis Loline buses (with excellent air suspension) being provided for the purpose. In the garage a wide selection of vehicles was to be seen, and two groups of vehicles—one diesel, the other electric—had been drawn up out of doors as being typical examples from the fleet. After questions had been answered by Mr. Edgley Cox and members of his engineering staff, refreshments were provided in the Social Club, thus rounding off an enjoyable visit to one of the few undertakings still using trolleybuses. (F.B.K.)

### Meeting in London—April 25th

It was indeed propitious that Mr. M. J. McCoy, divisional superintendent, East Division, Central Road Services, London Transport, gave us his talk on "The Busman's Job" at the same time as it was announced that he would shortly be taking up the position of assistant operating manager of the Central Road Services consequent upon the retirement of our 1956 President, Mr. J. B. Burnell. Mr. McCoy approached the subject from an unusual (for us) angle, albeit a very human one in these enlightened days of staff and public relations. Most of us, no doubt, and surely all the lay public, think of London Transport as being a soul-less, quasi-civil service organisation where everything is governed by the book of rules, whether it is the welfare and employment of staff or the service provided for the eight million or more "general managers" who live in the London area. Mr. McCoy made it abundantly clear that at all times service to the person came first and with his fund of experience ranging from the driver's seat to his present post, he is in a position to appreciate

## to the Editor . . .

### Herefordshire independents

Sir,—I must thank Mr. Hardy for adding considerably to my knowledge of former bus operators in Herefordshire, and for stimulating me into some further investigation. It was interesting to read of a service to Barr's Court Station between 1908 and 1912. Roughly twenty years later the station again had its own bus service, BMMO route H7, running between Hunderton and Barr's Court. Traffic to and from the station appeared to be negligible; opening of the new bus station meant that services from all quarters of city and county passed or terminated nearby, and after a surprisingly lengthy existence (latterly as H9, High Town to Barr's Court, separated from the Hunderton section), the route disappeared from the timetables between May 1937 and September 1938.

I must apologise for two mistakes that faulty memory caused me to make in my original article. Sargeant's terminus was in Eign Street, and the name of the inn was the Horse and Groom, and not as I remembered. The Black Lion in Bridge Street, the original Midland Red terminus, was no longer used by buses in 1932, but was still an important "parcel stop" for some market-day operators who had used it after BMMO departed, via High Town and St. Peter's Square, to the present terminus. Reference by Mr. Hardy to Sargeant's Hundred House Service puzzles me. When I travelled on Sargeant's Hereford to Builth service in 1951, the route was via A.438, Clyro and Erwood. Mr. D. J. Brown of Hundred House was, however, running between Hereford and Builth via Hundred House in 1955.

The second point concerns the transfer of the Longtown area services to Morgan. I must accept Mr. Hardy's correction; they did go to Williams first. I agree that the build up of the present Wye Valley network was not a simple affair; it must have been even more complicated than is outlined by Mr. Hardy. Thinking back very carefully, I was sure I could remember seeing buses of both Williams and Morgan operating in the area at the same time, and the Wye Valley timetable for July 1937, which I have been able to study again recently, confirms this. At that time Wye Valley was operating, with modifications, the former Morris and Pritchard services, the Ewyas Harold/Grosmount-Hereford service (Morgan to Williams to Morgan) and the Garway-Hereford route (Williams to Hammond to Williams) but not the Hereford to Preston-on-Wye or Hereford to Little Birch services or the Tuesday journey between Ewyas Harold and Abergavenny via Lower Maescoed.

The Little Birch service (formerly Hammond's Kingsthorpe route) had definitely passed to Williams by March 1935. Evidently the final disappearance of the Williams business in Herefordshire was at least a two-stage affair. I hope to unravel all the details eventually, and possibly pore over some years' issues of the *Hereford Times* to find that advertisement!

I should be interested to learn from Mr. Hardy what the services were that BMMO handed over to Hereford Transport Co. in 1927. The latter was already operating in the Abergavenny, Monmouth and Ross areas in 1926 (all market or Saturday services except Monmouth to Ross, which ran daily), and there were Midland Red market-day services running roughly north, south, east and west into Ross as late as 1920.

I was pleased to learn the exact date of transfer of the Nell Gwynne Blackpool service to Red & White. The official R. & W. history gives it as 1930, which I knew could not be true. On the other hand, the same publication gives the take-over date for Jordan's services as 1937; this is supported by the fact that they appear in the Red & White timetable for October 1938, and not in the issue dated May 1937.

Mr. Hardy's list of operators taken over by BMMO includes a Checkley service. Was this taken over and then abandoned? Was there another Checkley operator? It surprises me if the big company at a later date allowed an outsider, i.e. Jordan, to intrude there.

Finally, buses of Bengry, Bayliss of Dymock, and Critchley of Tenbury, could be seen in Hereford in 1932 or 1933, but an empty vehicle, even though it may have a sensible destination showing, is not sufficient evidence of a regular stage service to offer to readers of *The Omnibus Magazine*.

Appleton, Warrington,  
Lancashire.

J. E. DUNABIN.



### Kingsland Road

Sir,—The Omnibus Society's latest publication, *Kingsland Road*, contains an incorrect caption to one of the photographs (reproduced above).

The picture on the last page purports to show one of the first post-war type in the fleet of Thomas Tilling. In fact it shows a pre-war TTA1 which appears to be LF9843, fleet number 320, which was, I believe, built in 1912 or 1913.

Llandaff, Cardiff.

M. GAYWOOD.

### My word!

Sir,—As a result of a certain BBC television programme a few years ago, a horrible word has gained currency amongst people having a common interest in road passenger transport in all its aspects. I refer, of course, to the word "omnibologist" and also to its derivatives. I appreciate that we have to have a collective noun to describe our activities, and also, as such activities have only existed during the last half-century, such a noun will have to be manufactured. The best manufactured article has a sound base, which, in my submission, "omnibologist" has not.

I suggest the use of the word "ferrucurrologist" which is based upon the Latin root of ferrus (iron) and currus (chariot). Naturally, I shall be accused by the purists of creating yet another pseudo-Latin word, but at least it has a sound base.

There is a precedent set by the use of the word "ferroequinologist" to describe people interested in railways—the "equinologist" part of the word being derived from the Latin equinus (a horse).  
C. F. RILEY.  
Sandiacre, Nottingham.

### Red & White Stroud garage

Sir,—With regard to Mr. King's query in the March issue, the Red & White garage at Stroud was at Dudbridge, near the station. The Bristol company took it over and at first worked from it the services previously run by Red & White. After a time services were reorganised so that only peak hour buses and small single-deckers were kept there. Now Bristol have disposed of the premises and keep such buses as the old Western National garage cannot accommodate in the nearby railway goods yard in the open.  
Southrop, Cirencester, Gloucestershire.  
C. G. V. TAYLOR.

### Early double-deckers exported

Sir,—I was very interested to read in the April issue of *The Omnibus Magazine* of the two NS vehicles which were exported to Pittsburgh. This is probably

the same photograph that appeared in an issue of the *Commercial Motor* at the time of the export of these vehicles, which was late 1926 or early 1927. It was hoped at the time that these double-deckers would be the first of many such vehicles to be imported into the United States, but it is doubtful if this hope ever materialised.

A.E.C. Ltd., through the Associated Daimler Co., were, at this time, very interested in the export market for double-deck vehicles, and in 1927 a 409 chassis, which was the standard double-deck chassis of the period, was fitted with a standard rear-entrance, open staircase, highbridge body and was driven to and from Budapest from this country, presumably by A.E.C. staff. Upon its return it was delivered to Cumberland Motor Services and registered RM2561. Any further details regarding this vehicle would be very much appreciated.

Harrogate, Yorkshire.

M. H. HEARD.

### British Coach Rally marshals

Sir,—On behalf of myself and the members of my committee, I would like to thank most sincerely those marshals who very kindly gave assistance to the British Coach Rally at Brighton in April. Their efforts, both along the route on the Saturday and on Madeira Drive on the Sunday, contributed in no small way to the obvious success of this great event.

London, E.C.4.

JOHN H. FIELDER,

Organising Secretary.

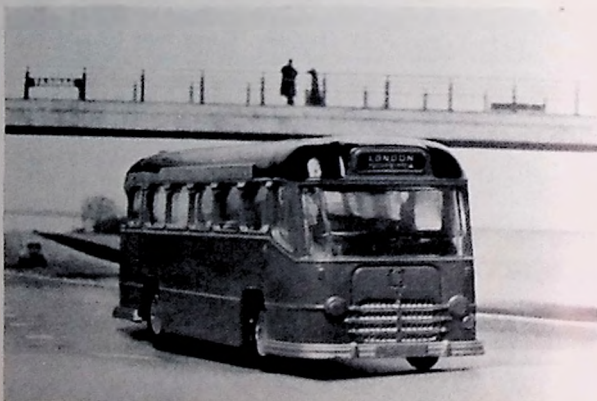
## Model notes

*This feature, which will appear from time to time as new models are released, is being conducted by Robin N. Hannay and is intended to review new models of buses. This first article deals with models that have been on the market for quite a while, as well as some new ones. We would be glad to hear if you find it of interest.*

**I**N recent years the standard of models of motor vehicles has risen steadily. From being merely a general resemblance, they have developed into good scale models. This is possibly due to the increasing competition in this field, and for people who, like myself, collect models of vehicles, and for model railroaders, it is a great boon.

Meccano Ltd. are well known for their Dinky toy range and in post-war years have produced several p.s.v.s, the most familiar of which is the double-deck bus which has recently been given a new lease of life in an all-red livery with Exide advertisements. It appears to be based on a pre-war STL but in post-war guise several chassis have been used of AEC, Guy, and Leyland manufacture. These chassis were also used with a half-cab coach body. Another vehicle to appear was a single-deck coach which resembled the full-front Whitson body on a Maudslay Marathon chassis. Yet another features the observation coach body of the same bodybuilder. With the advent of the underfloor engine, a Duple Roadmaster-bodied vehicle was introduced, followed by a Harrington-Commer coach, as supplied to BOAC. Dinky models are not too accurate in their details and seem to be of varying scales.

Playcraft Ltd., who market their models under the trade name Corgi, have just introduced in their Major range an excellent model of the Midland Red CM5T motorway coach. Superbly detailed and complete with windows, it has seats in the interior and the toilet



The Corgi model of the Midland Red CM5T.  
(Block by courtesy "Transport World")

compartment at the rear. The peculiar lantern windscreen is faithfully reproduced, and an illusion of the side window ventilators is given by a piece of perspex inside. The destination is London-Motorway Express and the side destination boards read Birmingham-London Motorway Express, as do the actual vehicles.

Body details include the window in the lower half of the door, emergency exit, maintenance flaps and bumper bars. Turing the model over, a good representation of the running units is given. Shown are the steering relays, engine sump (finely detailed), gearbox, rear axle, fuel tank and exhaust. The axles are even sprung! The model is in faithful Midland Red livery and measures 5½in. long, 1½in. wide and 1½in. high. The scale is 65.5:1 and the model costs 8s. 6d. It is a very worthwhile addition to any modeller's collection, the only real criticism with those seen so far being that the fleet name on the sides is a little too low down. It should be between the windows and the rubbing rail.

Readers will all know the Models of Yesteryear series, produced by Moko Lesney. Included in the 15 models so far released, which range from an old traction engine to a magnificent showground tractor and include several lorries, are three London vehicles. They are a B-type bus of London General, complete with driver and seats in the upper deck (this is built to a scale of 100:1); the next model is a London Transport E1 tram, built to a scale of 130:1; the third model is of a horse-bus, again with driver and upper deck seats, and with two horses, and the scale is 100:1.

Turning to their Matchbox series, we find No. 56, a model of a London trolleybus on route 667 (Chiswick, Kew and Brentford), to a scale of 137:1. No. 58 is a model of the AEC Regal IVs with Park Royal observation coach bodies operated by LTE for BEA. The scale is 139:1 but unfortunately the model is painted in a dark blue, as against the grey of the actual vehicle. The red bus that they produced, No. 5, which might have been an RT, is now being replaced by a 150:1 scale model of an RM. This is a very fine

model and with a little time spent touching one or two details up on the paintwork, it can be made very realistic. No. 21 is a 133:1 scale model of a Bedford SB Duple Vega luxury coach and another model deserving mention is No. 70, a 76:1 scale model of a Ford Thames minibus. This is suitable for use with 00 scale railways. Moko Lesney's latest addition is a really impressive Foden dump truck. This is in the King Size series and is built to a scale of 70:1, so that it also could be used with 00 railways.

The great drawback with Moko Lesney products is the variation in scale. It is understandable with the Matchbox range in which, as the name implies, the model is matchbox size, but with the other ranges it is a pity that they cannot keep to one scale for each range. If it was possible to keep to 00 scale for instance, the models would all be very useful for background effects.

Another model on the market is that of the LTE Routemaster made by Budgie Toys. It is roughly to 00 scale and is quite an accurate model, complete with windows, and made of two assemblies, one part being the chassis, bonnet, driver's cab, side window, body lower saloon front window, canopy and front grille. Unfortunately, where the other part joins, over the off side of the grille, it does not protrude quite far enough. Two additional faults are that on the near side at the rear of the upper deck there are two body pillars, compared with a single one on the original, and that the destination box over the rear platform is omitted. The finish is all red with London Transport transfers and the destination box shows route 9 (Liverpool Street, Charing Cross, Piccadilly). Esso Golden adverts are carried. With a little patience with paint brush and paints, the model can quickly be improved considerably, by blacking the number plates, heater inlet and adding the yellow band between decks.

### AROUND THE TECHNICAL PRESS — APRIL 1961

<b>Bus &amp; Coach</b> (2/6 monthly)	The future of the rural bus: Geneva—a coachbuilder's show; independent's nerve centre—PSV Operators Ltd.; drive-through or head-on stations—new premises at Colchester and Wetherby; the bus operator's calendar—April.
<b>Coaching Journal</b> (monthly)	Sauce for the goose—are British resorts doing their best to kill coach travel?
<b>Commercial Motor</b> (1/- weekly)	14th Sheffield United again—Blackpool coach rally. 21st Improved facilities at Ribble Liverpool depot; can Cardiff's confidence in trolleybuses continue? 28th Coach-air combination triumph at Brighton coach rally.
<b>Modern Transport</b> (1/- weekly)	1st Mexborough & Swinton Traction—changeover to diesel buses (continued). 15th Old and new in Scotland—illustrations; trams and trolleybuses in Hampstead and Highgate (continued); coach rally at Blackpool. 22nd Re-organisation at Chiswick works; compact bus servicing centre—Ribble at Liverpool. 29th Cambridge PSV operator celebrates 25 years (Premier Travel).
<b>Motor Transport</b> (6d. weekly)	28th A company with ideas—Premier Travel celebrates; first time entrant wins coach rally—Brighton.
<b>Transport Journal</b> (2/- monthly—illustrated) (6d. weekly—news)	7th Rural bus services (Jack committee); Europe and its public transport (part I); trolleybus for a subway—London Transport X5.
<b>Transport World</b> (2/- monthly)	Pioneer bus works modernised—Chiswick; Wulfrunians at work—West Riding experience; an up-to-date coach fleet (J. T. Whittle & Sons); a place for the bus—Newcastle redevelopment plan.

## AROUND THE TRAFFIC AREAS . . .

### NORTHERN TRAFFIC AREA

**H. E. CRAIGGS, Amble**  
It is proposed to divert certain journeys on the Amble-Chevington Drift service to the new Hadston estate at South Broomhill.  
**CUMBERLAND**  
Cumberland wish to extend their workings on the

joint Seatoller to Keswick route from the present terminus in the Market Square to Keswick bus station.

### DIAMOND BUS SERVICES, Stanley

The number of operators in the Diamond group of companies has been reduced to four by the acquisition of two of the participants in the combine. J. S. Mowbray has taken over the business of A. Gillingham with three

Bedfords, and J. H. Hammel has taken over E. H. Carr's business with two Bedfords. The four members of the combine are now J. S. Mowbray, J. H. Hammel, W. Hammel and M. Logan, who with a total fleet of 24 vehicles operate the Stanley-Durham and Stanley-Quaking Houses services.

E. L. Watson of Annfield Plain has withdrawn his application to take over Carr's share of the Durham-Stanley route in view of the acquisition of Carr's business by J. H. Hammel.

#### T. A. GORDON, Kirkbride

T. A. Gordon has taken over the business of F. G. Young of Station Garage, Aspatria. The vehicles are still to trade as "Young's Coaches" although all of Mr. Young's vehicles have been disposed of. Gordon's operate four coaches, three Bedfords and one AEC.

#### E. N. HADWIN, Ulverston

This familiar Furness operator has applied to take over the excursions and tours licences of J. Thompson & Co. Ltd., t/a Pearl White Roadways, of Barrow-in-Furness. Pearl White operate a mixed fleet of five coaches of Bedford, Commer and Maudslay manufacture.

#### J. MCGREGOR LTD., Ambleside

McGregors, an associate company of Brown's Coaches of Ambleside, have applied to divert their route, which runs from Ambleside to Hawkshead and Sawrey Ferry, so as to travel to Ambleside Waterhead Pier.

#### NEWCASTLE CORPORATION

Newcastle Corporation have applied for consent to run services in the Newbiggin Hall estate and along the full length of Newbiggin Hall Lane, which connects Westerhope and Kenton Bank Foot. Consideration is also being given to the extension of one of the services to Fawdon so as to serve the growing private housing development at Fawdon Red House Farm estate.

#### NORTHERN GENERAL

The 47th annual general meeting of the Northern General Transport Co. Ltd. and associated companies was held on April 14th. The new chairman, Mr. A. F. R. Carling, M.Inst.T., presided and in the course of his remarks reported that 74 Atlanteans were due for delivery in 1961 and 1962, while orders for single-deckers could not be finalised pending a decision by the Ministry of Transport in response to the plea to allow vehicles of normal European dimensions to operate in this country. The existence of nine low bridges in the Jarrow, Hebburn, Stanley, Chester-le-Street and Houghton-le-Spring districts precluded the operation of double-deckers on busy routes linking mining areas with the principal towns. The operation of the four inter-urban express services introduced in 1959 had proved so successful that the introduction of further express services, stopping at only important intermediate stages, was being considered, and application has already been made to introduce such a service between Sunderland and Consett via Chester-le-Street and Stanley. Traffic congestion is still causing serious delays on some routes and while the opening of the Gateshead-Felling by-pass has gone a long way to solve the traffic problems of these two authorities, traffic is now only able to enter and leave Newcastle at walking pace, and will grind to a standstill if a solution is not found soon. Certain further building developments are necessary, the first being an extension of the Consett depot, and plans for a substantial rearrangement of the central workshops at Bensham are under consideration. The total mileage run during the year was around 39 million miles.

Other Northern General Group news this month is as follows. NGT and Sunderland Corporation started their joint service to the Town End Farm estate on April 10th. A joint service with Sunderland District has been applied for between Hetton Downs and Durham City. This would in effect be an extension of the present SDO 82 (Hetton Downs-High Moorsley). Northern General and Sunderland District have also applied to divert 75 (Newcastle-Houghton-le-Spring) so as to travel via Portobello Village instead of the present parallel route along the Birtley by-pass.

#### SCOTTISH OMNIBUSES LTD.

SMT have surrendered their licence for their Jedburgh-Byrness service, taken out when the joint United/SMT Newcastle-Jedburgh routes were pruned.

#### UNITED AUTOMOBILE SERVICES

Carlisle town service 24 (Town Hall-Butcherby, Merith Avenue) is to lose its Sunday journeys if the application succeeds but the alternative route 30 would continue to operate daily.

In the Middlesbrough area 66 is to be extended on weekdays from Swan's Corner to Nunthorpe station but the Sunday journeys are to remain unchanged. Application has been made to revise completely the Redcar town services, 71, 81 and 82, including an extension of 81 to Marske estate.

#### VENTURE TRANSPORT CO. (NEWCASTLE) LTD.

The application to extend 55 from South Wylam to North Wylam has been granted. The bridge over the Tyne linking North and South Wylam has recently been strengthened to take heavy vehicles.

## YORKSHIRE TRAFFIC AREA

#### CHESTERFIELD CORPORATION

An order has been placed calling for ten Leyland PD2s but as yet it has not been decided what bodies to place on these chassis. The latest tenders call for ten low-height double-deckers, four low-height double-deckers "to a new design" and six underfloor-engined single-deckers.

#### NEW CHESTERFIELD-SHEFFIELD SERVICES

In the April issue we reported the introduction of two new joint routes (62 and 64) between Sheffield and Chesterfield, the operators involved being Sheffield J.O.C., Chesterfield Corporation and East Midland. Some interesting workings have been recorded. On Mondays to Fridays and on Sundays the combined service on both routes is hourly; the journey time is just over one hour, which makes three vehicles necessary. Sheffield's route 26 (Sheffield-Killamarsh) is also hourly and requires two vehicles and so, in order to avoid long layovers in Sheffield, the three routes are operated in conjunction. Only four vehicles are then required to run the three routes, Sheffield providing two, and Chesterfield and East Midland one each. On arrival in Sheffield the vehicles from routes 62 and 64 work one journey to Killamarsh, and as this is not a joint route the Chesterfield and East Midland vehicles run on hire to Sheffield. The Chesterfield vehicle shows "on hire to Sheffield Joint Omnibus Committee" on the same blind as the destination, but the East Midland vehicle does not carry an indication of being on hire to Sheffield. This working does not, however, apply on Saturdays, when an increased service is operated on all three routes, and 26 is then operated entirely by Sheffield. All three operators are using Bellgraphic tickets and the number of the stage boarded and booked to are both shown on the ticket. On Mondays-Fridays a Chesterfield vehicle finishes in Sheffield off route 64 at 10.25 p.m. and then works the 10.30 p.m. journey to Chesterfield on 12. This journey was formerly worked by a Sheffield vehicle to Dronfield where it was necessary to change on to a Chesterfield vehicle. It may be of interest to record here that a similar working takes place on the Sheffield and East Midland joint route 99 (Sheffield-Chesterfield). On arrival in Chesterfield, the Sheffield vehicle works one trip to Barrow Hill on East Midland route 9.

#### EAST MIDLAND

With the commencement of the summer service on May 20th, route 94 (Chesterfield-Skegness) was extended to Mablethorpe on Saturdays only. Double-deckers will now be run between Chesterfield and Skegness when necessary.

#### EAST YORKSHIRE

In February we gave details of a new East Yorkshire 7A from Hull to Hessle. Now, Hull Corporation have





An unusual combination—Leyland Leopard chassis with Eastern Coachworks body (see SHEFFIELD TRANSPORT below). (Block by courtesy of "Modern Transport")

applied to run jointly on this route and have applied for consent to go outside the city boundary.

The first of the latest 16 AEC Bridgemasters, numbered from 700 onwards, was due to go on the road on May 1st.

#### HALIFAX CORPORATION

15 Leyland Leopards have been ordered, of which eight are for the A fleet and seven for the B fleet. At least three of the post-war Regents sold recently have gone for scrap.

The "Weymann" Aurora body appearing at Earl's Court on a Leyland Titan chassis (Halifax 27) was in fact a Metro-Cammell job, built at Elmdon, and it carried Addlestone's "Metropolitan-Cammell-Weymann" plates to enable it to qualify for display on the Weymann stand, instead of "Metropolitan-Cammell Carriage & Wagon Co." plates which always signify an Elmdon-built vehicle.

#### HULL CORPORATION

Ten Roe-bodied Leyland Atlanteans (2347-56AT) were the vehicles to replace the trolleybuses on 70 (Dairy-coates) and ten similar vehicles are on order.

#### LEEDS CITY TRANSPORT

It has been announced that during the financial year 1961/62 35 double-deckers and two single-deckers will be acquired, and they will be joined by a further batch of 35 double-deckers in the following year.

#### ROTHERHAM CORPORATION

The two Bridgemasters seen under construction during last year's Presidential week-end visit to Park Royal entered service shortly before the Mexborough trolleybus conversion. They are 138/9 and they were transferred to the former trolleybus routes immediately on the conversion.

#### SHEFFIELD TRANSPORT

A startling delivery is that of three Leyland Leopards with coach bodies by Eastern Coach Works. For the BTC-owned C fleet, they are numbered 1180-2. In the April issue we printed the "obituary" of the sole remaining Guy (45)—rather prematurely it seems, as it was still in service during March.

#### SHEFFIELD UNITED TOURS

The two vehicles acquired from G. E. Whiteley

(312DTE and UYG252) are still being operated as a separate unit similar to the Jeffcock fleet. An addition to the latter fleet is a Ford Thames Trader with Plaxton coachwork (1315WA). It is painted in Jeffcock's livery but numbered in SUT's own series with a J prefix. 1316/7WA are similar Fords in the main SUT fleet.

Last year SUT introduced an eight-day "free-lance tour to Paris by coach and air"; unlike most tours, however, no excursions were arranged and the passenger was left to do what he liked in Paris. It has proved so popular that this year similar tours of four and five days length have been arranged. SUT claim that a week-end in Paris for 8½ gns. will open up the continent to an entirely new class of people. By February, bookings for 1961 continental tours had exceeded the total number of passengers taken abroad during 1960. Application has been made for an express licence from Sheffield to Derby in order to commence yet another coach-air service. The intention is to convey passengers from Sheffield to Derby airport, where they can board the plane for the Channel Islands.

#### WALLACE ARNOLD

The new Fords and Leyland Leopards registered in the reversed UG series entered service on April 1st. An additional order for four AEC Reliances has been placed, and 12 new Fords or Bedfordts will be hired from Stanley Hughes (the Bradford dealer) for the 1961 season. The Roe-bodied Leyland PD3 on order has been postponed until 1962.

#### WEST RIDING

The livery of the new Guy Wulfrunians (SHLS64-75), unlike that of the original one, is practically that of Southport Corporation, as visitors to the 1960 Commercial Motor Show may have observed. Perhaps some inspiration was gained from the visit to Wakefield bus station by a Southport Leyland PD2 during last year's West Riding tour organised by the Omnibus Society's North Western & Yorkshire Branch.

#### WEST YORKSHIRE

On April 20th a new weekdays-only service was introduced between Chester Street, Bradford, and Belmont Avenue, Baildon.

### YORKSHIRE TRACTION

The two Barnsley-Thurnscoe services acquired from Camplejohns have now been numbered—2 via Darfield and 3 via Ardsley. All the remaining Camplejohn vehicles apart from the Dennis Lancet III coach have now been painted in YTC livery (the Lancet may only be used on express relief work for this season and not be re-painted in any case). The service buses have all received double line and route number boxes similar to those on the 1959 batch of Willowbrook-bodied Tiger Cubs. The 1961 coaches were delivered at the end of March and were placed straight into service. The fleet names on these, and on the ex-Camplejohn Atkinson coach, are attractively styled in script over the front wheels. A new order has been placed for 12 Leyland PD2s for delivery next year. Of current orders, the 11 Leyland PD3s with 73-seat Northern Counties bodywork (1195-1205) were due in May and the five 63-seat Roe-bodied Leyland PS2 conversions (1190-4) this month. It is likely that half of the Brush-bodied 32-seat Dennis Lancet IIIs will be taken out of service this year and the rest next year.

Swinton Bridge, on the former Mexborough & Swinton trolleybus route, allows a highbridge double-decker through with the removal of the overhead wiring, and it is intended to transfer the lowbridge Leyland Atlanteans used on services 22/22A from Doncaster to Barnsley and 24 from Doncaster to Kilnhurst (both via Mexborough) to routes in the Grimesthorpe area, using instead the new PD3s.

On May 20th a new express service was introduced between Worsborough Bridge and Scarborough, to operate on summer Saturdays only.

### INDEPENDENTS

Booth & Fisher have a new Ford Thames Trader/Duple; not only is it the first light chassis to be bought new since 1950 but it carries the first new Duple coach body to be purchased by the firm. Until now coaches have always come from smaller builders such as Barnaby or Thomas Allsop. It is unusual, too, in being registered in Sheffield rather than in Derbyshire. . . . Leon (Finningley) have ordered two Daimler double-deckers. In the meantime Daimler demonstrator VKV 99 has been on loan. . . . Reliance (Stainforth) have a Sunderland District Guy with 1953 Roe body (FPT207) to replace a 1947 Guy/Barnaby (HWX 3). Blue Line (Armthorpe) have sister vehicle FPT205. . . . Mosley (Barugh Green) have placed an entirely new fleet of coaches in service—five Ford Thames Traders with Plaxton Embassy bodies. . . . Foster (Dinnington) have withdrawn the last of their KW-rebodied Leylands (HFR834) but one remains as a breakdown wagon—a reminder of the days when the fleet consisted almost entirely of these vehicles. Another withdrawal of note is that of the tin-fronted Leyland TD2 (LJ7097) and its replacement by a one-time Scout Leyland TD7 which has come via Jackson, of Chorley. . . . Taylor (Cudworth) has become one of the few independents to own a Leyland bus-bodied Royal Tiger. HAV384 came from Simpson, of Rosehearty and has been given fleet number 14, rather than the next-vacant 13.

### NORTH WESTERN TRAFFIC AREA

The first National Coach Rally, held in Lancashire during the week-end of April 8th/9th, was organised by Wigan & District Excursion and Tours Operators Association in conjunction with the Blackpool Attractions and Publicity Department and "Passenger Transport," and was the successor to last year's Wigan rally. All judging was carried out at Blackpool, but the road section commenced at Wigan. The overall winner was SUT's 1318WA, which has survived its serious Great North Road accident of a few months ago, with Flight's Tours placed second with 677DOF. The coach driver of the year was Mr. Howard Furness of J. W. Fieldsend Ltd. There were many other awards.

### ACCRINGTON CORPORATION

It is believed that the order for two Wulfrunians has been changed to one for two Arab IVs, now that Guys

have brought their more conventional chassis back on the market.

### BLACKPOOL CORPORATION

The Lytham Road tram service is expected to be replaced by buses before the end of 1962, and it is now proposed that the Marton route be converted at the same time. Originally, this latter route was to have remained until the track was near the end of its life in 1965, but as the trams are losing about £40,000 annually, the conversion date may be brought forward since buses are more economical to operate.

### THE CREAMS (LANCASHIRE) LTD.

This Yelloway-associate has applied for the two excursions and tours licences from Todmorden of Turner Bros.

### LANCASHIRE UNITED

From April 10th, the route in the Glaze estate at Cadishead of 20 (Farnworth-Cadishead, joint with Salford Corporation) and 22 (Swinton-Cadishead) was revised and extended to a new terminus in Fir Street. Then, from April 16th, 79 (Woolston-Longford), a joint-Warrington Corporation route, was extended at the Longford end to Cotswold Road (junction with Chiltern Road).

### LIVERPOOL CORPORATION

A number of modifications, which will be fully described in due course, have been introduced into the Leyland Atlantean (E2), the chief of which is the substitution of a level lower saloon floor, with a step at the platform, for the previous ramped floor originally incorporated to Liverpool's specification, and this has the effect of reducing by one the number of staircase steps. All the modifications will, it is understood, be incorporated in the 200 Atlanteans which have been ordered.

### LLANDUDNO & COLWYN BAY ELECTRIC RAILWAY

May 28th is the likely date for the transfer of the "red bus service" to its competitor, Crosville. We will be publishing a short article on the LCBER and this will include full details of the replacement services. Briefly, these comprise a Llandudno (West Shore)-Llysfaen service via Penrhyn Hill and Penrhyn Avenue, and the re-routing of half-hourly journeys, roughly during the day-time, on the existing Crosville Llandudno-Pennmaen Head service via Church Road, Rhos (the first time Church Road has had a bus service so far as we know). The new Llysfaen route will embody the LCBER route and take the place of the existing Crosville Colwyn Bay-Llysfaen service.

### MANCHESTER CORPORATION

Ten new Daimlers placed in service in March, ordered as CSG6s with David Brown synchromesh gearboxes, have materialised as 4580-7 with Wilson boxes (CVG6Ks) and 4588/9 with Diamatic transmission (CVG6KDs). The two Diamatic-equipped vehicles are at Princess Road and are used on service 82 from Hollinwood to Chorlton via City. Also new in March were five Leyland Tiger Cub dual-purpose coaches with Park Royal bodywork (46-50).

The inner circle service mentioned last month is virtually the same as one that ran pre-war. It is understood that it will be worked by one-man buses from Rochdale Road garage and this will, incidentally, enable some private hire work to be transferred to Rochdale Road from Parris Wood, where it has previously been exclusively carried out.

### NORTH WESTERN

Some routes terminating in Manchester's Lower Mosley Street bus station, including 27 (Buxton), 28 (Hayfield) and 29 (Macclesfield), have had their route amended slightly so that they travel from All Saints via Oxford Street and Lower Mosley Street instead of turning into Whitworth Street West. Outwards, the route is unaltered.

Application has been made to re-route the Northwich-Liverpool service, a weekly one taken over from Bowyer, of Northwich, across the Runcorn-Widnes road bridge when it is completed.

Twenty AEC Reliances with Alexander coach bodies have been delivered (832-51), along with a similar number of AEC Reliances with dual-purpose bodywork by

Willowbrook (852-71). Still to come are twenty Willowbrook-bodied Tiger Cubs. Some 35 of the Bristol L5Gs rebodied by Burlingham in the winter of 1950/51 and fitted with the 1950 Gardner modifications, new hubs and differential units, together with the lower PV2-type radiators, have gone to Frank Cowley, the Salford dealer. The six Bedford-Duples on order for Altrincham Coachways, together with two Bedford-Plaxtons (fleet numbers 1-6 and 7/8 respectively), have replaced the former Altrincham fleet which has now gone to the parent company. British Railways have bought two more L5G/Windover coaches (291/2).

#### RIBBLE

From March 11th, all the former Warton-only journeys on 64 (Lancaster-Silverdale) were extended to Croftlands estate and 65 (Lancaster-Arnsdale) was re-routed through the estate. From the same date, revised services came into operation on 57 and 58 (Carnforth-Kirkby Lonsdale via Carnforth Cemetery and Kellet Road estate respectively) and a new service (59) was introduced between Carnforth and Kirkby Lonsdale via Kellet Road estate, Nether Kellett, Over Kellett and Arkholme. The previous Saturday, service C2 in Chorley (Hygienic Laundry-Welbank Church) was revised and extended to the junction of Eaves Green Road and Plock Green, and minor time-table alterations introduced on C1, including also the operation of certain journeys to the bus station instead of St. Thomas' Road and Market Street.

Each of the 1961 holiday tours are operated by the new Leyland Leopards with 32-seat Harrington Cavalier coachwork and air suspension. Five were delivered for use on Easter tours and the remainder were due to be in service by May. The complete batch is 1019-38. Some of the earlier 32-seaters mentioned last month have been converted into 41-seaters. Following on the last batch of Leyland Atlanteans were five of the lowbridge type (1701-5) but the vehicles currently being delivered are Titan PD3/5s, of which there will eventually be 50, 1706-55. They have fully-fronted forward-entrance Metro-Cammell bodywork with small grilles in front of the radiator similar to those on the Burlingham-bodied PD3/4s. They therefore bear a strong resemblance to Wolverhampton Corporation's Arabs with the same bodywork since the latter were styled so as to be similar to Wolverhampton's Burlingham-bodied 19, which appeared at the 1958 Commercial Motor Show and which itself was almost identical to the Ribble PD3/4s of the same period.

Ribble's Atlanteans 1606-1700 carry Metro-Cammell plates and were at least certified at Elmdon, though it is not yet absolutely certain that they were constructed entirely by Metro-Cammell. MCW practice was for the lowbridge variety alone to be built at Adlestone by Weymanns; Ribble have both lowbridge and highbridge versions.

Ribble will not be able to sell intoxicating drinks on their Gay Hostess Atlantean double-deck coaches; the standing committee of the House of Commons have rejected an amendment to the Licensing Bill which would have permitted their sale. It was largely at Ribble's instigation that the matter was considered.

#### ST. HELENS CORPORATION, LIVERPOOL CORPORATION & RIBBLE

The joint service 90 from St. Helens to Kirkby (Leaside Avenue) was extended to Kirkby station on April 23rd.

#### SCOUT

Toilet compartments are fitted at the rear of three Leyland Leopards with Duple Donington coachwork.

#### SOUTHPORT CORPORATION

Due at the end of July are four Leyland Titan PD2s with forward-entrance Weymann bodies and exposed radiators (43-6). Jack-knife doors are being fitted.

### WEST MIDLAND TRAFFIC AREA

British Railways are considering the withdrawal of services from the Tenbury Wells-Woolferton-Ludlow and Tenbury Wells-

Bewdley lines. It will be interesting to see who applies for the rail replacement services if these withdrawals come about.

#### BIRMINGHAM CORPORATION

Birds', of Stratford, have scrapped five or six of the recent batch of Daimler COG5 double-deckers from the Birmingham fleet.

#### MIDLAND RED

4944, the second D10, entered service on April 22nd from Sheopote Street (Birmingham) garage. This vehicle is of similar appearance to the first D10 (4943) and of course has an underfloor engine. The main difference is in the provision of two staircases on 4944. All passengers, for both saloons, enter the vehicle by way of a normal full-width front entrance and leave by a single-width exit at the rear. Both entrance and exit are fitted with automatic doors. The seating capacity is only 65 (37 up, 28 down), compared with 78 in 4943 and 72 in the D9s. The emergency door for the lower saloon is in the centre of the rear—on 4943 it was on the off-side rear, but the rear staircase prevents similar treatment on 4944. Notices inside and outside the bus refer to the loading and unloading arrangements.

There are now 76 D9s on the road. The first AD2 double-deckers to be sold went in April (3107 and 3148). Pipes Meadow bus station at Bilston opened on April 10th, all Midland Red services being affected.

A new service, 236, mainly for the convenience of shoppers, began operation on April 14th from Halesowen to Blackheath via Howley Grange estate, running twice in each direction on Mondays to Fridays for a trial period of six months. One-man operation was introduced at Kidderminster on March 27th, the services mainly affected being:—

- K17/27 Kidderminster-Stanklyn Lane/Shenstone
- 303/20 Kidderminster-Menthwood
- 310 Clebury Mortimer-Worcester
- 314 Bewdley-Worcester
- 352 Kidderminster-Droitwich
- 883 Kidderminster-Wolverhampton.

Service 761, Rugby-Bedworth, which operates on Sundays only, was to be withdrawn after operation on May 7th.

#### WALSALL CORPORATION

The BUT trolleybuses, ex Grimsby-Cleethorpes, are to be lengthened before entering service. This applies to both body and chassis and it is probable that forward entrances will be fitted. At present, trolley poles and overhead equipment for the new Western loop (Beechdale estate-Dudleys Fields estate-Bloxwich) trolleybus services are being distributed, but the final completion depends on the rebuilding of a narrow canal bridge. The Corporation have been allowed to postpone until October 1966 the completion of other new trolleybus routes in the Bentley estate because of the construction of the Birmingham-Preston motorway.

It seems to have been the impression, reported in our November 1960 issue, that Guy Arab double-decker 221 was converted to single-deck with the operation of a service to pass under the 9ft. 2in. high bridge at Park Hill in mind. Mr. R. Edgley Cox, general manager, tells us that 221 was to be converted into a single-deck canteen in any case and was used to go under the Park Hill bridge at the time of the hearing to prove that a bus of some sort could in fact be operated.

#### INDEPENDENTS

The Harper brothers at Heath Hayes, independent as ever, have rebodied two Leyland Royal Tigers (48 and 49), formerly Metalcraft coaches, as front-entrance 44-seat service buses. Based on Metal Sections frames, they are in appearance about the nearest we shall probably ever see outside the Midland Red fleet to an S14. A modification included at the same time, and one that was also incorporated in a Royal Tiger with a Burlingham Seagull body (21) when it was converted from centre to front entrance, is the removal of the radiator from its underfloor position to its time-honoured position at the front, necessitating the inclusion of a small grille in the bodywork. A Leyland Titan PD2 on order will have Northern Counties bodywork. . . . It

is understood—though confirmation is awaited—that the stage carriage services of J. W. Lloyd & Sons Ltd., of Oswestry, are being taken over by Crosville and the excursions and tours by another Oswestry coach operator, D. J. Hampson. . . . Following the purchase of excursions and tours licences from Hay-on-Wye of G. H. Yeomans Motors Ltd., Wye Valley Motors have acquired the vehicles of O. J. Jenkins, Hay-on-Wye, who has ceased to operate. Another old-established Herefordshire operator, P. H. E. Tummy, of Llangrove, has finished and his licences have been applied for by Irene Baynham Ltd., of Ross. However, a new operator, A. T. Churchill, has commenced to run from Llangrove. . . . Flight's Garage Ltd. have acquired the old-established Birmingham coach business of H. Grimsley & Son. Included in the purchase is Grimsley's coach station, which latterly has been divided up to form lock-up garages for cars. It is believed that Grimsley was established as an operator in Loxells prior to the 1914-18 war. . . . In March, W. E., M.E., G. G. and P. A. Lewis of Bishops Castle formed a company—Valley Motor Services Ltd.—to take over their services. . . . With the arrival of two new coaches, Regent Motorways (Redditch) Ltd. now have nine vehicles in service registered with the number 722.

## EAST MIDLAND TRAFFIC AREA

### BARTON

Application has been made for a service from Nottingham (Huntingdon Street bus station) to Warsaw, via Melton Mowbray, Oakham, Stamford (picking-up points), Hook of Holland, Glanerburg, Helmstedt, Frankfurt-am-Oder and Poznan. It would operate weekly from April to October, taking 2½ days each way at a fare of £28 for adults and £21 for children, and passengers would sleep on the bus. Double-deckers are proposed.

It is interesting to consider that the Dennis Loline, 861, which up to now has not been permitted to run on service under the bridge at Sawley Junction, comes within the nationally negotiated agreement on vehicle height for operation on the continent. 861, incidentally, is not a standard Loline III. Basically, it is a Loline II with a mk. III gearbox and other modifications (not all of which are standard to the Loline III), but it is officially classified as a mk. III and has plates on both front and rear proclaiming this fact.

Some ex-Yorkshire Woollen District highbridge Brush-bodied Leyland Titan PD2/1s have been acquired.

### G. S. C. DOUGLAS

A new express service is applied for between Moreton Dinkney and Banbury via Weston and Lois Weedon on Mondays to Saturdays.

### LINCOLNSHIRE

Application has been made to run 34 (Sleaford-Bourne) jointly with the Bourne-based independent of Delaine Coaches Ltd.

### MIDLAND RED

Further to the note on the take-over of X63 by Trent published in the last issue, it should be added that service X63, which was originally taken over by Midland Red from Kemp & Shaw, was additional to the regular frequency between Leicester and Loughborough whereas the Trent-operated journeys replacing the Midland Red X63 form part of the regular frequency between these points. Hence the use of service numbers 625 or 626 through to Derby as well as to Loughborough, instead of X63 for the Derby service. The services between Leicester and Loughborough, which are jointly operated by both companies, were included in the revision that took place.

From May 17th the Wednesday journeys on 614 (Leicester-Hallaton-Horninghold) were to run to Hallaton only and Welham, Westhope and Medbourne were no longer to be served by this service. These three villages are still served by 640 but on Saturdays only. (On Saturdays and Sundays the 614 runs direct between Cranoe and Slawston instead of through Welham, West-

hope and Medbourne). From the same date the Wednesday journeys on 614 were to be reduced to fortnightly operation, though weekly operation on Saturdays and Sundays would continue.

A new service with one journey in each direction on Mondays to Fridays commenced on April 17th numbered H35 and running from Hinckley bus station to Weddington. Saturdays-only services L83 (Ratby-Groby-Anstey) ran for the last time on May 6th. Application has been made for a new service between Coalville and Woodhouse Eaves (Zachery Merton convalescent homes) to run on Sundays only. It will be numbered X19. From April 29th, the journeys between Coalville and Ibstock or Heather, which formerly showed 687 (shorts on the Coalville-Hinckley service) show C87.

### CITY OF OXFORD

The Dennis Lolines, already reported in previous issues, are the first new non-AEC double-deck vehicles to be purchased for over thirty years with the exception of the war period.

### WEST BRIDGFORD

Tenders are again invited for the supply of two double-deckers. This is unusual for West Bridgford since a standing order has been in force from pre-war days laying down that AEC be asked to submit a quotation when new vehicles are required.

### INDEPENDENTS

Lander, of Rainworth, has put into service a Leyland Royal Tiger Worldmaster RT3/2 with Plaxton Panorama coachwork (833HV0) which has a 1957 chassis number. The chassis, previously unused, was purchased from Leyland in June of last year. It was entered in both Blackpool and Brighton rallies. . . . Holder, of Charlton-on-Otmoor, has replaced a former Sunderland District Leyland TD7/Roc (EPT696) with a one-time South-down Titan TD5/Beadle (EUF182) from Hutfeld, of Gosport. . . . The only Atkinson in the area, Trans-United-bodied coach MTJ807, has changed hands from Creasey Bros., of Syston, to Glenn, of Uppingham.

## EASTERN TRAFFIC AREA

### COLCHESTER CORPORATION

Revised terminal working on 6 (Shrub End/Prettygate-Old Heath) via Wick Road and Speedwell Road has been applied for, to avoid reversing at Old Heath.

### EASTERN COUNTIES

A feeder service for L (Lowestoft-Leicester) is to be introduced between Peterborough and Wisbech via Whittlesey and March.

Certain journeys on 210 (Ipswich-Orford) are now diverted between Tunstall and Sudbourne (Nurseries) via the New Road.

### EASTERN NATIONAL

The new Basildon depot in Cherrydown opened on April 1st. 242 (Coryton-Basildon) has been extended from Whitmore Way, Methers Gate to the town centre.

Applications have been made for a new weekday service (15B) between Southend and Romford via Basildon and for journeys on 14/14A (Southend-Romford) direct to operate via Basildon town centre.

### IPSWICH CORPORATION

Revised terminal workings have been applied for on 7 and 12 in the Chantry estate to operate alternate journeys via Kingfisher Avenue and Greenfinch Avenue.

### LUTON & DISTRICT TRANSPORT

New stage services have been applied for between Houghton Regis (Tithe Farm estate) and Luton and Unstable.

### PREMIER TRAVEL, Cambridge

The second local service in Safron Walden commenced operation on February 4th. It is a circular service (15) from High Street to the Ashdon Road district of the town.

The company celebrated its quarter-century with a dinner held in Cambridge on April 20th. The fleet has grown in that time from 6 to 49 vehicles.

### SOUTHEND & DISTRICT TRANSPORT

The summer Sunday extension of 9 (Eastwoodbury-

Southend to Chalkwell Shelter via Western Esplanade will not be reintroduced this year.

**INDEPENDENTS**

Increased fares have been applied for by A. F. Braybrooke, Swaffham, M. J. Eagle, Castleacre and C. E. Naylor, Halesworth. The latter has also applied to delete the Uggeshall and Stoven loop and Carlton Colville from the Halesworth-Yarmouth service. . . . Smith Bros., of Newmarket, have applied for the excursions and tours from Newmarket of M. G. & G. H. Challice. . . . Braybrooke, of Swaffham, has a Guy Arab II with Northern Counties body, ex PMT (JEH474).

**SOUTH WALES TRAFFIC AREA**

*A new bus station at Brynmawr was opened by the local authority at the end of March. At Newport, a special sub-committee of eleven Monmouthshire local authorities was due to meet the South Wales traffic commissioners on May 1st because the authorities think Newport's comparatively new bus station is wrongly sited and too small.*

**GWALIA, Llanybyther**

A revised timetable was introduced on April 1st on the Lampeter-Newcastle Emlyn service, providing for a general reduction in facilities. The Wednesday and Thursday service, which operated between Llandyssul and Newcastle Emlyn only, has been withdrawn on Wednesdays, but the Thursday service now covers the whole route on a limited scale. The Lampeter-New Quay summer service will now operate on Saturdays and Sundays only (weather permitting), the Tuesday service being withdrawn.

**JAMES, Llangetho**

The service between Llangetho and Esger via Rhydypany, Blaenpennal, Blaenafon, Rhydias and Mabws Cross Roads has been withdrawn.

**JONES, Aberbeeg**

Three overseas type Leyland Tiger Cub OPSUC1/3s with Weymann bus bodies have joined the fleet as 98-100.

**LCW, Llandilo**

A revised timetable containing minor modifications has been introduced on the Llandilo-Cross Hands service. There is now no Sunday service on this route.

**LLANELLY TERMINUS**

After a period of 2½ years, during which time culverting work has been in progress on the river Llidi, the Llanelly (Town Hall) terminus for the Swansea, Llandilo and Neath services has reverted from Regal Square to Old Castle Road.

**PONTYPRIDD UDC**

Three new Roe-bodi-d AEC Reliances are in service.

**RED & WHITE**

Coaches are now being distinguished by their own version of the Red & White livery, almost the same as that of United Welsh.

**SERGEANT'S MOTORS, Builth Wells**

The service on Mondays only between Glasgwm and Builth Wells via Busnant and Boxes Bridge has been withdrawn.

**SOUTH WALES**

A new half-hourly service is proposed between Swansea (Alexandra Road) and Newton (Picket Mead) via Sketty, Derwen Fawr, Blackpill and Oystermouth. It will operate on weekdays, and on Sunday afternoons and evenings (the winter Sunday service will run between Oystermouth and Newton only). This service will replace the existing route 6 (Oystermouth-Picket Mead), and short weekday journeys in the winter period between Swansea and Oystermouth on 85 (Alexandra Road-Sketty-Caswell Bay). In the summer, there will be a reduction in frequency on 85 between Alexandra Road and Langland Bay from 15 to 30 minutes at all times.

Alternate journeys (every 24 minutes) on 77 Pont-lasse-Mumbles Pier, which at present terminate at Oystermouth, are to be extended from this point via Southend and Bracelet Bay to Limeslade Bay. During the evening and on Sundays, when all buses operate to Mumbles Pier on a reduced frequency (20 minutes, but

30 minutes on Sunday mornings), alternate Pier journeys will be diverted to and from Limeslade. The Limeslade section, which replaces the existing 95 Oystermouth-Limeslade, passes quite close to Mumbles Pier, but this scheme will result in a decrease in the use of the specially constructed private road to the Pier terminus.

Frequency decreases are to take effect on 75 (Tycoch-Hospital-Port Tennant) and 76 (Brynmill-Port Tennant), due to the introduction of large capacity AEC Bridge-master double-deckers. The daytime service (weekdays) on 75 will be reduced from 15 to 20 minutes, and that on 76 from 5/10 to 7/13 minutes.

**SOUTH WALES/UNITED WELSH**

The Neath (Victoria Gardens) terminus for the joint service 48 to Westernmoor has been transferred from Victoria Gardens (South Side) to London Road (Wesley Church), in order to ease traffic congestion at the former point. The outward route now lies via London Road and Greenway Road.

**THOMAS BROS., Port Talbot**

Congestion in this town, which is serious at all times, reaches great extremes during the summer months. Consequently, for the summer period only, a new service is to be introduced between Bethany Square and Goytre, operating Mondays to Fridays only (half-hourly at certain periods). Although Bethany Square is in the heart of the town, services terminating there from a southerly direction are able to keep good time as they can use side streets on the inward journey while traffic has already passed the bottleneck on the outward journey. This service will, in fact, approach Bethany Square via Abbey Road, Tanygroes Street and Dan-y-Bryn Road. The principle is used extensively on the Sandfields estate routes, as there are frequent short journeys between the estate and Aberavon Market.

The summer service between Aberavon Market and Sandfields estate via Aberavon Beach, which is worked by open-top vehicles in fine weather, is to be re-routed on journeys from Aberavon Market to operate via Princess Margaret Way and Golden Avenue instead of Western Avenue.

**UNITED WELSH**

A new stage service is proposed between Swansea (coach station) and Swansea Airport (Fairwood), with journeys as required to connect with the various flights. In the past, additional journeys have been licensed from time to time between these points on 13 (Swansea-Rhossilly).

On 15 (Swansea-Three Crosses-Penclawdd), it is proposed to amend the frequency of the short weekday journeys between Swansea and Upper Killay from 25/35 minutes to an even 30 minutes. The timings on 58 (Swansea-Dumvant-Three Crosses-Wern) will also be revised (no change in frequency). The result will be improved co-ordination of timings between 15, 16 and 58 over the Swansea-Killay (Siloam) section, but the economy of inter-working 64 (Swansea-Pennard) with the Upper Killay journeys on 15 will no longer be possible.

Route 69 (Swansea-Talgarth Sanatorium) is to be diverted at Neath Bridge to and from Neath (Victoria Gardens).

The route alteration on 19 (Swansea-Penydre-Craig Cefn Parc-Velindre) took effect from March 19th. Of the small number of through journeys to Salem or Velindre, most continue to proceed direct via Varde Road and Low Road, as do certain short Clydach-Craig Cefn Parc workings and the additional Saturday journeys between Swansea and Craig Cefn Parc (which duplicate the Swansea-Penydre journeys).

**WEST WALES**

A newcomer to the Swansea-Llandilo service operated jointly by this operator, South Wales and Rees & Williams is the former's new Guy Wulfrunlan, XBX350. It put in an appearance at the Brighton Coach Rally in April, though as the article on page 96 points out it could hardly be classed as a coach.

**WESTERN WELSH & CARDIFF CORPORATION**

Application has been made to amend the joint Cardiff-

Cogan-Penarth-Lower Penarth service. The present winter service of buses every 10 minutes until 7 p.m., then every 20 minutes, will be replaced by an even 15-minute frequency throughout the day. The summer service of every 10 minutes all day will be replaced by the 15-minute frequency, except during July and August when the 10-minute frequency will remain. Certain journeys will operate additionally via Penarth Esplanade. These changes are occasioned by the almost completed road works between Cardiff and Cogan which now mean that a low bridge can be avoided. Previously, this service has been worked by 44-seater saloons but it is intended that Western Welsh will use Leyland Atlanteans and Cardiff Corporation AEC Bridgemasters. The use of the larger vehicles will eliminate a fair proportion of the heavy duplication which is necessary on this route at all times in good summer weather and at rush hour periods all the year round.

## WESTERN TRAFFIC AREA

### BRISTOL OMNIBUS

Two new local services are applied for in the Radstock area. The first is between Mendip View estate, north of this Somerset mining community, to Chilcompton via Midsomer Norton, and the other from Thicketmead to Highbury. Between them they form a letter X but neither are of any great frequency, being about three or four times a day.

In March all the coaches and dual-purpose vehicles were renumbered into the 2000 series, and coaches are now to carry the fleet name Bristol Greyhound in script, incorporating the Greyhound emblem.

### DEVON GENERAL

The new Atlantean open-toppers, DL925-33, are named after West Country admirals and they carry these names on the front and rear of the vehicles and also inside the entrance.

2B (Newton Abbot-Teignmouth), acquired from H. D. Gourd in 1955, lost its diversion of some journeys in Bishopsteignton to Radway Street on October 2nd last year but they were reinstated on January 1st as far as Gourd's garage in Radway Street. 116 and 117 (Newton Abbot-Teignmouth and Maidencombe), acquired from Balls Ltd. in 1952, are both to be re-routed in Newton Abbot via Newtake estate on the outskirts of the town. EDWARDS, Lydbrook

The extensive stage services of W. T. Edwards & Sons Ltd., of Joy's Green, Lydbrook, largely in the South Wales traffic area, are to be acquired by Red & White. The fleet of some 30 coaches, double-deck and single-deck vehicles, contains several ex-Red & White vehicles. GREENSLADES, Exeter

Some of the first batch of Grey Cars (Devon General) AEC Regal IVs with Willowbrook coachwork (numbered from TCR680 in the DG fleet) have been transferred to Greenslades, also a BET company, whilst most of the earlier ex-Grey Cars AEC Regal IIIs have now gone. Recent deliveries have included two Ford Thames Traders with Duple Yeoman coachwork.

### PLYMOUTH CORPORATION

Leyland PD2 number 1 was selected for conversion to open-top to operate on the Hoe service (38) but it is understood that another PD2, 58, with an Orion body by the MCW group, is likely to take its place following damage sustained to its roof in a washing machine mishap.

### SOUTHERN NATIONAL

45 from Sidmouth to Lyme Regis is to be extended during the summer months to Charmouth. For some years, 25 (Bridport, St. Swithins Road-Long Bredy) has had a frequent additional summer-only section from the centre of Bridport to Burton Beach, but as from this year the extension from Burton Bradstock to the main route to Burton Beach is not to be reinstated.

A new time-table has been issued for the North Devon and North Cornwall areas for operation from June 18th; the only route alteration of any consequence affects the complicated 130/171 and 172 group from Newquay to Padstow with its vast number of permutations. 130,

which consisted essentially of short workings from the Padstow end to Constantine, has been withdrawn and its journeys incorporated in 171 and 172.

### WESTERN NATIONAL

The local Tavistock service 85, inaugurated on September 19th last year, is to be withdrawn. 148, which commenced in the autumn of 1955 as a works service from Paignton to the new Standard telephone works and following several subsequent diversions blossomed into a regular service, is to be extended to Paignton (Gibson Road).

### WILTS & DORSET

The new Salisbury local service to Laverstock, already referred to in a previous issue, commenced on December 12th and was numbered 54. A rush-hour local to Milton Road, 56, was withdrawn on April 22nd as it is entirely covered by other routes, and on the following day 46 to Netherhampton was renumbered 56, thus bringing all the Salisbury locals into one group from 51 to 67 with the exception of 66 which is joint with Hants & Dorset to Winchester.

## SOUTH EASTERN TRAFFIC AREA

*This year's Brighton coach rally is the subject of an article on page 96. There were 71 vehicles all told, eight of them having already competed in the Blackpool rally earlier in April.*

### ALDERSHOT & DISTRICT

The summer programme has been announced and apart from the reintroduction of the seasonal 19A from Aldershot to Bognor there are no route alterations.

### BOURNEMOUTH CORPORATION

An alteration omitted from earlier issues was the extension of 2 (Square-Redhill Drive) on November 14th to Bear Cross via the main road. The group of routes in the Kinson area, 3, 6, 7, 8, 9 and 10, with their many variations, now have another addition with the projection of 2 making a most complicated working, particularly as 2 is hourly in one direction and half-hourly in the other.

### BRIGHTON POOLING AGREEMENT

The name adopted for the pooling agreement on all publicity is Brighton Area Transport Services—which makes an unfortunate abbreviation. The alterations already briefly referred to came into operation on April 9th and consisted of:—

2 Kingston Lane-Rottingdean—joint licence.  
4 Southwick Green-Rottingdean—joint licence.  
4 Southwick-Arundel Road—curtailed at Castle Square  
7 Downsway-Rottingdean } joint licences, 7 being  
7B Lagoon (Hove)-Ovingdean } curtailed at Arundel  
Road other than on winter Sundays when it is  
projected to Ovingdean, and 7B operating only  
from Brighton station.

7A Hove station-Bristol estate—joint licence.  
17 Portslade-Rottingdean seafront service—joint licence.  
39 Lagoon (Hove)-Mount estate (Saltdean)—a new route in the joint names of all three operators but worked by the Corporation with the new Leylands and covering the withdrawn sections mentioned above and also the withdrawn Southdown 12B (Brighton station-Saltdean).

Southdown's 113 and 114 (Brighton-Woodingdean area) and 115 (Brighton-Handleton) also became jointly licensed from the same day. It is intended to renumber Southdown 17 (Brighton-Horsham) 117 and BH & D 14 (West Hove-Old Steine) 54 to avoid clashing. The local Southdown 117 in Crowborough will become 116. Because of the joint licensing of the Southdown routes certain stop signs which had "Southdown buses only" plates now give the route numbers and one sign has 23 different route numbers on it. The background colour is Southdown green with the numbers in red. An interesting point is that 17 appears between 114 and 119, indicating the planned renumbering to 117. The timetable leaflets for the revised Saltdean services were valid until May 13th which is when the Southdown timetable finished.

### EAST KENT

101 (Bus station-Wood Avenue), a short shuttle service,

truncated from Nowington in 1958, is to be diverted in the summer months via Folkestone harbour and the Tram Road, following the line of the heavily graded branch line of the Southern Region to the harbour. (Trams, of course, have never run as such in Folkestone).

#### HANTS & DORSET

A new timetable was issued as from March 19th, an unusual feature for a holiday-area company, and incorporated the following amendments:—

30 Poole-Broadstone—part of the service diverted at Broadstone to Clarendon Road.

58/9 Southampton-Lepe and Calshot—these routes, serving the fast expanding area around Hythe and Fawley with its many new industries, have been increased to a joint 15-minute service with many rush-hour appendages including a school journey which performs almost a circular tour of Southampton before terminating at the bus station.

92 Bere Regis-Wareham—the new extension on Saturdays only, already reported, was numbered 92A and now operates as a separate route from Wareham for a four minute run twice weekly to Kingspere estate. This revision took place on December 10th. A feature of this occasional service is that permanent bus stop signs have been erected throughout the estate.

#### MAIDSTONE & DISTRICT

The East Grinstead-Edenbridge service taken over from Southdown in 1951 (135) after service with that company for some six months, having previously been acquired from Sargents of East Grinstead, is to be extended in Edenbridge to Ridgeway estate, at present served only by the circular 93 from Tunbridge Wells. The use of double-deckers is proposed on an express service between Dartford and Ramsgate with the vehicles carrying a driver only.

#### SOUTHAMPTON CORPORATION

The 12 new Leyland PDEs mentioned last month have a rearward-facing seat for five situated next to the lower deck bulkhead. The heat exchangers used in connection with saloon heating and ventilation are placed underneath the front destination indicators, whilst improved ventilation is provided by the use of a double-skin roof, which also prevents condensation. The roofs have a smaller area of silver and the red is darker than usual.

#### SOUTHDOWN

198 from Hallsbam to Golden Cross, which previously double-ran to the village of Ripe, was diverted on April 1st to operate via Ripe to Golden Cross. Short workings on 1 (Worthing-Pulborough) to Findon, Gun Inn, on the outskirts of Worthing, are to be extended to Findon (Homewood). These regular journeys are numbered 1B.

24 (Brighton-Hassocks-Lewes) has been extended for many years in the summer months to Brighton, making it a circular service, but as from this year it will cease to have this extension. This route is operated by single-deck vehicles, and between Lewes and Brighton was the odd man out in the frequent otherwise double-deck operated service between these points.

Two-part blinds have been introduced in the Portsmouth area. The destination is at the bottom and the "via" blind consists of two lines of place names. An interesting feature is that the "via" blinds are changed according to the direction of travel so that the place names are always in the correct sequence from top to bottom.

#### THAMES VALLEY

The complicated group of routes between Maidenhead and Slough, details of which have appeared more than once in previous issues, is to undergo a further change. The buses via Burnham, mainly on 68 and 69, are to be replaced by a new service 70 from Maidenhead and Burnham and thence through the expanding LCC overspill estate at Britwell to Slough, at present served by 64 and London Transport Slough local 400.

#### WILTS & DORSET

70 (Andover local, King George Road-Hedge End

Road) was extended at the latter point to have a circular terminus as from April 23rd via Wolversdene Road.

## LONDON TRANSPORT

On April 26th, RM546 commenced its second trip to the continent. The visit will be to the Netherlands, where the Routemaster will aid a "buy British" campaign, and to Paris and Lille where it is to appear in connection with the opening of new offices for BOAC. The bus previously went to Switzerland for two weeks (April issue) but this time the visit will be for a month.

Experiments are to be carried out with higher capacity double-deckers under central London conditions and 24 30ft. long AEC/Park Royal Routemasters have been ordered for delivery this month. They will have 72 seats—an increase of eight over the orthodox RM which is 27ft. 6in. long.

In consequence of the replacement of the single-deck service 222 by an extension of double-deck 223 (May issue), Uxbridge (UX) requires three more RTs (46 against 43, allowing one spare) but five fewer RFs (13 against 18). Several RTs have come into service from the works float and those recently in use at Walworth (WL) are now delicensed in the garage or transferred elsewhere. WL again operates only RTWs and RTLs. The overhaul of Green Line RFs is now complete and all these vehicles are again in service. It is now the turn of red RFs for overhaul and so the five red RFs which have been at Reigate (RG) for route 447 during the period of Green Line overhaul have gone back to the central area, at UX. It is, of course, well known that 391A, 447 and 458, the only country single-deck services to carry conductors, are largely worked with Green Line coaches.

Details of the tenth stage of the trolleybus conversion were given last month (but in connection with the one-way scheme introduced on May 1st we said southbound buses were proceeding from Bloomsbury Street down Monmouth Street and St. Martin's Lane instead of via Shaftesbury Avenue to Cambridge Circus), and we can now give some particulars of the garage allocations—by no means on a one-for-one basis. 259 (Holborn-Edmonton) has a few turns out of Highgate garage (HT) in addition to its main allocation from Edmonton (EM) which previously provided all regular journeys on 659 (Holborn-Waltham Cross) and in addition some additional RMs from Wood Green (WN). 269 (Tottenham Court Road-Enfield), whilst replacing the trolleybus 629 from Wood Green, has some RMs from West Green, presumably in place of certain 29 journeys withdrawn when 127 was instituted to cover part of 29 to Victoria. West Green garage, originally owned by the Public bus undertaking, was entirely an RTL garage until now. 253 (Tottenham Court Road-Aldgate), converted to bus operation at the last stage, has had about 20 RMs transferred from Highgate to Edmonton, preparatory to a further transfer to Stamford Hill (SF) which is due for conversion in July. As a result of the conversion of 629 at an earlier date due to the one-way street reorganisation, 609 trolleybus (Moorgate-Barnet) will be converted in November along with the remainder of Wood Green routes (521/621), though it actually operates from Finchley (FY). On Sundays, 609 has journeys from Highgate (HT) and as this garage now has no trolleybuses RMs take over, carrying a trolleybus route number. This is not unique in London, as Carshalton (CN) operated buses on 630 (West Croydon-Scrubbs Lane) on Christmas Day in 1959, having lost its trolleybuses earlier.

Country Area changes have included the withdrawal of routes 330A, 375, 418A and 474 and the following more important changes:—

413B New experimental route, a circular one from Sevenoaks station on Mondays to Fridays only running via Riverhead, Westerham Road, Home-dean Road, Chipstead High Street, Chipstead Lane, Westerham Road, Riverhead and London Road.

- 423 Diverted in Swanley and extended to the St. Mary's estate via Brook Road, Labernham Avenue, Rowan Road, Cherry Avenue and St. Mary's Road.
- 423D Slight diversion at Lowfield to run via Leyton Cross and Oldfield Road.
- 478 To terminate at Swanley Junction station (north side) in view of the 423 extension in lieu.
- 426 & 852 Because of the closing of the Crawley by-pass roundabout at Ifield to stop cross traffic, these are to run from Crawley bus station and Ifield via Broadway, Boulevard, High Street, Ifield Avenue, Warren Drive and then normal route.
- 426A Also diverted to run via West Green Drive, Ewhurst Road, Ifield Avenue and Warren Drive, and extended at the Pound Hill terminus to run from Gattons Drive via Chaucer Road, St. Mary's Drive (both ways) to serve the residents in the east and north parts of the Pound Hill estate.
- 465B Diverted in Byfleet to run via Old Byfleet Road and Western Lane.
- 346E This school service has been extended from Bushey Grammar School via Hartspring Lane, Watford by-pass, Westlea Avenue, Meridan Way, Cow Lane, The Gossamers, Garston Lane, St. Albans Road to St. Michael's School to provide a service for school children from the Meriden estate who attend St. Michael's R.C. School in Garston.

## METROPOLITAN TRAFFIC AREA

*Of the Metropolitan coach operators represented at Brighton on April 22nd/23rd, Glenton Tours were of interest in entering an underfloor-engined Dennis Lancet LU5 with a Plaxton Panorama body—the first time such a combination has been made. The overall rally winner, Samuelson's 446BXD, was an AEC Reliance with a 41-seat centre-entrance Duple body. The seats had low backs without headrests (as on the SUT Plaxton Panorama at Earl's Court last year) and the vehicle was finished in the colours of British United Airways, whose services it will presumably operate.*

### BRADY, Forest Green

A. T. Brady (Brown Motor Services) has withdrawn his old established Holmbury St. Mary-Forest Green-Ockley-Horsham service, the last day of operation being March 18th. His other two services, Forest Green-Guildford and Forest Green-Horsham via Ewhurst, continue, the latter with additional journeys in part compensation. It will be recalled that the Ewhurst service was taken over from LTE in 1955, who in turn had taken over upon the cessation of services in the Horsham area of Hants & Sussex.

### NEW LONDON INDEPENDENT

A new independent is to appear on the central London streets, serving the LCC Alton estate at Roehampton by means of a circular route. It is understood that London Transport have no objection to this service. At present this enormous estate, with its tall blocks of flats looking over the exclusive Richmond Park area, is served only by a diversion of 85 (Putney-Kingston).

## SCOTTISH TRAFFIC AREA

*On May 9th a new company, Scottish Omnibuses Group (Holdings) Ltd., was formed to acquire all the shares in the BTC's company bus interests in Scotland—Scottish Omnibuses Ltd., Central SMT Co. Ltd., Western SMT Co. Ltd., Highland Omnibuses Ltd., SMT Insurance Co. Ltd., and three new companies that have been created at the same time to take over the services of W. Alexander & Sons Ltd. The three new Alexander companies are: W. Alexander & Sons (Midland) Ltd., with headquarters in Falkirk and which has taken over David Lawson Ltd., of Kirkintilloch; W. Alexander & Sons (Fife) Ltd., with headquarters in Kirkealdy; and W. Alexander & Sons*

*(Northern) Ltd. in Aberdeen. The new Alexander companies are based on the previous Alexander areas, and although the Lawson concern has kept its own livery and the Lawson family has remained connected with it, it has long been regarded in many respects as an Alexander depot.*

### EDINBURGH CORPORATION

Fifty Leyland Titan PD2s with Alexander 66-seat bodies have been ordered for delivery towards the end of the year. A Leyland/MCW 35ft. Olympic series II was recently demonstrated to the transport committee; the vehicle was one of an order for Cuba.

Navy blue shirts and lighter blue ties, which in the summer can be worn without tunics, are to be issued free to both men and women bus crews.

### GLASGOW CORPORATION

The first of the Leyland-Albions with Coplawhill-built bodies have been completed. Including those being painted at least eight had been built by early in April, but none had entered service.

### CENTRAL SMT

The six Leyland Leopards are numbered T1-6 (CGM411-416).

### WESTERN SMT

Minor route alterations in the Lugar area are 46E to operate via Logan, 48 to become Ayr-Logan housing scheme and 49C to be extended in Logan to Baillie Drive.

### DAVID MACBRAYNE LTD.

The Kyle of Lochalsh-Shiel Bridge service which extends to Ratagan on request is to be further extended to Letterfean on Tuesdays and Saturdays during the summer.

### T. D. ALEXANDER, Birkhill

A minibus service in private grounds between the Main Gate and Camperdown House, Dundee, is being operated by arrangement with Dundee Corporation. A licence is now sought in order that larger relief vehicles can operate via the public road. It is understood that this operator now controls George Crichton & Son (Tealing) Ltd., and that the various operations in the Dundee area are managed by Mr. George Crichton.

### WALTER GLOVER, Dumbarton

The application for workers' services in Dumbarton (May issue) has been withdrawn.

### D. NOBLE & SONS, Muir of Ord

The Muir of Ord-Orrin Hydro Scheme service has now ceased.

### J. C. B. RITCHIE, Kirknewton

The service between Kirknewton RAF Base and Balerno is withdrawn.

### C. M. WEIR & SON, Machrie, Arran

The Blackwaterfoot-Lochranza service of P. McMillan is to be taken over and operated during July and August only.

### WILSON COACH HIRERS, 13/15 Eaglesham Street, Glasgow

This new operator has applied for an express service for workers between Easterhouse and Renfrew.

## IRELAND

### CIE

More Leyland Titan PD3s entered service on April 1st—RA136-52, RA136-40 are based at Summerhill and are operating on 19 (Rialto-Glesnevin), RA137 being painted in blue and cream as an experiment. Donnybrook garage runs RA141-52 on 46A (d'Olier Street-Dun Laoghaire). All the RAs work on Dublin city services. The Guy Wulfrunian demonstrator was returned on March 31st.

### LONDONDERRY & LOUGH SWILLY RAILWAY

The demonstrator Leyland Atlantean which has been in Ireland for some time, first with UTA and then with CIE, has been bought.