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The Omnibus Magazine

THE OMNIBUS SOCIETY,
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Society Notes . . .

FORTHCOMING EVENTS

HEADQUARTERS

Meetings are usually held in the restaurant of Victoria Coach Station, London, S.W.1, at 6.45 p.m. The restaurant is on the second floor and access is obtained by the staircase adjacent to the ground floor snack bar. It is not open to the public after the late afternoon and members should ignore the "Restaurant Closed" notice.
Tuesday, October 31st.—Talk by Mr. J. Rodway on his visit to Leningrad and Moscow, in the Elizabeth Room at Victoria Coach Station, not the restaurant, 6.45 p.m.

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, with full details, a month or two in advance of the date.

Saturday, October 21st.—Morning visit to Fulwell trolleybus depot. The last visit was considerably over-subscribed and many members had to be refused.

Saturday, October 28th.—Visit to Smith's Luxury Coaches (Reading) Ltd, restricted to 30 members. Meet at the company's garage at Rosekirk Lane, Basingstoke Road, Reading, 2.30 p.m.

A trolleybus will be hired for the evening of the last day of trolleybus operation in London, probably a Tuesday in April 1962. A tour will be made of the last routes, after which the vehicle will travel to Fulwell depot at about the same time as the last service trolleybus. Provisional bookings will be accepted by Mr. King now.

NORTH WESTERN & YORKSHIRE BRANCH

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

Sunday, October 15th.—Visit to Morecambe and Heysham Corporation. Meet at the depot in Heysham Road, 2.15 p.m. (October 15th is the last day of the Morecambe Illuminations).

Wednesday, November 22nd.—Visit to Norris, Henty & Gardners Ltd., Patricroft, Manchester, 2.15 p.m., to see LW and LX production lines.

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, October 22nd.—Interest tour via Ludlow, Shrewsbury, etc., for the purpose of visiting independents informally. The accommodation will be

strictly limited and members from other Branches should contact Mr. Letts immediately if they wish to take part.

NORTHERN BRANCH

Sunday, October 8th.—Visit to Newcastle Corporation Transport. Meet at the rolling stock office, Byker Central Works, Shields Road, Newcastle, 2 p.m.

Wednesday, November 8th.—Film show at the Y.M.C.A., Blackett Street, Newcastle, 7 p.m. Full details of the programme will be given later.

Saturday, December 2nd.—Northern Branch annual general meeting followed by a review of the year's developments in the Northern traffic area, at the Y.M.C.A., Newcastle, 6.30 p.m.

SOUTH WALES BRANCH

Full particulars from Mr. M. Gaywood, 18 Howells Crescent, Llandaff, Cardiff.

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

SCOTTISH BRANCH

Full particulars from Mr. W. G. Steele, 1743 Cumberland Road, Glasgow E3.

Saturday in October.—Film and slide show by Branch members in Edinburgh.

Saturday in November.—Talk in Glasgow on the problems of rural Scottish operators.

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

Full details of the Group's activities from Mr. C. W. Munt, 49 Freeground Road, Hedge End, Southampton
Sunday, October 1st.—Tour of North East Hampshire independents.

PERSONAL

Mr. W. M. Little, B.Sc., A.M.I.C.E., A.M.I.E.E., M.Inst.T., has been nominated vice-president of the Municipal Passenger Transport Association for the year 1961-62.

Mr. R. C. Carpenter has joined the traffic department of Bere Regis & District Motor Services, with particular responsibility for excursions and tours.

Mr. A. D. Southgate has moved to Mignonette, Station Road, Balsall Common, near Coventry, Warwickshire. Mr. A. W. Mills, B.Sc., is now at 17 Lodge Road, Pelsall, Walsall, Staffordshire.

Obituary

We record with regret the death of Major F. J. Chapple, D.S.O., O.B.E., M.Inst.T. He was 81. Major

Chapple was President of The Omnibus Society in 1952, and from 1950 until his retirement in 1954 was chairman of the Bristol Tramways & Carriage Co. Ltd., Bath Electric Tramways Ltd., Bath Tramways Motor Co. Ltd., and the Bristol Joint Transport Committee.

NEW PUBLICATIONS

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

An Autumn Collection (5s. 4d., including postage)
(distributed under the £1 publications scheme)

This is another booklet on the lines of last year's very popular *September Selection*. In it is a selection of articles designed to please tastes catholic or conservative; it will be reviewed fully in our next issue. If you do not receive all the Society's publications under the £1 scheme, then this is one 1961 booklet that must have a place alongside your copies of *The Omnibus Magazine*.

The British Tramway Scene, compiled by J. Joyce.
The Light Railway Transport League (2s. 8d.).

This is a 32-page booklet of illustrations from the League's monthly magazine, *The Modern Tramway*, and as such is a useful record of, generally speaking, the later years of tramway operation in Britain. Although we have seen all the pictures before, it is good to have them together in one little publication.

Tramways in West Yorkshire, by H. Brearley. Oakwood Press (7s. 10d.).

This is number 13 in the publisher's *Locomotion Papers* series. It has 44 pages, including a map at the back, and contains 23 photographs. Bradford, Keighley, Shipley, Wakefield, Leeds, Halifax and Huddersfield are covered, with fleet lists for each operator.

London Transport Bus Services in the St. Albans Area, 1933-1959, by A. W. McCall (3s. 8d.).
(distributed under the £1 publications scheme)

This was originally presented as a paper to the Society in May 1960 and is now available in a permanent form with photographs from the collection of Mr. J. F. Higham. The author needs no introduction to members of this Society.

RECENT EVENTS

Waltham Cross last trolleybus tour—July 18th

A party of 62 members and friends took part in this tour. They left Shoreditch Church at 6.30 p.m. in a southerly direction, toured the London Docks turning circle and proceeded along the full length of the line to Waltham Cross. They then retraced their path to Edmonton depot where photographs were taken by representatives of the London Transport Staff Magazine. It had been the organiser's intention to turn towards Wood Green by using the Tottenham Hale loop but this section was by this time out of use and they therefore took the opportunity of a turn via Stamford Hill depot. This section was very much in demand as a steady stream of vehicles coming out of service was obliged to use the loop to reach the "graveyard" at Colindale. A large crowd of schoolboys was gathered outside the depot, eager for souvenirs, and a London Transport police constable had been called to keep them in order. After watching new RMS arriving and examining the traverser, the Society's party re-boarded the trolleybus for Wood Green, travelling round the Buller Road and Redvers Road loop, passing the Wood Green trolleybus depot (next on the list) and the former City, now Eastern National, bus station and garage. Darkness was beginning to fall early because of heavy clouds and the trolleybus travelled over the last section with its lights on, via Old Street and Holborn Circus, returning to its starting point at Shoreditch Church. Thanks are due especially to the crew from Edmonton depot who worked the vehicle and who told many tales of trolleybus and tram days, and to Mr. G. J. Robbins for collecting so much data which was produced in the form of a hand-out for all taking part.

Harlow New Town—August 26th

The main feature of this, the latest in a series of study tours of the new towns around London, was the use of RW2, one of London Transport's new experimental single-deckers with two doors. It had been transferred specially for the occasion from Reigate to Epping. At the wheel was Driver Luck, normally a driving instructor, who demonstrated some of the special equipment fitted to the bus and answered the questions. The outward journey lay through Whipps Cross, Woodford, through Epping Forest to Epping itself and on to Harlow. There, the usual systematic tour of practically every inch of bus-served road was made, and a stop was made at the new Harlow Town station, where members were met by the station master, Mr. Andrews, who led a tour of the station and pointed out its modern equipment. The booking office, with its up-to-date methods of ticket issuing, attracted the most attention. Tea was served in the bus station in the town centre. The return route was via Tylerscross to Epping, and then via Loughton, Snarebrook and Wanstead. According to RW2, 59 miles had been covered. Credit must go once again to Mr. A. W. McCall for his usual informative commentary on things of interest en route. The sky had threatened rain earlier in the day, but the rain never came.

Ribble Motor Services—August 27th

"A wonderful day"—this was the unanimous opinion of some thirty members of the Northern Branch and their ladies on their return from a visit to the Cumberland and Westmorland area of Ribble Motor Services Ltd. The day had to begin very early for some members as the 1961 Plaxton-bodied Ford Trames Trader left Prospect Coaches' depot at Hunwick before 7 a.m. to make a tour of County Durham to pick up members before leaving Newcastle at 9 a.m. for Carlisle. The journey to Carlisle was completed in very good time, with driver John Nicholson at the wheel. At Carlisle, the party was joined by the Cumberland members and also by enthusiastic members from as far afield as Liverpool and Harrogate. Here a Leyland Tiger Cub with Burlingham body had been put at the party's disposal by Ribble, and after a visit to the depot, bus station and offices, lunch was taken in Penrith's Crown Hotel. Then the Penrith depot was visited before proceeding to Ambleside along the shores of Ullswater and the Kirkstone Pass—a testing ground for any coach. After a conducted tour of the Ambleside depot and bus station, members were taken on to Kendal, where the coach station adjoins the depot. After sampling some of the "automatic refreshments" they bid good-bye to their hosts and returned to Carlisle via Shap to re-join the Thames Trader. The Society's thanks go to Ribble Motor Services, and also to the "weather man" for again being kind to the Northern Branch's annual coach tour.

Widnes Corporation—August 27th

In brilliant weather, a North Western & Yorkshire Branch party was met by the chairman of the transport committee, Alderman P. Hanley, and by the traffic superintendent, Mr. A. Waite. After a tour of the bus depot, they were taken in one of the two single-deckers, which are not used on any regular services, to the new road bridge, across which they walked to Runcorn, where the bus awaited them. The difficulties entailed in dismantling the old transporter bridge were outlined by Alderman Hanley, and surprise was expressed that it would cost the equivalent of a 7d. rate. At the conclusion of the visit, tea was served in the depot canteen. This was a visit that did not follow the normal pattern in that probably a greater amount of interest was focussed on something other than a depot and its contents, although the depot was in the itinerary. But since the transporter bridge serving this vital river crossing until so recently was one of only three in Britain, and the new road bridge has the longest arch span in Europe and carries revised bus services making possible many new direct facilities, it was hardly surprising that the visitors to this hospitable undertaking should have allowed their attention to wander from its bus fleet.



★
London Transport have an unpainted Routemaster running experimentally — RM664. (Block by courtesy of "The Transport Journal")

THOUGHTS . . .

Badnagyle and Lochinver villages are two points on bus routes on the north-west coast of Scotland. The distance between them by the shortest road route is about nine miles. To go by bus, however, involves a detour, which adds 160 miles to the distance. To reach Lochinver from Badnagyle by bus, the passenger would have to be ready at about 6 a.m. to take John MacKenzie's bus to Ullapool, where it connects with W. MacKenzie's bus going to Inverness. For Lochinver, however, he would alight at Contin from where Highland Omnibuses would take him to Dingwall for 11.40 a.m. After lunch, our intrepid traveller would leave by Highland for Bonar Bridge at 2.15 p.m., where he would catch another Highland bus at 4.20 for Lairg, connecting there an hour later with the Sutherland Transport and Trading Company's bus which would get him in Lochinver for 9 p.m.—15 hours after leaving Badnagyle. The beautiful scenery in those parts, however, would certainly have helped to make the long journey worthwhile! Incidentally, Scottish Omnibuses also take about 15 hours for the journey from Edinburgh to London, nearly 400 miles away.

* * * * *
We have some more fare for the historians. Those who have read O. S. Nock's book *Branch Lines* will, we trust, forgive us quoting this passage for the benefit of those who have not. Mr. Nock refers to the Leek and Manifold Light Railway:

The North Stafford branch was not ready, and communication between Leek and Waterhouses was maintained by two of the most extraordinary self propelled vehicles that have run on an English highway. Two steam buses were put on to the job, and although some attempt to preserve the amenities was made by firing by coke instead of coal they had wheel tyres of iron and rattled objects off the shelves of shops in Leek as they passed. They churned up the rough country roads of the day into a welter of dust and mud, and as the driver had to stop in order to change gear these contraptions were no more popular with their crews than they were with passengers, passers-by, and the shopkeepers of Leek. Fortunately the branch line railway was ready by the summer of 1905 and the buses went elsewhere.

* * * * *
The *New Statesman* recently carried an article by a gentleman who had taken a job as a bus cleaner. He found some amusement, a little unkindly perhaps, in the bus enthusiasts who "occasionally drifted in from the outside world." However, at last we know the difference between the "two sizes"—spotters and omnibologists—for he tells us: "Spotters are quite normal schoolboys aged between eight and 12, whose ambition is to get a complete number list of every bus in Britain. After some years of this, they get cheesed off and start chasing girls, except for a very few who become omnibologists." Apparently, it's as simple as that. We are not going to quote the rest because it would not do your ego any good.

* * * * *
The *Times* seems to have a lyrical correspondent in the West Country. In an article about the Devon General bus strike, he began: "A bus named Humphrey stands silent and forlorn . . ." The reference was, of course, to the Sea Dog class of open-top Leyland Atlanteans.

* * * * *
Orders for single-deckers built to the new legal length of 36 ft. are losing their news value. In mid-August Leyland announced that twenty British operators had "just placed" nearly £300,000 worth of contracts for over 100 Leopard coach chassis, the largest quantity being ordered by Western Welsh, who had called for 18. A week later, AEC announced that orders for more than 100 36 ft. Reliance chassis had been placed since the beginning of that month, when the new regulations came into force.

Independent journey

G.M.G.

The story of two enthusiasts who set off from Brighton in a Ford (Anglia, not Trader) on a sunny morning in June, and headed northwards to the Sussex-Surrey borders in search of buses.

BRIGHTON of course has numerous red, green, and cream buses in the fleets of its three operators, but we were more interested on this occasion in seeking the vehicles of some of the independent concerns operating stage carriage services around Horley, Redhill, Banstead and Horsham—in particular Browne's Transport (Redhill) and Banstead Coaches (Banstead), who had commenced operations in recent years with the blessing of the mighty London Transport Executive.

Keeping off the main highways as far as possible, these often being of less interest than the secondary roads from a p.s.v. enthusiast's point of view, we eventually arrived at Three Bridges and then made a diversion via Gatwick Airport to Horley for our first halt. In their timetable booklet for this area, the LTE generously allocate a page to the timings of the Browne's Transport Horley-Outwood-Redhill service; we were indeed glad of this information as no amount of detective work on our part could produce a timetable board, bus stop sign or any other evidence concerning the terminal point of this service in the vicinity of Horley station.

Just when we had almost given up hope of seeing a Browne's Transport bus on the particular journey we were checking, it suddenly raced up to the station and disappeared over the bridge, only to re-appear some six minutes later on the return trip to Redhill. It was SAP238, a 13-seat Trojan in attractive livery of medium grey and dark red, complete with route-boards on the front stating: Redhill via Outwood. This vehicle has apparently replaced one of the two Bedford 11-seaters which introduced the service in the Spring of 1959, and I think most enthusiasts will agree that a 13-seat Trojan looks considerably more like a bus than a Bedford-Martin-Walter 11-seater.

It had been warm (and thirsty!) work walking to and from Horley station, and also seeking the premises of the local coach operator, S. A. Plumridge, in Lumley Road—where we had found a Leyland Tiger T57 with very neat post-war Gurney Nutting body (VS3296)—so we also took the opportunity of some refreshment before taking the car on to Outwood and Redhill. Outwood is a somewhat sprawling and not unattractive village which boasts the unusual distinction (in addition to its independent bus service which is wholly within the LTE area) of having England's oldest working windmill, still going strong after 296 years.

On joining the LTE 410 route at Nutfield we travelled eastwards for a mile or so to Bletchingley in

order to photograph one or two RLH-class double-deckers before they are replaced on this service by standard RTs when the bridge at Oxted has been raised, and then we followed the trail of a 410 bus through to Redhill station and town centre.

In addition to the RLHs, Redhill also has some RTs and quite a fair proportion of RFs, including some one-man-operated 39-seaters; during our period of observation there we also discovered—somewhat to our surprise—a green pre-war RT on learner duties. A few Duple-bodied SBs of Graves & Son (Redhill) Ltd. completed the transport scene in this town, and then we travelled on to Reigate. Passing the LTE garage and the h.q. of the former East Surrey Traction Co., we were soon ascending the formidable Reigate Hill and enjoying the panorama of Surrey's richly-wooded countryside; thence on to Banstead to seek our second independent stage carriage operator.

Not having any knowledge of Banstead Coaches timings or route, we traversed the main street from end to end searching unsuccessfully for any suitable clues and then returned to park in the main shopping centre and await developments. Sitting and almost dozing off in the warm sunshine and peaceful surroundings—it was early closing day—

we were suddenly restored to consciousness by the sight and sound of a dark green Duple (Midland)-bodied SB, of which closer inspection revealed to be the Banstead vehicle we were seeking. Furthermore, our car was parked in the opposite direction to which LCJ929 was travelling, so this made our departure even more of a hasty one if we were to follow the bus on its route to the Chipstead Valley terminus!

During this hectic chase—whilst the Banstead driver was probably wondering why Surrey plain-clothes policemen had suddenly changed to using cream-painted Ford Anglias—we felt we had to congratulate this operator on his shrewd planning of a very devious route which wanders around a great variety of roads and lanes between Banstead, Woodmansterne and Chipstead in order to serve the scattered population of the area. The bus—and us—finally reached the terminus at Chipstead Valley, the Mid-day Sun, which is also the outer terminal of LTE Central Area route 166, both vehicles in fact sharing the same stand and thus giving us the opportunity of an unusual photograph.

With this mission successfully accomplished, we headed southwards to Reigate and then by-passed Dorking via some very pleasant bye-roads to arrive at Newdigate—just in time to see an RT on 439 crossing

This is a description of a day-tour by car from Brighton on June 14th, 1961, on which I had the great pleasure of accompanying A. V. P. LaCroix, who passed away after a short illness on July 3rd, 1961.

Following this highly enjoyable trip, "Jimmy" told me that he more or less expected me to write something about it. I duly took the draft copy of INDEPENDENT JOURNEY along for his perusal—and, I am glad to add, subsequent approval—just prior to his last illness.

G. M. GANGLOFF.



The Banstead Coaches Bedford keeping company with an RT at Chipstead Valley. (Photograph by G.M.G.)

a narrow bridge over a stream in what must surely be amongst the most picturesque rural settings almost anywhere in the vast LTE Country Area.

A few minutes later we were on the main Dorking-Horsham road at Warnham, the home of J. Mitchell, who operates a number of services in a sort of no-man's-land between the territories of Aldershot & District, the LTE and Southdown. Evidence of this operator's fleet was very soon forthcoming, first of all with Leyland Comet/Duple TBP250 which passed us near the village, and then on a trip up to Station Road to the garage(s) where we found two Duple-bodied OBs—GBP555 and JYA880; two Maudslays—JFO631 (Whitson) and HUY521 (Plaxton); a Leyland PS1 with King & Taylor body—LPX729; and finally a Gurney Nutting-bodied SB—LRU5. A further OB/Duple, KBP749, seen on service in Horsham brought the total to eight vehicles seen of the nine currently owned.

After a late tea in Horsham we traversed the route of Southdown 117 to Poyning's Cross Roads, thence on the long climb over the Devil's Dyke and eventually back to Brighton to conclude our 119-mile tour through the charming scenery of mid-Sussex and Surrey which had provided us with a very satisfying and enjoyable day.

Model notes

SOME interesting letters have been received from members following the publication of my previous notes. Interest seems to extend to foreign buses as well as home models, and details of these will also be included when possible.

In this country, it appears that quite a number of enthusiasts build up fleets of model buses and these reach considerable proportions. I have been given details of one owned by Mr. B. Lowry, of Hove, and I should be interested to learn about others.

Mr. Lowry has made or adapted his models, some being modified Dinky Toys. The present fleet consists of 60 Guy single-deckers, 23 Maudslay Marathon IIIs, 9 A.E.C. Regal IVs, 25 Leyland Cubs (these I gather are the pre-war streamlined Dinky coach), 1 AEC Reliance, 70 Regent IIIs, 6 Routemasters, 42 AEC Regent Is, 32 Leyland PDIs, 1 PD2, 2 Commer Avengers, 2 Standard Atlas minibuses, one each of Daimler double-decker, Bedford SB, Dodge ex-WD, and 2 French buses. This fleet is operated under the name Newtown District Motor Services and "serves" a territory "previously served" by Southdown west of the A3 road and by Hants & Dorset east of the A33, with a northern boundary running along the A272 (Winchester-Petersfield) road. The municipal fleets of Southampton and Portsmouth were also "acquired" The livery is mid-green and grey-green with a fleet name of NEWTOWN, the first and last letters being larger than the others, which are underlined.

Mr. J. V. Short of 31 Pevensey Road, Eastbourne, Sussex, is another keen bus modeller and produces the *Model Transport Review*. This contains details of models owned by subscribers, new models, and models for sale. The *MTR* appears every three to four months. Further details will be provided by Mr. Short upon request.

I have no new models to report this month, but feel I should mention one Dinky Toy model that was

omitted when reviewing their range. This is the Standard Atlas Bus, based on the Kenebrake conversion of the Atlas van. The scale is 1/48, much larger than the other Dinky p.s.v.s, but it is much more highly detailed; fittings include seats, windows, steering wheel, and there is four-wheel suspension. The overall length is 3½ in. and it is sold at 3s. 9d.

It is possible to purchase some foreign models in this country and I have two models produced in Germany by Viking. The first is a Büssing underfloor-engined bus, seating 43 and with separate entrance and exit doors. It has, of course, left hand drive, and has a transparent top from the waist line upwards, which incorporates the windows and pillars. I doubt if the original has this feature, but as it is easily detachable, the stickler for authenticity can soon paint the pillars and roof. Turning the bus upside down, a comprehensively detailed chassis is revealed; such items as the engine, gearbox, propeller shaft, rear axle, fuel tank, springs, fan drive, and small parts like the air filter, air tanks and brake valves are all faithfully reproduced. The road wheels and tyres are accurate and twin tyres are fitted on the rear axle. The body interior is to the same standard; even the instruments on the dash board are there, as is a steering wheel and a driver. The bus is 4½ in. long and is roughly to 00 scale.

The other model is of a Berlin double-deck bus and is extremely interesting technically as it has, like the actual buses, an underfloor engine and a lowbridge body seating 64 passengers with a rear entrance and separate exit for lower saloon passengers in front of the front axle. The details are equal to those of the single-decker and the model is complete down to a straight staircase to the upper saloon, centre stanchion on the rear platform and treads on the platform itself. The overall length is 4½ in. and the scale is roughly 00.

The single-decker sells at 6s. 9d. and the double-decker at 10s. 9d. (R.N.H.)

In this article, R. Standen pokes a bit of gentle fun at the indicator displays in England's largest municipal undertaking, and, with tongue in cheek, takes for his title the City of Birmingham's own motto . . .

Forward!

IN the "Around the Traffic Areas" feature of *The Omnibus Magazine* for last March, reference was made to the recent extension of the Birmingham City Transport route 3A. In those notes it was mentioned that opportunity had been taken at the same time to alter the service numbers so as to bring them into line with the Bassom System. It may be that many readers are not familiar with this method of signifying destination, or, to be more precise, with the BCT manner of using it.

A principal feature is the use of suffix letters to the route numbers, these letters indicating a short working to particular points on the route. It will be appreciated that application of this may well be a complex task, and present practice is to introduce it as it becomes necessary to make major route alterations at any garage, since in such cases new blinds are needed in any case.

As an example of the system, suppose we consider the Bristol Road group of services. These are common routes from Navigation Street via Selly Oak to Northfield. At this point the Allens Cross Estate (61) bus peels off, but the Rednal (62) and Rubery (63) routes continue to Longbridge, where the Rednal bus leaves the main road. A bus from City to Rednal exhibits the destination and number *REDNAL 62*, as also will a bus from Rednal to City. The fact that bus-stop signs are marked *To City* or *From City* as appropriate does not always dispel the confusion of visitors to the district.

We come now to the basis of the system—the use of suffix letters. A vehicle running to Selly Oak only will exhibit *SELLY OAK 62A*; similarly *NORTHFIELD 62B* or *LONGBRIDGE 62C*. So far, so good; but it is unfortunate that more or less regular workings to Belgrave Road, Lowhill Lane and Cofton Hackett have not been allocated numbers and letters. There are exceptions to many rules!

Let us now take as an example a bus covering a duty taking it from City to Northfield, back to City,

and then out to Selly Oak. Initially the destination display will be *NORTHFIELD 62B*, as one would expect. On the inward journey the display may be either *NORTHFIELD 62B*, or *CITY*. Under certain circumstances it may be *SERVICE EXTRA*, which to the travelling public is as helpful as *DUPLICATE* or *RELIEF*. On the succeeding outward journey *SELLY OAK 62A* would be shown, but the point to be made here is that very often this destination is put up on the inward journey as soon as Selly Oak has been passed. Hence if one waits at the University gates for a bus inwards, it may show *SERVICE EXTRA*, *CITY*, or any one of a further six combinations of names, numbers and letters. Add to these a further service from Suffolk Street to Bangham Pits Estate via Selly Oak, and we have three more destination displays. All very confusing!

The triple number blind used on the later buses carries letters from A to L, omitting G and I, as might be expected; normally only the first few letters are required, although there are regular 66J workings on the Pye Hayes route. It will be obvious that despite the assurance given by the bus-stop signs, it may well be strangers can board a bus that is travelling in the wrong direction.

But wait!—maybe there is an improvement to be made. The first Leyland Atlantean, while it was still only a demonstrator, acquired an additional device which may be set to show *TO CITY*, *FROM CITY*, or be left blank. This is a novel and welcome addition to the usual destination display and it will be interesting to see whether it is incorporated in the twenty vehicles now on order, or whether a more informative and comprehensive layout is adopted.

RUBERY 63

REDNAL 62

This bus is going to City.

So is this.

SERVICE EXTRA

But where is this bus going?

AROUND THE TECHNICAL PRESS — AUGUST 1961

- | | | |
|--|------|--|
| Bus & Coach
(2/6 monthly) | | Lengthening the Routemaster (30ft. long version); replacing London's trolleybuses; good drivers can keep passengers (Melbourne and Metropolitan Tramway Board); suppose diesel trains paid 2s. 6d. a gallon tax (BTC figures for 1960); working on the buses (part II); stations for holidaymakers and workers (Paignton and Port Talbot); the bus operator's calendar—August. |
| Coaching Journal
(monthly) | | Bus operation in the Outer Hebrides; illuminated ads. on single-decker (Thomas Bros.). |
| Commercial Motor
(1/- weekly) | 4th | You name it—they'll build it (bus chassis and body). |
| | 18th | New Bedford passenger chassis announced; Southport buses trimmed to needs. |
| | 25th | The Philadelphia story (Philadelphia Transportation Co.). |
| Modern Transport
(1/- weekly) | 5th | Transport in the Auckland area (part II). |
| | 12th | Preserved public service vehicles (list). |
| | 19th | Traffic investigation in Frankfurt-am-Main; medium capacity passenger vehicle (new Bedford); more coach tours in Ireland. |
| | 26th | Transport in Berlin today. |
| Motor Transport
(6d. weekly) | 11th | AEC in first with 36-footers (new Reliance chassis announced). |
| Passenger Transport
(2/- monthly) | 18th | Coach chassis with transmission brake (new Bedford). |
| | | New Leyland 6-cylinder 110 b.h.p. diesel; green light for Emerald Isle. |
| Transport Journal
(2/- monthly—illustrated)
(6d. weekly—news) | 4th | A Canadian progressive (Saskatchewan Transportation Co.); another Leyland "Power Plus"; dual-purpose fluorescent lighting (Thomas Bros.). |
| Transport World
(2/- monthly) | | A new p.s.v. chassis from Vauxhall; where the going is flat (Peterborough area operations); one light, two jobs (Thomas Bros.). |

Edinburgh's transport museum

The museum is open to the public; members wishing to visit it individually are recommended to consult the Transport Department with regard to hours of opening.

THE new Edinburgh Corporation Transport museum in East London Street was opened in June 1961. The first people to visit it were the members of The Omnibus Society taking part in the Presidential Weekend on June 3rd.

A SUMMARY OF THE EXHIBITS

Aberdeen horse tram

This vehicle is on extended loan from Aberdeen Corporation Transport and operated in Aberdeen from 1872 to 1899. It is very similar to the horse trams which were operated in Edinburgh from 1871 to 1899.

Horse bus

This was restored in Edinburgh Transport workshops for the last tram celebrations in 1956. It is typical of the type of vehicle which operated in the city in the middle of the 19th century, and which continued in operation in certain districts during the horse tram era towards the end of the century.

Electric tram

Tram 35 has been preserved—a typical example of Edinburgh's electric trams between 1930 and 1956, and like many in the city built by the Department in its own workshops.

Tram rails and overhead

A length of overhead has been erected over tram 35, though not powered, and there is a working set of points. The rails have been left exposed to show the method of construction, and there is a variety of equipment used by the track layers in building and maintaining the Edinburgh system. There is a section of flat bottomed temporary rail such as was used in Princes Street during the cable-tram conversion. The rail on which car 35 rests is surrounded with cobbles, the type of surface used on Edinburgh streets during the tramway era. With the conversion from trams to buses, although some streets were cobbled again once the rails had been lifted, in most cases a new tarmac covered roadway has been constructed, providing a smoother ride for all types of vehicles.

Models

In the centre of the floor is a scale model of a Leith electric tram constructed by an employee of the Department, Mr. David Stark, and loaned by him to the museum. Leith converted from horse to electric trams in 1905 and this type is typical of those which came to Edinburgh when Leith and Edinburgh were amalgamated in 1920, and Edinburgh converted to electric trams in 1922. Another model, loaned by the Royal

Scottish Museum, is that of a cable haulage system such as was used on the Glasgow Underground, and the same museum has loaned a model of a cable tram showing the method of gripping the underground cable and switching from one cable to another. This tram has a centre gripper. Standard Edinburgh cable trams, one of which is shown in model form, had a gripper at each end (this detailed replica is complete with the exception of seats on the top deck). Cable cars operated in Edinburgh from 1899 to 1922, although a different type of cable car ran on the Northern routes from 1888.

Miscellaneous tramway equipment

Beside the horse tram is a mock-up of an electric tram driving platform, used to train tram drivers. Two street boxes are shown—one with the Edinburgh coat of arms and one with those of Leith. There are stop poles—temporary, request and permanent—and a modern bus stop plate fixed to an electric overhead pole.

Wall displays

One panel is devoted to drawings of the principal types of Edinburgh electric tramcars. The evolution of Edinburgh's buses is traced in photographs, which show the early horse buses, the first motor bus, bought in 1914, and then the gradual extension of the bus fleet during the 1920s—mostly single-deckers—to the advent of double-deck buses and the various modern types. Uniform caps from the company era to the present day are shown, together with ticket machines from the early Bell Punch to the modern Setright. The pre-printed tickets once used in Edinburgh, together with tokens and passes, make a colourful display, and there are documents, waybills, and so on, to show the early days of tram operation in the city. The evolution of the coach is illustrated—from the early solid-tired charabancs of 1919 to the black and white tours and private hire fleet of today, and there are pictures of the decorated vehicles from the First World War up to the last tram night in 1956. There are rule books from the different undertakings that made up the Edinburgh system, together with other historical literature and some of the colourful posters used in the trams, including those alphabetical birds and animals posters prepared in co-operation with Edinburgh Zoo. The walls round tram 35 depict the development of rail transport in Edinburgh from the horse tram era, and there is also a frame devoted to Leith and Musselburgh, which had their independent systems. Maps in this part of the museum show the development of the city's transport, and particularly interesting are those in the 'fifties tracing the gradual conversion from trams to buses.

40 years independent

K. W. SWALLOW

FORTY years ago, a father lent his son some money to buy a Crossley lorry for £500. The son, Norman Frost, used his lorry delivering coal from Mapperley colliery, between Ilkeston and Derby, and on Fridays and Saturdays, like so many other lorry owners of the time, he put seats in it, fitted a canvas top, and ran a bus service from Stanley to Ilkeston. He even ran it to Skegness at a fare of 12s. 6d. return. Three years later, in 1924, he began running into Derby, terminating in the yard of a public house, on the site of which now stands the Council House, because he was unable at the time to get a licence to run into the Albert Street terminus. Clearly, there was money in the bus business in the 'twenties, and he decided to have a proper bus body built on his Crossley by a man named Dickens at Loughborough. Mr. Dickens (whose son, incidentally, is now in the glass department at W. S. Yeates Ltd.), asked him what name he should paint on the side. Most self-respecting bus operators ran under a fleet name, even if it was not the proper name of the "company": one man, also running into Ilkeston, had adopted the unfortunate name "Icanopit" for his buses. Norman Frost settled for "Felix" after the popular song of the day, "Felix kept on walking"—and "Felix" it has remained. The other well-known "Felix," at Hatfield, near Doncaster, took its name from Norman Frost's Crossley, which it bought from him.

Operation of the Ilkeston-Derby service did not become daily until in due course Norman Frost obtained a licence to terminate at Derby in Albert Street, and it has been daily ever since. The only change in route that has taken place, apart from the move in October 1933 into the new Morledge bus station at Derby, has been the post-war diversion of some buses via West Hallam village. Trent, who were running from Derby to Ilkeston when Norman Frost started, have co-ordinated their service with Frost's but there has never been any interavailability of tickets between the two operators.

From 1928 onwards, Dennis vehicles were favoured. In fact, the only vehicle acquired between then and 1943 that was not of Dennis manufacture was a Reo, about which little is known except that it was in the fleet for only a few months pending the delivery of a new vehicle. The Dennis models operated included the 30 cwt., the G, the Lancet, Ace and Falcon. When three buses were requisitioned at the beginning of the war, it was possible to obtain another Lancet second-hand. The war brought little alternative but to

acquire utility Bedford 32-seaters, however; the traffic in those days included soldiers and ATS girls from the camp at West Hallam. Post-war additions have included Bedfords, a Crossley and more Dennises. An interesting purchase in 1947 was that of a Lancet lorry which was fitted with a 4-cylinder Dennis oil engine and a new Yeates coach body. (When sold in 1959 it was almost as if the old chassis felt the coach body did not really belong to it because a visitor to a Gloucester operator in the summer of that year found it resting amidst other withdrawn vehicles, without trace of the body). The present fleet consists of eight vehicles, of which details will be found below.

The original garage in Stanley was in New Street, but in July 1937 larger premises were opened in Station Road, capable of accommodating ten vehicles at a squeeze and the usual fleet of eight in comfort. All maintenance work—except major jobs—is carried out by Mr. Frost, who was apprenticed as a motor mechanic.

A word should be said about the absence of double-deckers from the fleet, particularly since Trent use lowbridge 73-seaters on their Ilkeston services. A bridge under the former LNER Derby-Ilkeston line between Stanley and Ilkeston precludes the use of highbridge 'deckers and in any case Mr. Frost has always considered that his coaches offer a more comfortable ride. This means quite a bit of duplication is necessary, of course, and reliefs are run on Friday and Saturday mornings and afternoons as well as at morning and evening peaks. They used to be run on Saturday evenings as well until evening traffic began to fall off.

Bell Punch tickets were used at one time (where were they not?), but these were replaced by Willebrew machines on simple hire. Naturally, stocks of Bell Punch tickets had to be vast and the values had to be changed as fare increases were made to come into line with Trent. The present Willebrew singles are white, because the values are more easily distinguishable than on the previous green ones, and returns are red. Unfortunately, when the last ticket order was placed, it was just too early to include the new fare of 2s. 11d. introduced for the through journey after a "coming into line" application, and the highest value printed on the tickets is 2s. 9d., a marriage of values being necessary. Incidentally, 2s. 11d. return for the through journey from Derby to Ilkeston makes an interesting comparison with the original 1s. 6d. return.

Fleet List

R 7831	Crossley		Ch14	Benton & Co.	1921	Rebodied B14F Dickens in 1924
NU—	Crossley		B20F	Short	1926	
RA 575	Dennis 30cwt.	50912	B18F?		1927	
RA1780	Dennis 30cwt.		16		1928	
RA5361	Dennis 30cwt.		B16F		1928	
YL 439	Dennis 30cwt.				1929	
RA7608	Dennis G	70439				
	Reo					Operated for about six months pending new vehicle
RB7906	Dennis Lancet	170268	C32F	Willowbrook	1933	
ANUR21	Dennis Ace	200085	C20F	Willowbrook	1934	Withdrawn ca. 1943
AR8472	Dennis Ace	200340	C20F	Willowbrook	1934	Withdrawn ca. 1944
BRA 86	Dennis Lancet	170831	C32F	Willowbrook	1935	To W.D. 1940, returned same year. Rebodied C35F Yeates, 1947 and converted to oil. Withdrawn 1956

DRB861	Dennis Lancet	171181	C32F	Willowbrook	1937	
ERB398	Dennis Lancet		C32F	Willowbrook	1938	To W.D. 1940, returned same year.
FTV784	Dennis Lancet		C32F		-?	(a)
GRB739	Dennis Falcon	280004F	C32F	Dennis	1940	To W.D. 1947, returned 1947. Withdrawn 1952
HRB 5	Bedford OWB	12456	B32F	SMT	1943	Withdrawn 1952
HRB814	Bedford OWB	20463	B32F	Duple	1944	Reduced to 28 seats. Withdrawn 1953.
VJ6497	Dennis Lancet	170698	C32F	Willowbrook	1934	Ex W.D. 1940. (b)
JRA476	Bedford OB	15920	B32F	Duple II	1946	Reduced to 28 seats. Withdrawn by 1956
*1NU 36	Dennis Lancet III	20013	C35F	Yeates	1947	Rebodied C35F Yeates Riviera (FF) 1956
MRA279	Dennis Lancet	YS48	C32F	Yeates	-?	Ex lorry AMB596 1947, rebodied as shown and re-registered 1948. Fitted with Dennis 4-cyl. oil engine. Withdrawn 1959
*MRA903	Crossley SD42/5	97615	C35F	Yeates	1948	
*ONU706	Dennis Lancet III	74913	C35F	Yeates	1950	
FX5777	Bedford OB	50138	C27F	Duple Vista	1947	Ex Calver, Gt. Yarmouth 1952. Withdrawn 1961
KWA729	Bedford OB	57984	C29F	SMT Vista	1947	Ex Sims, Sheffield 1953. Withdrawn 1959
*LTO715	Bedford OB	108111	C29F	Duple Vista	1949	Ex Makemson, Bulwell 1955
*LDD507	Dennis Falcon	1221.6	C33F	Duple Vega	1952	Ex Say, Gloucester 1954
*BSN259	Bedford OB	127290	C29F	Duple Vista	1950	Ex -? by 1959
*618KRA	Bedford SB1	70056	C41F	Yeates Europa	1959	
*47UNU	Bedford SB1	87996	C41F	Yeates Europa	1961	

Notes

* Current fleet.

(a) Thought to have been re-registered in 1939.

(b) Originally owned by Wye Valley, Hereford.

The following disposals have been recorded:—

R 7831 Felix, Hatfield.

RA7608 Moreton, Nuncaton.

RB7906 Rowbotham, Harriseahead.

BRA 86 Scutt, Owston Ferry.

HRB814 Mobile shop.

VJ6497 Fairground caravan.

JRA476 Mobile shop.

MRA279 Chassis to Say, Gloucester. This has no connection with the acquisition of LDD507; Yeates handled both transactions

Can you identify these pictures?

WHAT TYPES OF VEHICLE? ON WHICH SERVICES?

The best captions will be published in a future issue.

(Photographs by courtesy of G. Churcher)



to the Editor . . .

Ex-Lincolnshire

Sir,—The letter from Mr. C. F. Riley in your August issue intrigued me. Far be it for me to cross swords with anyone concerning an area about which I know little, but I find myself querying virtually all Mr. Riley's statements.

Surely the Bourne-Sleaford line was not M & GN? It could possibly have been GN & GE joint but is far more likely to have been pure GNR, all the way from Essendine.

The Lincolnshire service 34 does not look to me like a rail replacement. The railway runs much nearer Gresswell's route via Billingborough, and would have been most effectively covered by further journeys on that run. The route looks older to me. Incidentally, I believe this is one of the few bus routes worked jointly by the BTC and an independent which is operated as a pool.

The route recently transferred to Barton Transport, Melton Mowbray-Spalding, is Stamford Area number 16 as per their timetable dated January 16th, 1961. I am puzzled as to how it is worked. Is a bus sent out from Stamford every day (with an extra one on Thursdays), or have Barton got a crew living near Spalding?

It seems that Barton have acquired the route, not in any gesture of bravado to prove an independent can handle such a route better than a nationalised concern, but rather as a strategical advance to further their aims in establishing a Nottingham-Peterborough service. At least, this is my guess. If this is correct,

Bland, of Cottesmore, will be affected.

Whilst writing, I would refer to the Odiham Motor Services item in the July issue. I was in Odiham in March 1959, and purchased a timetable dated Friday, February 24th. I estimate its year thus to be 1956. In this table the Yately route had been cut back to Hartley Wintney, operating four journeys on Tuesdays and Thursdays only. However, at the time of buying the timetable, I was told that this route was no longer operated. It did not appear in the subsequent leaflet dated Tuesday, May 12th, 1959, but had, of course, been replaced by the Alton run.

Wimbledon, London, S.W.19.

KEITH TURNS.

(Mr. Riley writes:—

The Bourne-Sleaford line was indeed GNR and not M & GN. I apologise for the error.

Gresswell's only run from Sleaford to Bourne on Thursdays, with one journey in each direction. On the other days the run is from Billingborough to Sleaford.

Lincolnshire Road Car would provide the rail replacement as at the time they were a BAT company, but very much under the influence of the LNER.

Barton 16 was originally a Melton Area route and did not become Stamford Area until after the take-over of the Cream Bus Service. Lincolnshire applied to withdraw the Melton-Spalding rail replacement service as early as November 1959, but were told to either keep the service running or find an alternative operator. After trying the locals, it found a purchaser in Barton's.

It cannot affect the Nottingham-Peterborough road at all, as apart from a few miles at the Melton end it does not run along a likely route to Peterborough. Incidentally, Barton had permission to run a Nottingham-Peterborough service joint with Cream Bus in 1949 but the latter cried off and the service did not materialise.

The 16 is worked by Stamford depot, by the bus running empty from Stamford to Spalding early in the morning and returning empty in the reverse direction late at night.—C. F. Riley.)

AROUND THE TRAFFIC AREAS . . .

NORTHERN TRAFFIC AREA

Mrs. I. HOLLORAN, Whitehaven

Mrs. Holloran of Mirehouse Estate, Whitehaven, has withdrawn her minibus service between Egremont and Netherthorn which was introduced earlier this year.

MID-TYNE TRANSPORT LTD., Acomb

Mid-Tyne Transport, t/a M. Charlton & Sons, have applied for an extension of their unforseen service licence on the Hallbankgate-Haltwhistle route but to operate on Tuesdays, Thursdays and Saturdays instead of Mondays, Wednesdays and Saturdays.

NEWCASTLE CORPORATION

With the construction of Newcastle's new Town Hall well under way, the western end of Sandyford Road is to be closed in the near future. Services 1 and 2 operate along Sandyford Road and application has been made to divert them between Jesmond station and Barras Bridge so as to operate via Archbold Terrace, Jesmond Road and North Road.

NORTHERN GENERAL

Route 28, which at present runs from Monkton Lane-estate in Hebburn to Calf Close estate in Jarrow, is to be extended from the latter via Hedworth Lane and Fellgate Avenue to Field Way in the Hedworth estate, but will lose the Hebburn section and terminate at Jarrow bus station.

The new service from Gateshead to Dunston (Knight-side Gardens) is numbered 98 and commenced on July 1st.

NGT are the second operator in the Northern traffic area to order 36 feet long vehicles, an order having been placed with Leyland Motors Ltd. for the supply of 12 Leopard chassis, for delivery in 1962.

O.K. MOTOR SERVICES, Bishop Auckland

The first vehicles in the OK fleet to be fitted with fluorescent lighting entered service with W. Emmerson & Son in August. This lighting is fitted to 5050PT, an AEC Reliance with 41-seat Plaxton Panorama coachwork, and also to UPT50, a second-hand Leyland Tiger Cub chassis obtained from F. Lockey & Sons, which has been rebodied with a 45-seat Plaxton Highway body. As is generally known, OK Motor Services operate a number of former London Transport buses, and it is of interest to note that the seats on the latest Highway are trimmed in LTE moquette. The original body on UPT50 was damaged beyond repair when the vehicle was in service with Lockey and the remains of the body can be seen alongside Lockey's depot at St. Helens, Auckland.

OTTERBURN & DISTRICT

C. O. Vasey, t/a Otterburn & District Coaches, has applied to amend the timetable of the Newcastle-Catcleugh route. If granted, all journeys would be curtailed at Otterburn, leaving the Otterburn-Catcleugh section served only by United/SMT services 9 and 14. It would also have the rather curious effect of leaving Elsdon village with one southbound bus a week on Sunday evenings but no northbound service at all. The proposals provide for two northbound journeys on Saturdays to terminate at Otterburn Hall, though apparently none will ever leave this point. Otterburn Hall is uphill out of Otterburn Village so perhaps prospective passengers are to be carried to their destination in one direction but are expected to walk downhill into the village on the return journey!

SALTBURN MOTOR SERVICES LTD.

SMS have applied to curtail their Saltburn-Thirsk route so as to operate only between Saltburn and Stokesley.

STOCKTON CORPORATION

Service 10A is to be further extended in the Low Grange estate at Billingham along Low Grange Avenue to Streatham Road.

UNITED AUTOMOBILE SERVICES

As from Sunday, August 20th, the Peterlee town services of Trimdon Motor Services Ltd. were taken over by United. The Horden-Peterlee-Easington Village routes have been numbered 83 and the Horden-Peterlee-Dene House estate route is numbered 83A.

On Mondays to Fridays, 40 (Blyth-Whitley Bay) is to be diverted between Laverock Hall and Seaton Delaval station to travel via Shankhouse, High Pit and East Cramlington. The Saturday and Sunday journeys are to continue to use the direct road. 53 from Blyth is to be extended from Avenue Head, Seaton Delaval, to the Westbourne estate, terminating at the junction of Westbourne Terrace and Elsdon Avenue.

Application has again been made to divert certain Newcastle-Branch End workings of 1 via the new West Wylam estate.

The new bus station in Darlington is now in use and all bus and coach services into Darlington are departing from it.

YORKSHIRE TRAFFIC AREA**CHESTERFIELD CORPORATION**

The four lowbridge double-deckers to a "new design" ordered some months ago, will be Daimler Fleetlines

Leyland trolleybuses was withdrawn this summer, while 151, an AEC Regal III/Weymann, has been converted for the use of handicapped people.

LEEDS CITY TRANSPORT

From June 10th, 33 was extended from Cookridge along Green Lane to a new terminus at Moseley Wood Green. During the last week of June an exhibition was held at the College of Art showing the students' ideas for improving Leeds transport, including new uniforms for the crews, bus shelters of a new design, a new insignia to replace the coat of arms and—perhaps most revolutionary—a new livery for the buses of orange and grey. It will be interesting to see if and when any of these suggestions are carried out.

MEXBOROUGH & SWINTON

Two more Weymann-bodied lowbridge Leyland Atlanteans are on order for next year.

ROTHERHAM CORPORATION

Six Daimler 70-seat double-deckers are on order, and it has been reported, but not confirmed, that two more AEC Bridgemasters are to be delivered.

SHEFFIELD TRANSPORT

A number of Setright Speed ticket machines were introduced at the beginning of June, the sixth ticket issuing system in general use (the others are Bell-graphic, Hall Autographic, TIM, Ultimate and Bell Punch).

Another four Leyland Leopards have been ordered—this time to have 45-seat Park Royal bodywork.

CORRESPONDENTS TO "THE OMNIBUS MAGAZINE"

Members are urged to send reports of current developments in their localities to the correspondents for the respective traffic areas, listed below. Since this list was last published, the correspondent for the West Midland traffic area has changed his address, and South Eastern traffic area vehicle developments have been divorced from the route and more general news.

NORTHERN

Mr. R. C. Davis, 26 Glamis Avenue, Melton Park, Gosforth, Newcastle-upon-Tyne.

YORKSHIRE

Mr. T. Shaw, 16 Park Street, Barnsley, Yorkshire.

NORTH WESTERN, ISLE OF MAN & IRELAND

Mr. K. W. Swallow, 1 Meldrum Road, Liverpool 15.

WEST MIDLAND

Mr. A. D. Southgate, Mignonnette, Station Road, Balsall Common, near Coventry, Warwickshire.

EAST MIDLAND

Mr. D. M. Bailey, 6 Mantle Road, Leicester.

EASTERN

Mr. J. Rugg, 93 Pound Lane, Laindon, Basildon, Essex.

SOUTH WALES

Mr. M. Gaywood, 18 Howells Crescent, Llandaff, Cardiff

WESTERN & SOUTH EASTERN (except vehicles)

Mr. J. T. King, 1 Douglas House, The Avenue, Beckenham, Kent.

SOUTH EASTERN (vehicles only)

Mr. V. A. G. Willins, 12 Norman Road, Thornton Heath, Surrey.

METROPOLITAN & LONDON TRANSPORT

Mr. A. R. Hendrie, 36 Park Street, London, W.1.

SCOTTISH

Mr. G. A. Booth, 31 Seaview Terrace, Joppa, Edinburgh 15.

CHANNEL ISLANDS

Mr. W. M. Ginns, Rio, Grouville, Jersey, Channel Islands.

with Metro-Cammell bodies.

EAST MIDLAND

Seven Leyland Leopards are on order—two to have Plaxton Panorama coachwork, and the remainder to have 45-seat bodies by Marshall.

EAST YORKSHIRE

Among recent withdrawals is that of GWF26, the Barnaby-bodied AEC Regent III acquired from Everingham Bros. of Pocklington.

HALIFAX JOINT SERVICES

Sixteen forward-entrance Leylands are on order. They will have MCW highbridge bodywork and will be shared between the two fleets.

HULL CORPORATION

The ten vehicles purchased from Newcastle are Daimlers—nine with Birmingham-type Metro-Cammell bodies and the tenth with a Roe body. They are to be used only in the rush hours and will enable Leyland Atlanteans to replace the 61 trolleybus route later in the autumn. A further twelve Roe-bodied Atlanteans are on order for delivery later this year. The last of the 47-66 batch of

SHEFFIELD UNITED TOURS

Nine more Plaxton Panorama-bodied AEC Reliances will be delivered in time for the 1962 season, and meanwhile a 1953 Regal IV (225) has passed to a contractor. This must be one of the first Regal IVs to be withdrawn from p.s.v. service, barring accidents.

TODMORDEN

A new 12 (63AWY) is now the only single-decker in the fleet. A Leyland Leopard with East Lanes body fitted for one-man operation, it is the first new vehicle since 1950, and is the first post-war single-decker.

WEST RIDING

The centre-entrance AEC Regent IIIs have been taken off the Castleford-Leeds via Garforth route after complaints from residents. They have been replaced by Guys. An AEC Regal has been allocated to Castleford for the first time.

YORKSHIRE TRACTION

A further interesting order has been placed with Leylands—for three Leyland Leopard 36 ft. long "express vehicles." Whether these will be semi-coaches for

longer stage-carriage services (possibly the proposed Huddersfield-Doncaster) or luxury coaches is not yet known.

INDEPENDENTS

F. Hanson, of Heptonstall, has applied for a Hebdon Bridge local service to run between Dodd Naze estate and Eaves estate, following the refusal of the established operators to use a 1 in 4 gradient. It is proposed to operate daily using a minibus. . . . Burrows, of Wombwell, have scrapped the body from a 9.6 litre engine-d AEC Regal III (85) and intend to fit a new forward-entrance double-deck body. Its seats are now in a Leyland Comet belonging to Smith, of Darfield (DHL130). . . . Of the Doncaster operators, Felix have taken delivery of a Roe-bodied AEC Regent V and Leon have sold their former West Hartlepool centre-entrance Daimler in exchange for the new Daimler mentioned last month. Bingley, of Upton, have five second-hand Bedfords. . . . Dunford, of Alverthorne, have a former Comberhill Motors demonstration Bedford SB/Plaxton, and with Mrs. Dunford (its regular driver) at the wheel it was the first coach on the new Doncaster by-pass. . . . Broadway Coaches, of Acomb, is a new partnership of Handley (York) and Arrowsmith (York). . . . Chilvers & Smith, of Hemingborough, broke their partnership in March, and Mr. Smith now operates one of the two vehicles on his own behalf. . . . Coastal & Country, of Whitby, have converted a Perkins-engined Bedford to a Bedford petrol engine.

NORTH WESTERN TRAFFIC AREA

New one-way streets were introduced in Birkenhead on September 1st in an attempt to alleviate traffic congestion at the Mersey Tunnel approaches, bringing with them revisions to Corporation and Crossville bus services. The bus service alterations were brought in on the previous Monday, August 28th.

BIRKENHEAD CORPORATION

After the current batch of Leyland PD2/40s with East Lincs bodies (46-60) will come a return to Massey bodywork for next year's fifteen of the same model.

CROSSVILLE

New Bristol MW6G coaches are CMG407-12, part of a batch of eight (CMG407-14). On order are 12 dual-purpose MW6Gs (EMG415-26) and 50 forward-entrance Lodekkas—30 27 ft. and 20 30 ft.

From September 1st, in order to contribute to the easing of traffic congestion in Warrington, the route of the three Warrington-Liverpool services (H1 via Widnes, H2 via Rainhill and H5 via Farnworth) was altered on journeys from Warrington to be via Wilson Patten Street, Barbauld Street, St. Austins Lane, Museum Street and Winmarleigh Street. After operation on September 2nd, service N80 (Caerbarvon-Llangaffo) was withdrawn. Connectional facilities are provided at Menai Bridge on Saturdays between N81 (Caerbarvon-Menni Bridge) and N42 (Bangor-Llangefni via Newborough) and through fares are available.

Until April 30th this year, the hourly service H14 from Liverpool to Prescott via Wavertree Road and Huyton Lane was assisted by an hourly service over the same route as far as Huyton Lane/Whiston Lane numbered H15, giving an even half-hourly service from Liverpool on the Liverpool-Huyton Lane section but an uneven 20/40-minute service the other way. Three buses were required, working H14 and H15 alternately. From that date, the short journeys were discontinued and a half-hourly service throughout, at even intervals in both directions, was instituted, requiring four buses. At the same time the route was diverted off Huyton Lane into the new council estate known as Mossercroft Farm estate.

LANCASHIRE UNITED

The diversion of the Blackpool services between Preston and Blackpool commenced on July 31st. Although these services now run through Lytham and St. Annes, they are not allowed to pick up or set down at these points but only at Squires Gate.

New Guy Arab IVs with Northern Counties bodywork are 61-80.

MANCHESTER CORPORATION-NORTH WESTERN

From September 2nd, 91 (Manchester-Partington) was reduced to peak period operation between Manchester (Piccadilly) and Ashton-on-Mersey (Manor Avenue), and replaced by a new service 222, still half-hourly but with alternate journeys extended at the Partington end from the Greyhound Hotel (the former 91 terminus) to Wood Lane/Lime Walk. Certain peak period journeys operate via Petrochemicals Ltd, instead of Manchester Road and are numbered 223. The new 222 and 223 are on a limited-stop basis between Manchester (Piccadilly) and Glebelands Road. At present, only North Western run through to Partington because of a low bridge at Partington station, but it is believed that Manchester will participate in the through journeys as well as the Ashton-on-Mersey ones when their recently ordered Daimler Fleetlines have been delivered.

INDEPENDENTS

Crown Coachways, of Liverpool, who last year had Leyland Royal Tiger HCA247 rebodied by Plaxton (and at the same time Leyland Tiger PS2 MTJ426 in the fleet of their associated company, Gregson's Motors Ltd.), have this year had two more Royal Tigers, NTV385 and NKA849, similarly rebodied by Plaxton in their slack season. Both were back in July. . . . Another Liverpool coach operator, Home James (James Motor Garage) whose acquisitions since 1955 have all been second-hand ones, this year has five new Bedford SB1s, four Burlingham and one Duple, in a new colour scheme of two shades of lilac. . . . The Lancashire County Constabulary (not, of course, a p.s.v. operator) has ordered a Leyland Tiger Cub PSUC1/1 chassis with a 33-seat Willowbrook body; it will be based at Hutton.

WEST MIDLAND TRAFFIC AREA

BIRMINGHAM CITY TRANSPORT

British European Airways have announced that they will shortly cease to operate the service from the City Air Terminal (Great Charles Street) to Elmdon Airport. It has been run by the Corporation using single-deck vehicles—particularly the Leyland Olympics but also the PS2s. There is already a movement to extend the Sheldon service 58 from the present terminus over the city boundary to the airport.

MIDLAND RED

The total fleet strength, which fluctuates slightly month by month, has now moved to over the 1,900 mark and at the beginning of August stood at 1,901.

Application has been made for two new Banbury town services and for alterations to the frequencies on the existing ones. The new routes will be B5 and B6, both with hourly headways. The former will run from the Town Hall via High Street, Broad Street and Marlborough Road outwards. The Cross, West Bar Street, Broughton Road, Woodgreen Avenue and Bretch Hill to Neithrop estate (Bretch Hill/Mascord Road). The other would run the same way to Broughton Road, then via Bath Road, Park Road, Hilton Road and Woodgreen Avenue to Neithrop estate (Woodgreen Avenue/Dracon Way). The slightly revised route on X58 (Banbury-Ruckingham station) came into operation on August 26th.

New service X19 from Coalville to the Zachary Merton convalescent homes at Woodhouses Eaves commenced on September 10th and runs on Sundays only. Further to the list of additional one-man operated routes in the August issue, it should be noted that X92 (Ludlow-Llandrindod Wells) runs on summer Saturdays and Sundays, and has in fact become o.m.o. on both days and not just Sundays as stated. The traffic commissioners have granted the application to take over the licences of Harry Cleaver (Leicester) Ltd., as previously mentioned. It is understood Cleavers are remaining in the private hire business.

All Midland Red vehicles now carry notices requesting passengers not to play radios.

POTTERIES MOTOR TRACTION

On order are fifteen 36 ft. long Leyland Leopard chassis and a 72-seat MCW-bodied Daimler Fleetline.

On September 4th, journeys were introduced on Mondays to Fridays from Wood Lane to Woreton on service 294 (this is the Hanley-Halmerend service, not as printed in the August issue). The Cheddle-Leek service was considerably revised from September 2nd but no details were available when we went to press.

Burslem depot has changed from TIM to Setright machines.

STRATFORD BLUE

JUE353 has entered service with its new forward-entrance 63-seat Roe body and a new number, 16. Some of the services operated from Kineton depot will shortly be operated by one-man vehicles.

WALSALL CORPORATION

The Daimler CVG6.30s and AEC Regent Vs, all with Metro-Cammell forward-entrance bodywork, entered service in July and August. The first of the Willowbrook-bodied Regent Vs went on the road on August 28th with similar body features to 885—the latest Loline.

WEST BROMWICH CORPORATION

An interesting acquisition from Huddersfield Corporation is that of Daimler single-decker DVH118. This is being converted into another bus for handicapped people, in the same way as BEA37 was converted.

An application to run a service through Walsall via Bradford Street (terminus of the present 14/54 West Bromwich-Walsall routes), Bridge Street, Lichfield Street and Mellish Road to Aldridge is being strongly resisted in Walsall, not on the grounds that West Bromwich Corporation should not run the service but because it would increase traffic congestion in Bridge Street and Lichfield Street.

WOLVERHAMPTON CORPORATION

Daimler Fleetline demonstrator 7000HP was on loan from August 18th for a week. The Guy Wulfrunian has re-entered service after modifications. No vehicles have yet been ordered for the trolleybus replacement scheme. However, members of the transport committee have been travelling to other towns to inspect large-capacity vehicles. Seven trolleybus chassis sent away for rebodying have not yet returned; information on their fate would be welcomed.

INDEPENDENTS

There is still a certain amount of doubt as to the current position regarding the routes of F. Yarranton, of Tenbury Wells, who has now ceased to operate. So far as is known, the present position is as follows:—

Tenbury Wells-Ludlow, via Woofferton

Ludlow-Orleton (certain journeys)

These are being operated by Corvedale, the former being the route Yarranton was believed to be amending slightly following the withdrawal of the Tenbury Wells-Woofferton railway service, and apparently the Corvedale route is so amended.

Tenbury Wells-Bromyard

Bromyard-Hockleton (certain journeys)

The former only is being operated by Corvedale; it is a market-day service.

Tenbury Wells circular

Yarranton Bros., of Eardiston, are running this market day service, via Bickley, Little London, Trapnell and Boraston.

Tenbury Wells-Leominster

Believed to operate on Fridays and Saturdays only before its discontinuance, so far as is known it is not being carried on by any other operator at present.

Bromyard shopkeepers and their Chamber of Commerce have provided a free bus service from surrounding villages into Bromyard on Thursdays (market-day) and Saturdays in an attempt to bring back custom to the town. *Modern Transport* reported that two routes were originally envisaged but one was withdrawn after Midland Red representations. The journal went on to say that the 38-seat bus was full on its first journey. Corvedale, incidentally, have bought four of the London Transport GS-class Guy 26-seaters.

J. Green & Sons (Brierley Hill) Ltd. have applied for the licences of Imperial Motorways (Birmingham) Ltd., comprising two express services from Birmingham to the Folkestone and Dover ferries, and to the Newhaven ferry, together with excursions and tours from Drott-wich . . . A. C. & A. R. Davies, t/a Whitley Motors, of Coventry, have applied for the excursions and tours previously granted to R. Bolton, of the same city. . . . E. Newton, of Birmingham, has apparently formed a limited company, now being known as Newton's Coach Services Ltd.

The position with regard to the various tours licences in Hereford is now clear. Yeomans, Miller & Co. (Tours & Travel) Ltd., sold their extended tours to South Wales Transport, with feeder services, and their excursions and tours to G. H. Yeomans Motors at Canon Pyon. The feeder services are still arranged, with G. H. Yeomans coaches, by Yeomans Miller, and the Yeomans Miller company, purely travel agents, are the main agents in Hereford for South Wales Transport's continental and extended tours. Subsequently, the excursions and tours of G. H. Yeomans Motors from various points in Herefordshire, including the former Yeomans Miller ones, were sold to Wye Valley Motors. Wye Valley in turn disposed of their extended tours to South Wales Transport. In the early part of this year, Wye Valley acquired Jenkins, of Hay-on-Wye, with four vehicles (two 29-seat Bedfords, a one-time North Western Bristol L5G 35-seat ECW-bodied saloon, and an Austin-Kenex 11-seater), but no licences. The Bristol (CDB157) and one of the Bedfords are not yet in Wye Valley service, though the former was repaired and re-licensed in May. The two ex-Wessex Bedfords with Perkins P6 engines have been converted back to petrol engines. New coaches this season comprised two Leyland Tiger Cubs, a Ford Thames Trader and a Bedford SB1, all with Burlingham coachwork. G. H. Yeomans Motors withdrew their Foxley service and revised their other services with effect from April 18th. The double-deck strength is now four, against last year's five, and consists of ex-Western Welsh AEC Regent IIIs with Brush bodies, all the wartime Daimlers having been sold. The Yeomans bus business, once so extensive in the county, with a peak fleet strength of about 55 vehicles (now reduced to 17), now has only private hire and stage carriage services. Further contraction may well be inevitable. A new venture, however, is the hiring of four and six-berth caravans at Borth for from 7 gns. to 13 gns. per week.

EAST MIDLAND TRAFFIC AREA**BARTON**

The latest acquisitions are Burlingham-bodied Bedford SBs 911/2 and another ex-Creamline (Bordon) AEC Reliance 911. Following on are three Leyland PDIs with Weymann bodies from Chesterfield Corporation, 915-7, and a number of Birk-head Corporation double-deckers have been bought.

The Nottingham coach business of Robin Hood Coaches Ltd. is to be acquired and the negotiations completed by October 2nd. All nineteen vehicles and staff are to be taken over and transferred to another depot as Robin Hood only rent the Howard Street premises. The services comprise excursions and tours to coastal resorts and London airport; a daily express service all the year round to Blackpool; summer Saturday services to Blackpool's airport at Squires Gate (for the Isle of Man), to Southampton and to Morecambe; and, jointly with Barton, on summer week-ends and Christmas from Corby to Glasgow.

Factory and warehouse buildings occupying a 500 sq. yd. site opposite the Nottingham bus station in Mount Street have been acquired at a cost of £14,500. It is proposed to have a bus park and booking office there.

NOTTINGHAM CITY TRANSPORT

The 18 high-capacity vehicles required (see last issue) will be Daimler Fleetlines with Park Royal bodies and will replace 7 motor-buses and 11 trolleybuses. Route 45 is to be converted to motor-bus operation during next

summer; however, the trolleybuses to be withdrawn will be 56-seat utilities whereas the 45 is normally operated by 70-seaters which will accordingly be released for other services.

BLUE BUS SERVICE, Willington

The Daimler Fleetline demonstrator 7000HP was on loan during August (two with Northern Counties body-work are on order).

EASTERN TRAFFIC AREA

EASTERN NATIONAL

Double-deckers are now being employed on service D (Southend-London Victoria). It is understood that the name *WESTCLIFF-ON-SEA* will have disappeared completely from coaches by next season and that Westcliff fears will operate in Eastern National's name.

Five Bristol LL6G 35-seat coaches, hired from Tillings Transport (BTC) Ltd, for operation from Brentwood this summer, have now been taken into the Eastern National fleet, retaining their Tilling cream and black with the new owner's transfers (MXB744-8). The last pre-war vehicle, apart from rebodied ones, has been withdrawn; it was a former Westcliff Bristol K5G double-decker, 1264.

INDEPENDENTS

The forward-entrance AEC Bridgemaster demonstrator, 221MK, is now in the fleet of Osborne, of Tollesbury. Another acquisition of interest into Osborne's fleet is that of a new Bedford SB1 with 41-seat Strachans bus body (402BYO). It was ordered as a 53-seat staff bus for Goldhanger Fruit Farms but was diverted to Osborne, who are now fulfilling the Fruit Farms' requirements under contract. It has been suggested that the vehicle may initially have been part of an RAF order.

SOUTH WALES TRAFFIC AREA

British Railways envisage complete withdrawal of passenger services on the Eastern and Western Valleys lines. The proposals are meeting with some stiff opposition.

CARDIFF CORPORATION

The transport committee intend buying 20 new buses—12 to replace 1947 vehicles and 8 to meet anticipated expansion.

CROSVILLE

On service S 15, Aberystwyth-Clarach (Beach), the frequency between Aberystwyth and Clarach (Beach) (direct) has been increased from two hourly to hourly on summer Saturdays during the morning and afternoon periods.

O. J. EDWARDS, Maenclochog

A new service is operating between Maenclochog and Haverfordwest via New Mote, Gwastad, Bontcrocca, Cross Cottage, Clarbeston Road, New Bridge and Crundale. This service operates each weekday, leaving Maenclochog at 8.0 a.m. and Haverfordwest at 6.15 p.m., and is believed to be the first daily service ever operated for the general public from Maenclochog.

D. J. EVANS, Penrhynoch

The service from Pontogch, Penbonrhydybeddau, Banc-y-Darren, Penrhynnewydd and Salem to Aberystwyth, via Brynhyfryd, is to lose its journeys to and from Pontogch, which operate on Mondays only.

SOUTH WALES

Frequency reductions are to be made to many of the Llanelly town services on Saturday mornings before 9.0 a.m.

The proposal by South Wales, United Welsh and James (see August issue) to operate a new joint service between Ystalyfera (Swan) and Allyngrug has been rejected by the traffic commissioners, due to the unsuitability of the route.

THOMAS BROS., Port Talbot

Illuminated advertisements are fitted to a new Leyland Tiger Cub delivered. These appear on both nearside

and offside externally and also on the offside inside the bus.

THOMAS BROS., Llangadock

A new service has been introduced between Llanfair-ar-y-Bryn (Bronhaul estate) and Llandoverly (Market Square) via Tan-y-pal (Filling Station) and Pen-y-bont Turn. The service consists of one return journey every Friday, and can be operated by vehicles already in Llandoverly on other services.

UNITED WELSH

On route 13 (Swansea-Rhossilly) the company are asking that the restriction be removed which prevents passengers from being set down at Sketty Green, Mumbles Road, Ashleigh Road and Blackpill on outward journeys from Swansea via Bishopston.

WEST MON

New in May or June were Weymann-bodied Leyland Tiger Cubs 2 and 3, replacing Daimler CVD6-Willowbrooks of the same numbers, and Massey-bodied Leyland Titan PD2/40 21 replacing a wartime Guy Arab with post-war Bruce body, also numbered 21.

WESTERN WELSH

Service 228 (Bridgend-Kenfig Hill-Pyle station-Porthcawl) has been re-routed between North Cornelly and Nottage to proceed via Heal Llan, Heal Las, Ton Kenfig and West Road instead of via South Cornelly. 229 (Kenfig Hill station-Pyle station-Porthcawl) now operates via North Cornelly and South Cornelly, whereas its previous route lay via North Cornelly, Heal Las, Ton Kenfig and West Road.

On the weekdays-only 414 (Carmarthen station-St. David's hospital) a Sunday service has been introduced between Blue Street and St. David's hospital, consisting of one journey in each direction (timed to cater for hospital visitors. Timings on 402 (Carmarthen-Llanybri) are to be adjusted slightly to try and reduce congestion at the Carmarthen (Llammast Street) terminus. A revised summer Saturday timetable will also be introduced, which will involve a somewhat reduced service in the morning and evening periods. The Monday to Friday timetable will operate on Saturdays during the winter months.

VALLEYS INDEPENDENTS

Jones, of Aberbeeg, have three export-type Leyland Tiger Cubs with Weymann bodies completed at the beginning of 1959 for Trinidad Agencies and which, after lying unused for about two years, have been diverted to Jones (98-100). They have a strict bus finish and are not employed on the Newport service. 104 in the Jones fleet, licensed in July, is the Willowbrook Viscount demonstrator on an AEC Reliance chassis, WJU407. Two Leyland Leopards are on order. . . . Another Leopard operator is Hill, of Tredegar, who besides last year's Burlingham-bodied bus, have two 43-seat Duple coaches (427BAX and 142BWO) and two more Leopards on order. A new service bus this year is Leyland Tiger Cub 41AWO with, apart from a smaller indicator box, a typical BET-style Willowbrook body. . . . Morlais Services, of Merthyr Tydfil, have bought six Western Welsh ECW-bodied Leyland PS1s, a number of which are running in South Wales with various operators. So far one of the Morlais ones is running, a second has failed to receive a certificate of fitness, and the other four are untouched. All the six ex-Northern General Windover-bodied Guy coaches with AEC 7.7 litre engines except one have gone. Of the two Commer Avenger III service buses—a rare bird—one has been off the road for some considerable time and the other was severely damaged in a collision involving Merthyr Tydfil Corporation's Leyland-bodied PD2, 70. A horse-box body is being built on Leyland PS1 chassis, EU8610, its second-hand body from Western Welsh having been scrapped. . . .

R. I. Davies & Son, of Tredegar, have three Bristol L6B coaches from United's BBC class. Former Eatons (Birmingham) Burlingham Seagull coaches LOP 23 (Leyland Royal Tiger) and LOP 34 (AEC Royal IV) have found their separate ways into the fleet. . . . At Pontypool, Peakes have ex-Maidstone & District Boodles NKT930/61, whilst the one they bought in the firm

place, NKT956, has gone. . . . Howells & Withers, of Pontllantraith, have two ex-East Midland Leyland PD1s with Leyland bodies and one with a Weymann body from Chesterfield Corporation. . . . In the Llynfi fleet at Maesteg are seven AEC Regal IIs from the South Wales Transport fleet, four Leyland Tiger Cub-Burlingham coaches from Whittle, of Highley, together with two Guy Arab underfloor-engined coaches from the Don Everall group, and an AEC/Park Royal Monocoach (CHG748), formerly with Ezra Laycock, Barnoldswick.

WESTERN TRAFFIC AREA

BRISTOL OMNIBUS

The first new single-deckers for city services for many years entered service in August. They are MW5G 45-seaters C2516-8. Four open-top Lodekkas are on order.

DEVON GENERAL

It is proposed to reorganise the Newton Abbot town services so that 36 (Sandygate-Newton Abbot station) will be extended to Buckland estate and the two existing routes to this point, 109 and 110, will be truncated in the centre to operate from the bus station to Decoy and Highweek.

The remaining five AEC Regent open-toppers were sold in August.

EXETER CORPORATION

Five Leyland PD2A/30s are on order.

PLYMOUTH CORPORATION

Leyland PD2 open-topper 58 has been named *Sir Francis Drake*—the same as Devon General Atlantean DL926!

SOUTHERN NATIONAL

The long-standing through 135 service from Bude to Plymouth, joint with Western National, is to be curtailed at Launceston.

WESTERN NATIONAL

The new Bristol FLF6B Lodekkas 1984-7 are in store at Plymouth. They have two-piece indicators, as on recent Eastern National deliveries, together with illuminated advertisements and fluorescent lighting.

INDEPENDENTS

Pulham & Sons (Coaches) Ltd. are to take over the Stow-on-the-Wold to Cheltenham service of A. H. Kearsey Ltd. . . . Talbot, of Moreton-in-Marsh has a London Transport GS-type Guy, MXX332. After only three months in service, a Plaxton-bodied 18-seat Bedford J2S22, 386DD, has been sold to Alford, of Coleford (Bath). . . . The only new vehicle reported in the area (this month) is 291COR, a Bedford SB3 with Duple body, with Fry, of Tintagel. It was intended to be 733JRR of Netherfield Coaches Ltd. in Nottinghamshire.

SOUTH EASTERN TRAFFIC AREA

ALDERSHOT & DISTRICT

With the introduction of the winter timetables on October 2nd 10 (High Street, Aldershot-Shortheath) was to be amended to operate from Aldershot bus station (to Rowledge and 10A (Farnham-Rowledge) withdrawn. In addition, 15 (Aldershot bus station-Farnham station) was to be projected to Shortheath.

BRIGHTON CORPORATION

Twenty-three trolleybuses are to be sold for £38 5s. each, the maximum amount obtainable.

EAST KENT

Recently placed in service are 16 forward-entrance AEC Regent Vs (WFN827-42). These are operating from Canterbury and Herne Bay garages on jointly worked services, except the last five which are fitted with load-meters and these are having a spell at several other depots. Each bus has an illuminated advertisement on the offside. The other 40 vehicles of the same type (FFN843-82) have all been based at Thanet depot for the summer period. All of them seat 72 and this seating capacity, together with the forward entrance position, seems to be favoured by the company as a further order has been placed calling for another 17 vehicles to the

same specification. Exhaust brakes will be fitted. Also ordered, for the first time, are AEC/Park Royal Bridge-masters—three of them—also with 72-seats and forward entrances. Consequently upon the delivery of WFN827-42, 16 rebodied pre-war Leyland Titans are now delicensed.

GOSPORT & FAREHAM

On July 2nd, 1 and 3 (Gosport ferry-Fareham, Fairfield Avenue) were extended to Longfield Avenue. 6 (Gosport ferry-Fareham Park) was diverted in the Bridgemary estate via Tukes Avenue instead of Cunningham Drive. A summer-only service 9 also commenced from Crossways to Stokes Bay. On September 4th, 15 (Fareham-Bridgemary estate) was extended to Gosport ferry via the Copse Lane section of the estate.

HANTS & DORSET

Monthly season tickets are now available on the company's vehicles.

MAIDSTONE & DISTRICT

Following the withdrawal of the Southern Region branch line from Gravesend to Allhallows, a new bus route 136 was instituted between the same points.

Authority is sought to convert all the Hastings area single-deck routes to one-man operation for the winter months. Those concerned are 72, 74 and 134 from Hastings depot and 155 and 161 from Silverhill. A request by Hastings Corporation for an enquiry into the costs of local bus travel has been refused by the Minister of Transport. The remaining equipment of the trolleybuses was sold at a loss of £1,885. A new central bus station at Hastings will be in the Priory Street area, near the railway station.

PORTSMOUTH CORPORATION

A and B (Cosham-Paulsgrove) were extended on July 28th to Browning Avenue, Paulsgrove, and on the same day 19 and 20 (Alexandra Park-Paulsgrove) were also projected to the same point.

SOUTHDOWN

Services 9 (Brighton-Angmering) and 10 (Brighton-Arundel) are to be diverted in Lancing via the Seadown estate.

THAMES VALLEY

Bracknell new town received some additional services on July 15th—55 and 55A from the station to Hawthorn Hill via Wick Hill or Warfield, and also 53A from Bullbrook to Little Sandhurst.

A saving of £50,000 annually is being achieved by the use of one-man operation, which is employed on half the company's single-deckers.

INDEPENDENTS

Southern Motorways is the new fleet name adopted by Basil Williams, of Emsworth. . . . A service that has changed hands several times since the war and one that was for a time under the aegis of Basil Williams's Hants & Sussex is that from Winchester to Stockbridge. Now being operated by A. E. Budden, application has been made for its acquisition by King Alfred, of Winchester. . . . Certain leave services of Hutfeld Coaches (Gosport) Ltd., together with the two or three-day tour from Gosport to Plymouth, have been applied for by Southdown.

LONDON TRANSPORT

Of the new bus routes brought into being under Stage XI of the trolleybus conversion, 149 is worked by Edmonton (EM), and 67, 243 and 243A by Stamford Hill (SF). Edmonton still works on 253 with Highgate (HT). Green RTLs from Hatfield (HF) are now in use for training purposes in the Central Area, and in return various formerly red RTs, mostly in the 4600s, have been painted green at overhaul and are operating from various country garages, not necessarily HF.

From August 16th, single-deck buses from Kingston and Norbiton garages will run at less frequent intervals during off-peak periods to help offset an annual loss in the region of £80,000. Routes affected are 201, 206, 215, 216, 218, 219 and 264. From August 20th, certain buses in the afternoon on 88 (Sundays only) are extended

from the Belmont terminus into the Banstead hospital grounds for the use of visitors. This applies to eight journeys into the hospital between 1.30 p.m. and 3.0 p.m. and eight out from 3.15 to 4.35.

The services generally continue to be affected by shortage of staff and this is responsible for about 5 per cent of scheduled mileage not being operated. In order to meet the situation, this is to be reduced by about 1 per cent in October, especially in north-western and south-western districts. The changes will mean that the scheduled mileage will correspond with the mileage actually being operated at the present time.

The 24 30 ft. long Routemasters are numbered ER880-903, the standard Routemasters continuing to RM879 and recommencing at RM904. RM632 has visited Self-Changing Gears, of Coventry, and Leyland Motors. Fitted with a Leyland engine it returned to service at Hanwell (HL).

SCOTTISH TRAFFIC AREA

EDINBURGH CORPORATION

Two new garages are to be built. One will be at Marine Gardens, Portobello, and will accommodate 150 cars and 60 buses, and the other at Seafield Road with room for 100 buses. Expenditure will be £220,000 and £130,000 respectively.

Advertisements are being experimentally signwritten on Fablon material, which is then fixed to the bus. This method reduces the period during which vehicles are out of service to have signwritten advertisements painted on them and also eases the job for the signwriter.

SCOTTISH OMNIBUSES

A series of workers' services is to be introduced between the new BMC factory at Bathgate and terminals at Edinburgh, Glasgow, Polbeth, Fauldhouse, Bo'ness and Bathgate.

It is proposed to operate the Edinburgh-London express service by way of the new Doncaster by-pass road.

CENTRAL SMT

The second ex-Laurie Leyland Atlantean entered service lettered as legally owned by Central SMT and on hire to J. Laurie & Co.

WESTERN SMT

Kilmarnock local service K4A (Cross-Sampson Avenue) is to be replaced by a new circular service serving Bonnyton - Cross - Culzean Crescent - Sampson Avenue - Cross. Ayr locals A7 and A8 are being revised to operate A7 Heathfield-Hayhill (Mainholm Road) and A8 Prestwick Toll-Laughlan Glen Road.

With the delivery of new Leylands, of which 27 have been allocated to Ayr, all remaining Albion double-deckers have been withdrawn.

ALEXANDER (MIDLAND)

A service for workers between Falkirk and the new BMC factory at Bathgate is proposed.

It appears that no side or rear scroll transfers with the new company name have been delivered as yet, but one vehicle has been seen with new fleet name hand painted on the side while a number of single-deckers have the new name painted across the rear panels. Former Lawson vehicles are now coming out with new legal owner, old style Alexander fleet name and still in red livery.

ALEXANDER (NORTHERN)

Despite the fact that new Leyland Titan PD3A/3s are registered in Aberdeen and have the new legal owner with Aberdeen address, the scroll on the rear panel is the old version with Falkirk as the address.

BORDER COUNTIES GARAGE, Newcastleton

The application for a service between Newcastleton and Hawick (see August issue) has been refused.

GARELOCHHEAD COACH SERVICES LTD.

New Ford Thames coaches, although owned by the company, are lettered "Foy's Coaches."

NORMAN SMITH, Grantown-on-Spey

Services between Grantown and the West and East railway stations previously operated by McDonald and Grant along with excursions and tours from Grantown and Aviemore have been taken over.

WILLIAM SMITH, Keith

A workers' service has been introduced between Islabank Mills and Reidhaven Square, Keith.

YOU

are the person on whom we rely for the reports of developments up and down the country that go to make up "Around the Traffic Areas"—now such an invaluable feature of this journal. Our local correspondents will be glad to hear from you. You will find your local man's name and address on page 179.

IRELAND

CIE

The first four (E1-4) of a batch of 80 Leyland Leopards with bodywork constructed by CIE at Inchicore works entered service on July 31st. Two are operating on the Dublin-Wicklow service and two between Dublin and Wexford. They are painted red and white, have front entrances and seat 45 passengers. Luggage accommodation in the rear boot totals 64 cu. ft. Demisters and heaters are fitted, and, for the first time on CIE single-deckers, rear destination blinds. All 80 are due for completion by next March.

Bus runabout tickets, similar to London's Red Rovers, were introduced on August 14th. They may be used on any Dublin city bus after 7.30 p.m. on Mondays to Fridays inclusive within a radius of 15 miles of the city centre and they cost 5s. 0d. each for adults. They give unlimited travel, similar tickets being issued at half price for children which are valid on Mondays to Saturdays between 10 a.m. and 9 p.m.

LONDONDERRY & LOUGH SWILLY RAILWAY

The Leyland Atlantean went into service on June 20th and is working between Londonderry and Buncrana. It has 41 seats in the upper saloon and 35 in the lower. In March of this year, four new Leyland Tiger Cubs with 43-seats went into service. A 31-seat Albion one-man-operated single-decker went into service on April 1st.