

Bulletin 244

November - December 2023

In this issue....

- **A Pembrokeshire Friday**
- **Swadling of Tisbury**
- **Western Greyhound remembered**

plus reports of recent changes to bus services across South West England



Mid Wales Travel, Penrhynoch, brought their new Volvo eVoRa into service on 17th November 2023. It is BV73 MRY, carries fleet number 173, and is a Volvo B8RLE with MCV B38F body.

It was photographed at Penrhynoch on its first inward journey to Aberystwyth, which starts from Ynyslas. Consequently, it has a destination display that combines both route number 512 (Aberystwyth-Ynyslas) with that of 526 (Aberystwyth-Penrhynoch).

Photo A. Moyes

Editorial

Whilst this Bulletin is dated for the end of 2023 it is likely that you will be reading it in early 2024, so it seems an excellent opportunity to look back at 2023 whilst also looking forward to 2024.

During 2023 we have continued to produce a regular distribution of bulletins with a mixture of both route news and many interesting articles. I am very grateful to those who have contributed over the past 12 months, both with the route recording and writing a wide selection of articles.

2024 looks again like a year of funding knife-edge moments, with contrasting polices from Westminster in England and the Senedd in Wales. Looking into 2024 there appears to be greater uncertainty in Wales in the short term, whilst England seems to be on course to reach the next General Election before most announced funding streams expire.

Within the Bulletin plans for 2024, we are looking to see if we can also include potential one-off specials on different subjects. We have several ideas of potential topics but are open to any ideas the membership may have. The scope is wide but we want to look to subjects that may not otherwise be recorded so as to provide a record for future generations. An example is Bulletin 224 where we reflected on Western National's withdrawal from North Cornwall in 1971. This is still available to view on the new OS website. Have you a project or passion you would like to share?

Forthcoming Meetings

Tuesday 16th January 2024 at 1930 - **"TO THE BUSES BOuRNe"** – a presentation by Anthony Delaine Smith. As the Omnibus Society President in 2023, Anthony has toured many Branches during the past year addressing meetings. This Zoom meeting will allow all Society members who have not been able to attend any of these meetings a chance to hear Anthony's talk.

Thursday 8th February 2024 at 1930 - **"Westlink – the first year"** – Jason Stevens-Read, National Operations Manager, Local Government Services, EMED Community Care will look back over the last year at Westlink, the Demand Responsive Transport network introduced in 2023.

Thursday 22nd February 2024 at 1930 - **"Shenanigans in Bournemouth"** – a look back to the start of deregulation in Bournemouth and the surrounding area". Marc Reddy looks back at his early years in the bus industry firstly with Badger Vectis and then White Bus during a period of intense competition on the South Coast.

To request the link to any of these "Zoom" meetings, please email the Branch Secretary, Darryl Meades at darryl.meades@gmail.com, who will forward the link to you in advance of the meeting.

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To request a link to a SW&W "Zoom" meeting, please email Darryl Meades at darryl.meades@gmail.com

This Bulletin is produced by the South Wales & West Branch of the Omnibus Society
For more details about the Omnibus Society and membership - www.omnibus-society.org

Devon calls time on the 875 bus route



With Burgh Island and its hotel in the background, Oakleys Coaches Optare Solo DU54 XBG awaits departure on the last ever Devon County Council route 875 to Lee Mill via Modbury & Ivybridge. Photo: Christopher Carter

Bus service 875 (Bigbury – Lee Mill) was withdrawn after operation on Tuesday 7th November 2023. Oakleys Coaches have been operating this bus service since April but gave notice on the contract. Devon County Council tendered for a replacement bus service and received a price which was significantly greater than the cost of providing a Fare Car, given the expected demand for the service. The service had previously been operated by Tally Ho! Coaches but the company handed back the contract in April, blaming a lack of drivers.

As a replacement for bus service 875, the Fare Car F7 service, which currently operates from the Bigbury and Challaborough areas to Modbury and Ivybridge on Fridays, will additionally run on Tuesdays from 14th November 2023 and will be extended to Lee Mill. Additionally, from 14th November, passengers who have an English National Concessionary Bus Pass will be able to travel for free on the Fare Car on both days of operation if they show their pass to the driver.

Oxfordshire turns back the clock

With many bus services being withdrawn across the country, Oxfordshire County Council has looked to buck the trend by using Bus Service Improvement Funds to bring back a number of routes withdrawn 5 years ago. One of the routes that returned on 27th November is the 64 between Witney and Swindon, via Carterton, Lechlade and Highworth.

The service was previously withdrawn on 20th July 2016; at that time it was operated by Pulhams Coaches who will also be operating it again now, 7 years later.

Barry's new bus interchange to finally get served!

A new £2.7m Transport Interchange built near Barry Docks Station is to finally get a bus service calling at it from Monday 8th January 2024, when Adventure Travel's local Barry service B3 will call there. The route, supported by Vale of Glamorgan Council, will run seven times a day instead of the current eight, which will also help to improve reliability.

Service enhancements in Wiltshire



Enviro 200 YX63 ZVS sets down passengers outside Chippenham Sainsburys on the 1300 journey from Bath on Friday 24th November. The bus has a good load and this destination makes a very clear statement that the X31 is now a DIRECT bus to Corsham and Chippenham.

At a time when the main talk has been about service and frequency cuts to commercial services it is refreshing to report a service enhancement.

The corridor between Bath and Chippenham had seen competition between First and Faresaver for many years before First finally withdrew their 231 route in 2016. Since then, the route had been solely operated by Faresaver and had been improved to have a 20-minute service through the middle of the day Mon-Fri before the Covid pandemic struck.

Post-pandemic it has operated half-hourly, although every 20 minutes in the evening peak from Bath and it seems has remained busy and potentially grown traffic. Whilst there may have been a rare cancellation due to staff shortages, Faresaver managed to provide an almost 100% service in the period after Covid when many other operators locally were badly hit by staff shortages and this seems to have been a factor in retaining custom, even before the £2 fares were introduced.

The 231 (First) and X31 (Faresaver) services followed the same route, which involved a circuit of housing estates on the western side of Chippenham before setting off along the A4, then diving off to serve several housing estates in and around Corsham. The route re-emerged back on the A4 at Rudloe to run directly to Bath, but with most journeys going through Batheaston village rather than around the bypass. This led to an end-to-end journey time of well over an hour at most times of the day, whilst from Chippenham to Bath the train took 12 minutes.

The changes from 17th November see the X31 renumbered 231 maintaining the half-hourly frequency and a new direct X31 introduced hourly Mondays to Fridays that omits the housing estates and concentrates on the direct A4, except for diverting off to serve the town centre in Corsham.

Explaining the changes and some other enhancements, the company stated: “The existing X31 service will be re-numbered 231. The timetable will largely reflect the existing timetable with minor amends designed to improve punctuality.

We will also be introducing a new express service called the X31 which will operate in addition to the 231. This service will operate on an hourly basis on weekdays and will follow a route from Chippenham Bus Station - Bath Road (Hospital) - Sainsburys - Corsham, Newlands Road - Copenacre - Box - Bath (via Batheaston bypass) - stopping at all bus stops along the route.

Extra trips will be added to the 231 on Saturday evenings to provide an hourly service. The last bus departing Chippenham to Corsham now departing at 2315 rather than 2200 as it does currently.

Finally, the Sunday 231 service will be enhanced to hourly with earlier arrivals into both Chippenham and Bath. The Sunday enhancements are being made using support from the government bus service improvement grant.”

Notices and Proceedings

‘Notices & Proceedings’ is published weekly for each Traffic Area listing all the applications received. These list all applications for new registrations or to vary or cancel existing ones. These provide a good record of service changes, although often with scant details of the change itself. The Omnibus Society Branch Areas are based on the boundaries of the old Traffic Areas, our Branch covering both the old South Wales Traffic Area and the Western Area.

Since then the Traffic Areas have evolved; South Wales is now covered by a Traffic Commissioner for all of Wales, whilst the area of the Western Traffic area was extended to cover Oxfordshire, Berkshire and Hampshire. Copies of their Notices and Proceedings can be found online at:
Western: www.gov.uk/guidance/notices-and-proceedings-for-the-west-of-england
Wales: www.gov.uk/guidance/notices-and-proceedings-for-wales

From Monday 1st May 2023 this evolved further with the Traffic Commissioner’s Office delegating bus service registration powers for services within the West of England Enhanced Partnership area to the West of England Combined Authority. This means that for local bus services that operate wholly within the West of England Area (i.e. Bath and North East Somerset, Bristol, North Somerset and South Gloucestershire) the West of England Combined Authority is now the Bus Services Registration Authority and bus registration applications are submitted via the new West of England Bus Registrations Authority (WEBRA) system.

For bus services that operate within the West of England Enhanced Partnership Area but travel to or from neighbouring authority areas, registrations must continue to be submitted to the relevant Office of the Traffic Commissioner.

Details of the changes solely within WEBRA are no longer published in the West of England issue of Notices and Proceedings, and instead a very limited publication is issued online. Details can be found at www.travelwest.info/bus/registrations .

Refreshed Omnibus Society website launched



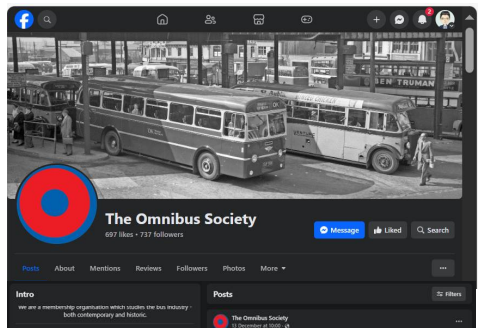
By the time that you read this issue, the refreshed OS website will be live. With a new look, it will retain all the features of the current site including the ability for members to read Branch Bulletins and early issues of Omnibus Magazine on-line. When the refreshed site was launched members who have an email address registered will have received an email requesting them to reset their password for security reasons.

If you haven't used the website before and need your login details, please contact Andrew Tyldsley andrew.tyldsley@omnibus-society.org

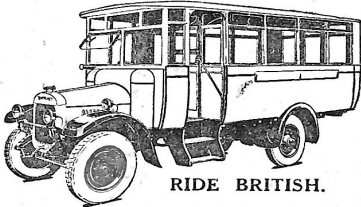
The Omnibus Society is also alive again on Facebook

The Omnibus Society has reactivated its Facebook page and is now using that as another medium to communicate with members and to encourage new members to join. If you have a Facebook account, search for the Society's page by searching for *Omnibus Society* and follow.

The South Wales & West Branch have had a Facebook presence for a few years. If you have not seen it, please have a look and follow. We can be found by searching in Facebook for *Omnibus Society in South Wales and the West*.



Walter Swadling of Tisbury, Victor Bus Services



RIDE BRITISH.

"VICTOR"

**TISBURY
BUS
SERVICE**

Commencing January 25th, 1927.

Proprietor:
W. O. SWADLING,
Duck Street, Tisbury,
Near Salisbury.

It is always interesting to look at old timetables that show an era long past and often one wonders whatever became of that operator. This evocative picture on the cover of a small card timetable stirred my imagination more than most. Imagine riding from Tisbury into Salisbury on this fine machine, the "Victor", proudly proclaiming you should "Ride British".

The timetable offered buses on Tuesdays, Thursdays, Fridays and Saturdays into Salisbury from not just Tisbury, but Fonthill, Ansty, Swallowcliffe, Fovant, Compton Chamberlayne and Barford. The service consisted of 3 round trips on Thursdays and Fridays, 4 on Tuesdays (although one was only as far as Tisbury), and Saturday having 5 round trips with a late evening round trip with a 1045pm departure back from Salisbury in addition to the service that operated on Tuesdays.

Who was W.O Swadling, and whatever happened to his bus service, which still runs to this day, operated by Salisbury Reds under contract to Wiltshire Council?

Walter Owen Swadling was born in Marlow, Buckinghamshire in 1892 and is shown in the 1911 Census as a Brewery labourer working in the town. By 1926 he had found his way to Tisbury and is recorded as marrying Florence Rose Smart on the 26th December that year at the Zion Hill Chapel. They went on to have two children, Dennis Owen, born 23rd Oct 1928 and Allan Gordon, born 14th Nov 1934

So much for the man, but when did he commence bus operations? Always a good starting point for any research into West Country operators are the excellent books Roger Grimley has produced over the years that have recorded in great detail a time that has now faded from living memory. Within his book "Chalk in the Radiator" Number Two – The Nadder Valley Roger records details of not just the development of the "Victor" bus service but also of the many other small operators who threaded their ways through the lanes in the Nadder Valley to Salisbury.

TISBURY BUS SERVICE.

FONTHILL and TISBURY to SALISBURY.

	Tues., Thurs., Fris. & Sats.				Extra Bus Sats. only.	
	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Fonthill (Beckford Arms) . . . dep	8 50	9 0	2 0	5 15	9 40	9 45
Tisbury	9 0	10 50	2 10	5 25	9 45	9 50
Ansty	9 5	10 55	2 15	5 30	9 50	9 55
Swallowcliffe	9 10	11 0	2 20	5 35	9 55	10 0
Cribbage Hut	9 15	11 5	2 25	5 40	10 0	10 5
Fovant	9 20	11 10	2 30	5 45	10 5	10 10
Compton Chamberlayne	9 27	11 15	2 37	5 52	10 10	10 15
Barford	9 35	11 20	2 45	6 0	10 15	10 15
Salisbury (Canal) arr	9 55	11 40	3 5	6 20	10 35	10 35

SALISBURY to TISBURY and FONTHILL.

	Tues., Thurs., Fris. & Sats.				Extra Bus Sats. only.	
	A.M.	noon	P.M.	P.M.	P.M.	P.M.
Salisbury (Canal) dep	9 55	12 0	4 0	8 35	10 45	11 5
Barford	10 15	12 20	4 20	8 55	11 5	11 10
Compton Chamberlayne	10 20	12 25	4 27	9 2	11 10	11 15
Cribbage Hut	10 25	12 30	4 35	9 10	11 15	11 20
Fovant	10 30	12 35	4 40	9 15	11 20	11 25
Swallowcliffe	10 35	12 40	4 45	9 20	11 25	11 30
Ansty	10 40	12 45	4 50	9 25	11 30	11 35
Tisbury	10 45	12 50	4 55	9 30	11 35	11 40
Fonthill (Beckford Arms) arr	1 0	1 0	5 5	9 35	11 40	11 40

A—Not Thursdays and Fridays.
B—On Thursdays and Fridays leaves Fonthill (Beckwith Arms), at 9.20 Tisbury at 9.30 a.m., and runs 30 mins. later to Salisbury.

Roger records that "Walter Owen Swadling came to live in Duck Street, Tisbury and in March 1926 bought a brand new Thornycroft 20-seater with which he operated a four day a week service to and from Salisbury via Swallowcliffe.

Adopting the fleet name "Victor Motor Services" he bought a second bus in 1927 – a Star Flyer that he liked so much that he bought two more in 1929/1930. A livery of yellow and brown was adopted with a circular emblem on the side panels showing VICTOR in the top half and TISBURY in the bottom half.

By the end of 1930 the service was running seven days a week with journeys starting at Hindon or Fonthill Bishop; the bus then passed through Tisbury and Swallowcliffe before continuing along the A30 past Fovant and Compton Chamberlayne. There were five round trips every weekday with extras on Tuesdays and Saturdays and on Sunday there were three journeys to the city and back. In addition to carrying people to and from Salisbury the route provided a useful link between the villages and the local shopping facilities and railway station at Tisbury.

1931 saw an influx of new vehicles and during the early 1930s a delightful mix of Star, Thornycroft, Gilford, Dodge, Commer and Bedford vehicles were owned, the fleet generally consisting of some 6 or 7 vehicles. Among the drivers recalled are Reg Lyons, who drove a Thornycroft and was later with Wits & Dorset and Frank Tiller, the driver of the Star who married a girl from Barford but who was tragically killed in a motor cycle accident in 1936.

The growing fleet allowed the number of services to be increased. A second service started at Newtown, a mile and a half west of Tisbury, and served the small settlement of Tuckingmill before reaching Tisbury and continuing east to Chicks Grove. Here it turned right and looped around through Sutton Mandeville to Fovant, both these places being served by Lever & King's "Rambler" service. At Compton Chamberlayne it turned off the main road through the village, past the Kings Elm and along the lanes to join the Hindon – Barford road just to the east of Dinton. There were three round trips on Tuesdays, Thursdays and Saturdays (the principal shopping days), one on Friday and some evening journeys on Saturday. On Sunday the bus went from Chicks Grove into and out of Salisbury three times.

There was a third route along the hotly contested road from East Knoyle through Hindon and Chilmark to Salisbury. There were two round trips from Hindon to Salisbury on Mondays, Tuesdays, Thursdays, Fridays and Saturdays with an extension to East Knoyle on Saturday and an extra evening trip on that day.

SALISBURY, TISBURY, HINDON.																																					
"Victor" W. Swadling. Hindon Road, Tisbury. 'Phone 56.																																					
	WX	T	S	non	T	S	W	T	S	WX	SE	TTS	p.m	WTS	S	pm	pm	pm																			
Salisbury (Canal)	d	9	0	10	12	0	1245	2	30	5	15	4	0	430	6	08	35	9	30	1045	230	7	09	30													
Ansty							1045	1245	1	30	3	15	4	0	4	45				645	9	20	10	1130	315	745	1015										
Tisbury							9	45	1050	1250	1	35	3	20	4	5	4	50	515	650	9	25	10	20	1135	320	750	1020									
Fonthill (B'kf'rdArms)							9	50		1255	1	40	3	25	4	10	4	55	525	655	9	30	10	25	1040	325	755	1025									
Hindon							d	10	0	1	5									515	7	5						810									
SALISBURY, SUTTON MANDEVILLE, NEWTOWN.																																					
"Victor" W. Swadling. Hindon Road, Tisbury. 'Phone 56.																																					
	a.m.	a.m.	WX	T	S	TTS	W	WX	T	S	p.m	S	WT	S	WT	S	pm	pm	pm																		
Hindon	d	7	45				1015				1255	1	45							715	8	0						8	0								
Fonthill (B'kf'rdArms)							7	50	8	55	1025			1	51	55	1	55	4	4	5	15	725	8	10				1255	515	8	10					
Tisbury							8	0	9	0	1030	11	0	1	10	1	0	2	0	4	45	5	20	730	8	15				1	1	520	15				
Ansty											9	5	1035	11	5	1	5	1	5	1	5	15	2	5	2	5	25	735	8	20			1	5	52	18	20
Salisbury (Canal)	d	8	45	9	50	1120	1150	2	0	2	50	2	50	2	50	5	35	6	10	820	9	5								1	50	610	9	5			
SALISBURY, SUTTON MANDEVILLE, NEWTOWN.																																					
"Victor" W. Swadling. Hindon Road, Tisbury. 'Phone 56.																																					
	TTS	TTS	F	T	S	T	S	T	S	S	S	S	p.m	p.m	p.m	F	S	S	S																		
Salisbury (Canal)	d	1150	3	30	5	15	6	30	7	15	8	35	1045	2	2	30	6	30	9	30																	
Fovant		1220	4	0	5	45	7	0	7	45	9	5	1115	3	3	0	7	0	10	0																	
Sutton Mandeville		1225	4	5	50	7	5				9	10	1120	3	3	5	7	5	1015																		
Newtown		1250	4	30	6	15	7	30					9	35	1145																						
	TTS	F	TTS	T	S	S	S	S	S	S	S	S	p.m	p.m	p.m	T	T	T	T																		
Newtown	d	1015	1	0	1	20	4	45	5	20			9	40																							
Sutton Mandeville		1040	1	25	1	45	5	10	5	45																											
Fovant		1045	1	30	1	50	3	15	5	50	7	55	1020	3	1	10	5	15	8	35																	
Salisbury (Canal)	d	1115	2	10	2	20	5	45	6	20	8	30	045	1	1	40	5	45	9	5																	
SE Not Sats. W Weds. only. WT Weds. and Thurs. only. WTS Weds. Thurs. and Sats. only. WX Weds. excented. † Runs to or starts from Chicks Grove.																																					

On Sundays there were three journeys; strangely the timings were not published in local timetable guides unlike those for the other "Victor" routes.

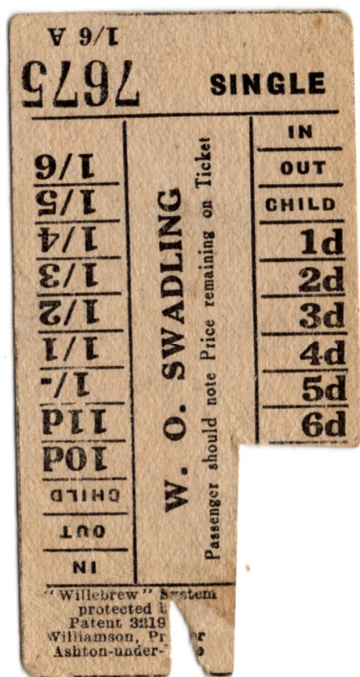
Extract from the December 1932 edition of Knights Timetables for the Salisbury area.

Application has been made by **W. O. Swadling**, of Tisbury, for road service licences to continue the services of stage carriages operated by him during the past year on the following routes, according to his published time-tables :—

- J.1699. (1) Between Hindon and Salisbury via Fonthill, Tisbury, Ansty Swallowcliffe, Fovant, Compton Chamberlayne, Burcombe and Barford.
- J.1700. (2) Between Newtown and Salisbury via Tisbury, Chicksgrove, Sutton Mandeville, Fovant, Compton Chamberlayne, Barford, Burcombe.
- J.1701. (3) Between Knoyle, Hindon and Salisbury via Fonthill, Bishop, Chilmark, Teffont, Dinton, Barford, Burcombe.
- J.1702. (4) Between Hindon and Salisbury via Fonthill, Tisbury, Swallowcliffe, Fovant, Compton Chamberlayne, Barford, Burcombe.

The above lists the four licences applied for in Southern Traffic Area Notices and Proceedings issue 16 dated 3rd July 1931. These were to continue operating services that had been run in the past year.

In addition to the regular bus services Swadling's vehicles took local people on outings and public excursions to the seaside at Bournemouth, Weymouth and Swanage, on tours to Longleat and Shearwater and on short mystery tours. Passengers were picked up over a wide area including Ansty, Swallowcliffe, Fonthill Gifford, Hindon, Fonthill Bishop, Fovant, Compton Chamberlayne, Chicksgrove, Newtown and Old Hatch.



W. O Swadling used Willebrew bus tickets as shown above. The Willebrew system was invented by Alfred Williamson and John Brewer, hence the name Willebrew.

This scan is of a ticket in the collection of Mr M Rickitt.

During the 1930s Wilts & Dorset Motor Services Ltd were consolidating their position as the dominant operator in the area with the purchase of many smaller operators during that decade.

The operations of Walter Swadling were certainly of interest, although it appears there was a protracted period of negotiation as to arrive at a price. The opening offer from Walter Swadling was £10,000 for the goodwill of the company and £2,000 for the vehicles (a 14-seat and a 32-seat Thornycroft, two 25-seat Gilfords and a 20-seat Bedford). Over 16 months of negotiation the sale was eventually agreed on 5th March 1936 for £3,300 for the goodwill of the bus service, with the vehicles being retained by Mr Swadling, who it is believed continued with excursions and private hire work.

The Nadder Valley was of particular interest to Wilts & Dorset in 1936; on the 3rd June that year they concluded the purchase of the services of William Charles Lewis of Barbers Hill, Donhead St. Andrew for £150. He traded as the Donhead Transport Co but was also known as "The Chocolate Bus" and ran from Donhead to both Shaftesbury and Tisbury. The acquisition of these services with those of Swadling allowed Wilts and Dorset to operate from Salisbury, through Tisbury and Donhead St. Andrew to Shaftesbury.

This acquisition was quickly followed by the purchase of the goodwill for the services of Reginald Geoffrey Bartlett trading as the East Knoyle Bus Company for £100. These ran from East Knoyle to Salisbury and also Hindon to Shaftesbury.

H.5575.—Tisbury and Newtown, via Tuckingmill. (Previous licence granted to W. O. Swadling, "Notices and Proceedings," No. 180, page 14.) Modifications:—Revised time and fare tables as follows:—

		Tuesdays and Saturdays only.				Sats.				
		a.m.		p.m.		p.m.		p.m.		
Tisbury	dep.	9.45	12.30	5.20	9.0
Newtown	arr.	9.52	12.37	5.27	9.7
Newtown	dep.	10.8	12.38	5.33	9.8
Tisbury	arr.	10.15	12.45	5.40	9.15

Sats.—Saturdays only.

Tisbury.		
1d.	1d.	Tuckingmill.
2d.	1d.	Cross Roads.
3d.	2d.	1d. Newtown.

Through fares by transfer at Tisbury:—Newton—Salisbury, 1/6 single, 2/3 return.
 Christmas Day—Service suspended. Christmas Eve, Bank Holidays and Tuesday of Salisbury Fair—Saturday services.

H.5576 —Salisbury and Shaftesbury, via Tisbury and Donhead St. Andrew. (Previous licence granted to W. O. Swadling and W. C. Lewis. "Notices and Proceedings," No. 180, pages 14 and 15.) Modifications:—

- (1) Revised time table giving weekday service, incorporating services previously licensed to Mr. W. O. Swadling (between Salisbury and Tisbury) and Mr. W. C. Lewis (between Tisbury, Donhead St. Andrew and Shaftesbury).
- (2) Revised fare table, and to introduce Season and Privilege tickets at the same rates as authorised for other services of the Company.
- (3) To discontinue operating the service via the villages of Charlton and Compton Chamberlayne.

	a.m.	Weekdays.				Sats.		Sundays.							
		a.m.	p.m.	T.S.	p.m.	p.m.	p.m.	p.m.	p.m.						
Salisbury (Endless Street)	dep.	8.55	12.40	3.10	—	6.0	8.10	9.0	10.55	2.0	6.0	10.10			
Wilton (Market)	..	9.7	12.52	3.22	—	6.12	8.22	9.12	11.7	2.12	6.12	10.22			
Barford	..	9.15	1.0	3.30	—	6.20	8.30	9.20	11.15	2.20	6.20	10.30			
Compton Chamberlayne	..	—	—	—	—	—	—	—	—	—	—	—			
(Turning)	..	9.22	1.7	3.37	—	6.27	8.37	9.27	11.22	2.27	6.27	10.37			
Fovant	..	9.27	1.12	3.42	—	6.32	8.42	9.32	11.27	2.32	6.32	10.42			
Fovant (Elm)	..	9.30	1.15	3.45	—	6.35	8.45	9.35	11.30	2.35	6.35	10.45			
Panters	..	9.33	1.18	3.48	—	6.38	8.48	9.38	11.33	2.38	6.38	10.48			
Chicks Grove (P.O.)	..	9.38	1.23	3.53	—	6.43	8.53	9.43	11.38	2.43	6.43	10.53			
Tisbury	..	8.25	9.45	1.30	4.0	6.50	9.0	9.50	11.45	2.50	6.50	11.0			
Wardour School	..	8.32	—	1.37	—	—	9.7	—	—	—	—	—			
Hatch Corner	..	8.34	—	1.39	—	—	9.9	—	—	—	—	—			
Donhead St. Andrew	..	8.40	—	1.45	—	—	9.15	—	—	—	—	—			
West End	..	8.42	—	1.47	—	—	9.17	—	—	—	—	—			
Brookwater	..	8.44	—	1.49	—	—	9.19	—	—	—	—	—			
Ludwell	..	8.46	—	1.51	—	—	9.21	—	—	—	—	—			
Shaftesbury	..	arr.	8.55	—	2.0	—	9.30	—	—	—	—	—			
		Weekdays.				Sats.		Sundays.							
		a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.				
Shaftesbury	dep.	12.35	4.35	—	9.35	—	—			
Ludwell	—	12.44	4.44	—	9.44	—	—			
Brookwater	8.50	12.46	4.46	—	9.46	—	—			
West End	8.53	12.48	4.48	—	9.48	—	—			
Donhead St. Andrew	8.55	12.50	4.50	—	9.50	—	—			
Hatch Corner	9.1	12.56	4.56	—	9.56	—	—			
Wardour School	9.3	12.58	4.58	—	9.58	—	—			
Tisbury	9.10	1.5	5.5	5.45	8.5	10.5	1.5	5.5	10.25	
Chicks Grove (P.O.)	9.17	1.12	—	5.52	8.12	10.12	1.12	5.12	10.32	
Panters	9.22	1.17	—	5.57	8.17	10.17	1.17	5.17	10.37	
Fovant (Elm)	9.24	1.19	—	5.59	8.19	10.19	1.19	5.19	10.39	
Fovant	9.27	1.22	5.25	6.2	8.25	10.22	1.25	5.25	10.42	
Compton Chamberlayne (Turning)	9.34	1.27	5.30	6.7	8.30	10.27	1.30	5.30	—	
Barford	9.39	1.34	5.37	6.14	8.37	10.34	1.37	5.37	—	
Wilton (Market)	9.47	1.42	5.45	6.22	8.45	10.42	1.45	5.45	—	
Salisbury (Endless Street)	arr.	9.59	1.54	5.57	6.34	8.57	10.54	1.57	5.57	—

T.S.—Tuesdays and Saturdays only. Sats.—Saturdays only.

Christmas Day—Services suspended. Boxing Day and Good Friday—Sunday services.
 Christmas Eve and Bank Holidays and Tuesday of Salisbury Fair—Saturday services.

The entries in Notices & Proceedings above record the transfer of some Swadling services to Wilts & Dorset and combined with those of W. C. Lewis to create the through service from Salisbury to Shaftesbury.

The official notice of Wilts & Dorset taking over Mr W.O. Swadling and Mr R.G. Bartlett and the new timetable between Salisbury, Dinton, Chilmark, Hindon, East Knoyle and Mere is shown on the next page.

WILTS & DORSET MOTOR SERVICES LTD.

(In Association with the Southern Railway)

IMPORTANT NOTICE

Commencing on Wednesday, July 1st, 1936, a new service will be operated between

SALISBURY—MERE

via DINTON, HINDON and EAST KNOYLE

incorporating the services previously operated by Mr. W. O. Swadling between Hindon and Salisbury and Mr. R. G. Bartlett, between East Knoyle and Salisbury as under :—

Service No. 37	SALISBURY—HINDON—EAST KNOYLE—MERE.									DAILY
	N.S. a.m.	N.S. p.m.	D. p.m.	T.S.S. p.m.	D. p.m.	Th.S.S. p.m.	S.S. p.m.	S.S. p.m.	Sats. p.m.	
SALISBURY (Endless Street)		12-25		3-25	6-25			9-25		
Skew Bridge		12-31		3-31	6-31			9-31		
Wilton Market		12-35		3-35	6-35			9-35		
Burcombe		12-40		3-40	6-40			9-40		
Barford St. Martin		12-45		3-45	6-45			9-45		
Dinton		12-55		3-55	6-55			9-55		
Teffont		1-0		4-0	7-0			10-0		
Chilmark		1-5		4-5	7-5			10-5		
Fonthill Bishop		1-11		4-11	7-11			10-11		
Hindon	8-20	1-15	1-15	4-15	7-15	7-15		10-15	10-15	
East Knoyle	8-30		1-25	4-25		7-25	7-25		10-25	
Park Corner	8-40		1-35	4-35		7-35	7-35		10-35	
Lyemmarsh	8-45		1-40	4-40		7-40	7-40		10-40	
MERE (Clock Tower)	8-50		1-45	4-45		7-45	7-45		10-45	

MERE—EAST KNOYLE—HINDON—SALISBURY.

	N.S. a.m.	T.S.S. p.m.	N.T.S.S. p.m.	T.S.S. p.m.	Th.O. p.m.	S.S. p.m.	Sats. p.m.
MERE (Clock Tower)	9-50	2-0	4-0	5-0		8-0	10-45
Lyemmarsh	9-55	2-5	4-5	5-5		8-5	10-50
Park Corner	10-0	2-10	4-10	5-10		8-10	10-55
Hindon	10-10	2-20	4-20	5-20	7-25	8-20	11-5
Fonthill Bishop	10-20	2-30	4-30	5-30	7-35	8-30	11-15
Chilmark	10-24	2-34	4-34	5-34		8-34	
Teffont	10-30	2-40	4-40	5-40		8-40	
Dinton	10-35	2-45	4-45	5-45		8-45	
Barford St. Martin	10-40	2-50	4-50	5-50		8-50	
Burcombe	10-50	3-0	5-0	6-0		9-0	
Wilton Market	10-55	3-5	5-5	6-5		9-5	
Skew Bridge	11-0	3-10	5-10	6-10		9-10	
SALISBURY (Endless Street)	11-4	3-14	5-14	6-14		9-14	
	11-10	3-20	5-20	6-20		9-20	

N.S.—Not Sundays. S.S.—Saturdays and Sundays only. D.—Daily. N.T.S.S.—Not Saturdays, Sundays or Thursdays. Sats.—Saturdays only. Th.O.—Thursdays only. Th.S.S.—Thursdays, Saturdays and Sundays only. T.S.S.—Tuesdays, Saturdays and Sundays only.

TRAFFIC OFFICE,
6 ENDLESS STREET, SALISBURY.
July 1st, 1936

(Copyright)

PHONE :
325 SALISBURY.

Further influence in the area was gained on 3rd December 1937 when Wilts & Dorset acquired the Hindon to Salisbury route that had been run by Lavington & Devizes Motor Services. Bath Tramways Motor Co Ltd had had a controlling interest in Lavington & Devizes since 1932, but in 1937 as they moved to integrate Lavington & Devizes services into their network the sale of their operation in South West Wiltshire was felt appropriate as being somewhat “out of area”.

W. O Swadling operated several vehicles over the years but none were included in the sale to Wilts & Dorset. Details of the vehicles operated are shown below, thanks to the research by Roger Grimley and later Peter Heath via Busdata.

Reg No	Chassis	Body	Seats	New
MR6174	Thornycroft AI	Vickers	20	1926
WM1060	Star Flyer	Spicer	?	1927
UU9543	Star Flyer	Metcalfe (see note)	20	1939
?	Star Flyer	Thurgood	?	1930
GO1891	Thornycroft LC	Thurgood	31	1931
GO8913	Thornycroft LC	?	31	1931
GP9541	?	?	?	1931
GW9092	Bedford WLB	Willmott	20	1931
UV4546	Gilford 166SD	Eaton	32 or 25	1927
KO6130	Gilford	Worthmore	?	1927
WV5973	Bedford WLB		20	1934
HC9385	Graham Dodge TDS	Strachan & Brown	20	1928
AHR127	Bedford WTB	Heaver	25 or 26	1936
KR2957	Commer	Willowbrook	20	1930

Notes: UU9543 was rebodied by Thurgood in 1930.
 GO1891 and GO8913 are shown with the same chassis number quoted
 – they may have been just one vehicle.
 KR2957 is also noted as a Commer registered KR2053.

It was believed that Walter Swadling continued to trade for a while after the sale of his service to Wilts & Dorset but by the onset of the war in 1939 he is recorded in the England and Wales Register taken at that time as being a lorry driver at RAF Chilmark, whilst still living in Tisbury.

The family would appear to have remained local with the death of Walter’s wife Florence registered in Salisbury in October 1959, and Walter living a further 6 years, his death also being registered in Salisbury in January 1966.

The network pioneered by Swadling and other entrepreneurs in the Nadder Valley continues in a recognisable form today, still operated by Wilts & Dorset, albeit now known as Salisbury Reds and under contract to Wiltshire Council. An outstation remained for many years in the village of Hindon moving only in later years to Berwick St. Leonard. The 25 / 26 / 27 network of routes link Salisbury with Tisbury and Hindon and whilst Chicks Grove may have been lost, withdrawn in the 1980s when the buses became “too large”, as the leaflet at the time said, most other villages still retain a service. Even the village of Newtown still retains a bus service, albeit it now just one journey on the 26 on a Tuesday and Saturday to Tisbury and Salisbury.

Far greater detail of the fascinating operators who served the Nadder Valley can be found in volume two of Roger Grimley’s “Chalk in the Radiator” series of books, volume 2 being devoted to the Nadder Valley. Alas, now out of print, copies do become available from time to time on eBay should you wish to learn more.

Western Greyhound's demise in Penwith

Philip Wallis recalls and illustrates events 10 years ago



Western Greyhound's former Stagecoach East London's Alexander-bodied Dennis Trident 495 (Y437 NHK) was seen in Penzance Bus Station on 23rd October 2013 when working Land's End route 501.

Under budgetary pressure, Cornwall Council was compelled to make savings of around half a million pounds to its tendered bus services budget during financial year 2013/2014. In late July 2013 notice was given by the council to bus operators of proposed service cuts.

Western Greyhound (WG) operated several mainly tendered bus services across the Penwith peninsula, with routes from centres at Penzance and St Ives covering the westernmost part of Cornwall as far as Land's End. The proposed cuts affected almost the entire Western Greyhound operation in Penwith, rendering the very small remaining operation unsustainable. Mark Howarth, WG's Managing Director, announced that the company's operations in Penwith would cease after service on Saturday 2nd November 2013.

I lived near Helston at this time and was able to ride many of Western Greyhound's Penwith bus routes in their final two weeks of operation.

I travelled to Penzance on Wednesday 23rd October 2013 with the aim of riding WG's route 501 to Land's End. This was the only WG Penwith area route regularly worked by double-decker buses as it attracted considerable seasonal tourist traffic as well as providing a term time school service. I caught the scheduled 1235 departure from Penzance Bus Station which departed late at 1244, worked by 2001 Dennis Trident 495 (Y437 NHK). Late October was very much 'end-of-season', so loading was light and I was the sole passenger remaining on board after St Buryan.



Ten years ago, West Cornwall was something of a refuge for ageing Olympians. First Devon & Cornwall's 1993 ex-Bristol Northern Counties-bodied Leyland Olympian 34629 (K629 LAE) was approaching Land's End terminus on 23rd October 2013.

My bus was making one of two weekday 501 journeys routed via Crows-an-wra and Sennen Cove to Land's End. Some tight manoeuvring was necessary when First Devon & Cornwall's (First D&C) Volvo Olympian 31877, working route 1 towards Penzance, was encountered along a narrow lane near Crows-an-wra. The Trident reached Land's End five minutes down on time at 1329 and, perhaps because his bus was running late, the driver did not head to the bus stop but continued along the exit road. Only my hasty

descent of the staircase reminded him that he had a passenger on board, whereupon he did pull up to let me off. I returned to Penzance on First D&C's Leyland Olympian 34629 working the scheduled 1435 departure from Land's End on route 1A via Porthcurno. It left late at 1442 and was further delayed by inconsiderate car parking near St Buryan school to arrive thirteen minutes down on time at Penzance Bus Station at 1545.

Saturday 2nd November 2013 was the last day of Western Greyhound's operation in Penwith when I planned to travel on five WG routes. I left Helston at 0747 aboard First D&C's Volvo Olympian 34131 working route 2A which arrived in Penzance on time at 0851. My attention was immediately drawn to the unexpected presence of Western Greyhound's AEC-PRV Routemaster RM 1062 on stand at the Bus Station ready to work the first route 513 journey to Leedstown at 0857, driven by Mark Howarth. I resisted the temptation to ride on the Routemaster,



After working the first out and back journeys on Leedstown route 513, Western Greyhound's AEC-PRV Routemaster RM 1062 switched to Land's End route 501. It was photographed in Penzance Bus Station with a blind display reading: 'Last Day of WG Operation Saturday 2nd November 2013. Thanks for your support'. Note the Penzance destination slipboard displayed in the windscreen.

as doing so would have disrupted my planned schedule to ride five other routes, instead remaining true to my purpose by leaving the Bus Station at 0914 aboard WG's 2004 Plaxton Beaver 2-bodied Mercedes-Benz (MB) Vario 568 working route 504.



Western Greyhound's Plaxton Beaver 2-bodied Mercedes-Benz Vario 568 (WK54 BHO) and its lady driver were taking a short break at Lamorna, Wink Inn, during its route 504 journey to St Just on 2nd November 2013. MB Varios in service on the last day only displayed route numbers, with destination blinds just showing the company name and telephone number.

The 504 offered two return journeys in each direction on weekdays between Penzance and St Just via Land's End with through journey time approaching 1½ hours. 568 set off with five passengers on board, one of whom alighted at the outskirts of Penzance. The bus travelled on through St Buryan and then made a double-run to Porthcurno. Unlike Western Greyhound's route 501 and First D&C's route 1A, which both turned in a car park on the approach to Porthcurno, WG's 504 continued down into the village and then up a narrow lane to the cliff-top Minack Theatre, where one lady passenger alighted – a facility that would disappear with the 504's withdrawal. On reaching Land's End three gentlemen with dogs boarded with the intention of travelling to St Just and then walking back to Land's End along the coastal path. Three more passengers boarded at Sennen Cove, one of whom was a conscientious local councillor seeking to find out how passengers would cope after the 504's withdrawal as Cornwall Council had not, at that stage, arranged a replacement service between Land's End and St Just (First D&C's Cornwall Explorer route 300, which covered the road, only operated in summer months). This would not affect me as I was only a transitory passenger but would have real impact on bus users living locally.

Route 504 terminated at St Just at 10.36 (three minutes late). MB Vario 568, on which I had travelled, was next scheduled to work the 1036 route 507 journey to Gurnard's Head Hotel which set off late at 1042. 568 left St Just with three passengers, picked up one more at Pendeen and arrived at Gurnard's Head three minutes down on time at 1100. Waiting there to form a connection to St Ives was WG's MB Vario 556 on route 508 up from Penzance and all passengers bar me transferred to the St Ives bus. I was the sole passenger on the return 507 journey to St Just.



Western Greyhound's MB Vario 568 (WK54 BHO) (left) on route 507 from St Just connected at Gurnard's Head Hotel with MB Vario 556 (WK53 BUS) (right) working route 508 to St Ives on 2nd November 2013. Parked in between was a First D&C van.

I was destined to ride on number 568 one more time as it was scheduled to work the 1120 route 509 journey from St Just to Penzance via Sancreed. Seven passengers were aboard 568 as it departed from St Just five minutes late at 1125. One passenger left the bus at Drift Crossroads, another boarded on the outskirts of Penzance and 568, having made good speed, arrived in the Bus Station dead on scheduled time at 1150.

I had 1¾ hours in hand before my next journey, so spent the time observing operations and taking photographs at Penzance Bus Station as well as getting some refreshment. I was on board WG's MB Vario 556 when it departed from Penzance Bus Station bang on time at 1335. It was working route 508 to St Ives via Zennor and carried eleven passengers, all bar two of whom completed the through journey to St Ives where Malakoff Bus Station was reached three minutes late at 1423.

My next journey was aboard a First D&C Volvo B7RLE on Truro route 14 but I only travelled as far as Hayle Viaduct, arriving at 1455. A short wait ensued before WG's MB Vario 576 on route 515 from Penzance arrived. The 515's section of route in Hayle acted as a town service and the last of the three passengers on board when I had joined the bus alighted at the Lidl store on the outskirts. This left me as the sole passenger travelling onwards to the route's Gwithian terminus, reached at 1525. The return journey departed at 1530 when there was still enough daylight left to take a reasonable photograph, but I was using colour print film and, to my regret, the film cassette had run out and I did not have a spare film. So, although I really did travel on the last Western Greyhound bus from Gwithian, I was not able to photograph it! Two casual passengers, seeking to get to St Erth Station, were picked up at Hayle, Foundry Square, giving them a slightly longer ride through St Erth village to the station than First D&C's more direct route 18, which they were probably waiting for, would have done. The 515 bus then continued down narrow lanes until reaching Marazion, where I alighted at 1610. From Marazion, I caught First D&C's Volvo Olympian 34196 running late on its route 2A journey to Falmouth, alighting in Helston at 1655.

I had successfully travelled on six of Western Greyhound's Penwith area routes before their withdrawal. The only routes I had missed were 512 (Penzance town service) and 513 (Penzance - Leedstown). Buses noted in service on the last day, 2nd November 2013, were MB Varios 553, 556, 568, 571, 576, 579, 581 and Routemaster RM 1862 – a total of eight vehicles. There was clearly a good rapport between drivers and regular passengers as I heard several passengers bidding fond farewells to the driving staff.

Western Greyhound route 501 (Penzance – Land’s End) was replaced by First D&C’s routes 1/1A – which ran over the same roads previously but gained a winter Sunday service, previously operated by WG. Most of route 504 (Penzance – St Just via Land’s End) was lost other than the projection of some First D&C route 5 journeys from Penzance to Lamorna, Wink Inn. First D&C route 16A replaced WG route 508 (Penzance – St Ives). WG’s route 509 (Penzance - St Just) was replaced by West Penwith Community Bus. The 515 (Penzance – Gwithian) was replaced between Penzance and Hayle by West Penwith Community Bus whilst Age UK Cornwall provided a Hayle town service, with two journeys from/to Gwithian. Penzance town service 512 was not replaced whilst Leedstown route 513 was incorporated into new First D&C route 13 between Camborne and Penzance.

The greatest loss of all-year bus service was suffered by communities along the north Penwith coast. The section of route 504 between Land’s End and St Just was not replaced, neither was route 507 which connected St Just with Gurnard’s Head Hotel. A small part of the void was filled from 24th February 2014 when three journeys on existing First D&C route 10 from Penzance to Lower Boscaswell were extended to Morvah. A more significant reinstatement of coverage occurred from 2nd June 2014 with the introduction of West Penwith Community Bus-operated route 7 between Land’s End and Zennor via St Just.



A photograph from happier days at Western Greyhound. Open Top RM 1783 sits in Newquay Bus Station on the 23rd June 2007 waiting for the next departure on the 500 to Fistral Beach. New to London Transport in January 1964 this bus is still in active service with Countrywide Coaches Ltd t/a Routemaster4hire from High Wycombe. www.routemaster4hire.co.uk Photo – Mike Wadman



A Friday out in Pembrokeshire *enjoyed by Michael Meilton*



Richards Brothers' Bwcabus fflecsi Optare Solo YJ66 ANR is seen reversing away having dropped a number of passengers off at Clarbeston Road to connect with the 313 journey due to Haverfordwest. This bus had just arrived from Crymych on the Friday-only 642 service, although it had displayed 601 (the default route number shown when operating demand responsive Bwcabus journeys).

Funding for the Bwcabus fflecsi Network in Pembrokeshire, Ceredigion and Carmarthenshire, which was a mixture of demand responsive and fixed timetabled journeys, came to an end on 31st October. The services had been funded through a Rural Development Programme Grant but when that ended in June 2023 the Welsh Government stepped in to cover the cost until 31st October. All efforts to secure future funding failed, except for the Pembrokeshire element of the service for which Pembrokeshire County Council found additional funds from the existing bus service budget to cover the operation until 31st March 2024.

The Pembrokeshire Bwcabus operates from 0700 to 1830 Monday to Friday mainly on a demand responsive basis but with two fixed routes, the 642 on a Friday from Crymych to Clarbeston Road and the 644 on a Tuesday from Rosebush to Clarbeston Road. On both days there is one "inward journey" arriving at Clarbeston Road in time to connect with a 313 into Haverfordwest, with a return journey in the afternoon connecting at Clarbeston Road with the 1330 313 journey from Haverfordwest.

Against this background it seemed a good excuse for a trip around the Pembrokeshire lanes by bus, just to see first-hand how well supported these almost withdrawn timetabled services were. Choosing the Friday 642 from Crymych had the added bonus that it could be combined with a ride on the only other Friday-only route in the area, the 342 shoppers bus from Croesgoch to Haverfordwest.



With this plan in mind, I was able to get a lift to Crymych on the morning of 10th November arriving in good time to catch the 0915 642 to Clarbeston Road. My arrival was, due to various reasons, about an hour early but as well as avoiding showers by hiding in the bus shelter it also offered an opportunity to watch the many vehicles running through the village taking

pupils to Ysgol Bro Preseli, the secondary school in the village. Whilst there was a procession of coaches it was interesting to see step entrance Mercedes still in active use transporting children.

Captured returning from the school having dropped off their passengers, at the top of the page is BF52 KKH, a Richards Brothers Vario 614D dating from Nov 2002, right is KF52 TZJ, Midway Motors O814D dating from October 2002. whilst below is WX08 KTE, this time a Richards Brothers 24-seat O813D coach new in May 2008.



Looking on-line at the Pembrokeshire School contracts listed, it suggests, if the numbers shown on the buses were correct, that BF52 KKH was on the 634 from Ceibwr, near Moylgrove, KF52 TZJ on the 616 from Cilgerran, Sawmill, whilst WX08 KTE was on the 620 from Cilgwyn Farm. Full details of the timings and pickups can be found on the Pembrokeshire Council website and make interesting

reading showing the vast catchment area for the school. It would make an interesting article in its own right! www.pembrokeshire.gov.uk/school-transport/ysgol-bro-preseli-transport

The only other timetabled route to serve Crymych is Richards Brothers 430 which links the village to Cardigan 4 times a day and Narberth twice. On 10th November Alexander Dennis Dart KX59 CXO was captured on the 0810 journey into Cardigan.

New in October 2009 to Renown of Bexhill-on-Sea the bus found service with J P Coaches of Forfar before joining the Richards fleet in West Wales.



The purpose of the trip was to catch the 642, the starting point for which is shown rather unhelpfully as just 'Crymych' on the timetable on the Pembrokeshire Council website! Unfortunately, there are a few stops to choose from in Crymych but other sources and a timetable displayed in a timetable case at the stop suggested the bus went from the Crymych Arms stop towards the north of the village.

It was the correct choice of stop, as at 0915 Bwcabus-liveried Optare Solo YJ66 ANR appeared. The destination displayed Bwcabus 601, which is the default display when operating on-demand journeys. It was however the 642 and I boarded purchasing a West Wales Day Rover (£8.50) by a contactless payment. Some shops in West Wales still stick to cash-only transaction, but it would seem the contactless revolution was now active on bus operations.

Bwcabus 642		
Crymych-Clarbeston Road		
via/trwy Mynachlogddu & Maenclochog		
Fridays only	Dydd Gwener yn unig	
Crymych		09:15
Mynachlogddu		09:24
Llangolman		09:34
Rhosfach		09:38
Maenclochog		09:42
New Moat/Y Môt		09:48
Cross Cottage		09:56
Clarbeston Road		09:59C

C: Connection with Service 313 to Haverfordwest

This service is provided by Carmarthenshire County Council

Operated by **Richards Brothers** (01239 613756)

C: Cysylltiad gyda Gwasanaeth 313 i Hwlfordd

Mae Cyngor Sir Caerfyrddin yn gweithredu'r gwasanaeth hwn

Gweithredir gan **Brodyr Richards** (01239 613756)

The Pembrokeshire on-line timetable for the 642 shows an interesting note saying, "This service is provided by Carmarthenshire County Council".

This could have been the case if the entire Bwcabus was funded through one tendering authority, but it is certainly not correct from 1st November.

I was the only passenger from Crymych and we set out south out of the village and then turned left into the Preseli Hills and down the valley towards Mynachlog-ddu in glorious sunshine, which was in stark contrast to an hour earlier. Mynachlog-ddu produced no passengers but a mile or so further on 2 ladies boarded at Blaendyffryn. Having reached Llandre and crossing a narrow bridge we continued via Llangolman and Rhosfach to Maenclochog. We were joined by a lady passenger from Llangolman and a gentleman from Maenclochog and much conversation ensued. It appeared that the gentleman with a case boarding in Maenclochog, who also purchased a West Wales Day

Rover, was embarking on an adventure. This was the first of 4 buses he would need to take to get him to Aberystwyth. Connecting onto the 313 at Clarbeston Road one would suspect he would then catch the 1040 T5 from Haverfordwest to Cardigan and the T5 at 1302 from there on to Aberystwyth arriving at 1450. We picked up one further passenger near Park Stone on the road south from New Moat arriving into Clarbeston Road a minute or so before the scheduled 0959 arrival time.

On arrival at the Bus Shelter in Clarbeston Road it was obvious that everyone got up, as a matter of habit to get off the bus. None of this waiting on the bus for the connecting bus to appear. We all alighted and milled around the shelter whilst the Bwcabus Solo reversed around a nearby road junction and set off northbound, leaving us to await our connecting 313.

It can be interesting at times to hear the comments of bus passengers and whilst we were waiting this was certainly the case. The discussion was around why the bus could not take them into Haverfordwest. Clarbeston Road is within the Bwcabus zone and you can travel to Haverfordwest from within the zone. It seems a few weeks earlier someone had booked the Bwcabus to take them from Clarbeston Road into Haverfordwest, so you had the spectacle of the bus arriving from the 642 journey and dropping off the passengers as normal at Clarbeston Road and then the passenger who had booked a demand responsive trip to Haverfordwest getting on and being taken there! It seems there must have been some discussion as the alighted 642 passengers were told they could not travel on it as they had not booked! The discussion continued around always seeing the bus in Haverfordwest during their time there so why couldn't it pick them all up from there on the way home!

The 313 runs from Wiston through Clarbeston Road and Crundale to Haverfordwest and is operated by Pembrokeshire County Council, who took over the Edwards Brothers of Tiers Cross operation at the end of last year.

Optare SoloSR YJ17 CPY (pictured right) appeared on time at 1005, still sporting its Edwards livery, albeit with the fleet name removed. The 6 of us waiting joined the one passenger already on board and we set off for Haverfordwest picking up two more passengers in Crundale.



The Bus Station in Haverfordwest is known as the “Temporary Bus Station” whilst they seek to redevelop a Public Transport Interchange. The council closed the previous bus station and have demolished the adjacent multi-storey car park pending the redevelopment of the Riverside area. The original plans were to replace the multi-storey car park with a new multi-storey car park with space for around 320 vehicles but with green credentials such as electric vehicle charging points, with further vehicle charging expansion built in and future-proofed, and solar panels on the new car park roof. The ground floor will also have some space for buses as seen on this “walk through” video. <https://vimeo.com/859401033> Further details of the plans can be found at www.haverfordwest-pti.co.uk.

The project has not been without setbacks. The initial cost of the project of £8.1m has grown now to around £20m and when the first phase of the project was tendered no compliant bids were

received. It seems now that following the November Council meeting they are able to award a contract for stage one pre-construction services for the interchange. It is not expected that the planned opening in 2024 will be achieved but the target date of March 2025 has been set.

With a few hours in Haverfordwest I took a tour of the town on the 1050 301 Town Service. Another ex-Edwards route now operated by the County Council, the vehicle YJ66 AEE, 11 months



after the takeover, was still sporting full Edwards fleet names!

The circuit took in much of the town having started off with a trip to Withybusch Hospital and back from the Bus Station. We carried 12 in total on the journey, 4 from town and 8 coming back in. At all points there were at least more than myself on the bus.

Haverfordwest has become a focal point for many of the fflexi demand responsive services that now run in Pembrokeshire, with, in addition to Bwcabus, one bus in North West Pembrokeshire and two in the enlarged Dale and Neyland DRT areas.

It is not uncommon to see two fflexi buses in the Bus Station, as in this photograph (right) with YA23 FZN picking up for the Dale area DRT zone whilst WN71 NDH is parked up beside the wall.



To add to the confusion slightly WN71 NDH had a board displaying in the back windows saying "Coastal Cruiser 387/388".

These are the Coastal routes from Pembroke Dock around the Angle Peninsula and this time of year they operate on Thursdays and Saturdays. I think from this we could have a shrewd guess as to what route that bus had been operating the previous day. Both these buses are operated by Pembrokeshire County Council from the Tiers Cross base they acquired with the purchase of Edwards.



In addition to the fflecsi services, Haverfordwest also attracted the “Bws y Bobol” which is a community bus that is based around St. Davids.

This 16-seat Iveco minibus was delivered new to them in January 2017.

Translated from the Welsh “Bws y Bobol” means “The People’s Bus”.

My next journey, Richards Bros 342, runs once a week on a Friday from Croesgoch to Haverfordwest leaving Croesgoch at 0950 and returning, according to the timetable at 1240. The inward journey has not changed much over the years. Looking at the timetable in 1990 the morning journey started from St Davids at 0930 but passed through Croesgoch at 0950 and arrived in Haverfordwest Bus Station, as now, at 1040. In 1990 it continued up the hill to the then fairly new Tesco store.

The return journey in 1990 left Haverfordwest Bus Station at 1400, having started from Tesco 5 minutes earlier, and got to Croesgoch at 1450 and into St Davids by 1510. At this time it was still a Friday-only service, and was operated by Richards Brothers under contract to Dyfed Council.

By 2004 the timetable had little changed, still 0930 from St Davids, passing through Croesgoch at 0950 and arriving into Haverfordwest Bus Station at 1040, the extension to Tesco having gone. The bus back was still at 1400, the service was still operated by Richards Brothers but it now ran twice a week, on Tuesdays and Fridays.

By 2023 the service has been curtailed to start and finish at Croesgoch and whilst retaining the same 0950 departure time that has been unchanged for at least 33 years, the return journey has been advanced from 1400 to return at 1240, or at least that is what the timetable says!

I had been prewarned that things may not be as they seemed earlier in the year when I travelled on the Puffin Shuttle and the Strumble Shuttle shortly before they were withdrawn. The driver had explained that she worked three days a week and did the Puffin Shuttle on Wednesdays, Strumble Shuttle on Thursdays and the 342 on Fridays. In discussion about the 342 she said it goes back a bit later than the timetable suggests as leaving at 1240 just didn’t give the passengers enough time to do their shopping.

Mindful of this I kept an eye out for the bus arriving in the bus station at 1040 whilst I waited for my 1050 tour of the town on the 301, with the intention of confirming times with the driver. Standing in the bus station I noticed what looked like a Richards Brothers Solo approaching at around the right time across the dual carriageway. I had expected it to circle the roundabout and appear, but it didn’t. About 5 minutes later I observed it going back the other way and then turning into a road beside the Morrisons store. I suspected it had gone up there to park up out of the way after probably dropping the passengers off outside Morrisons to get their shopping with no one wanting to go to the Bus Station.

On my return towards the Bus Station on the 1050 Town service I was able to glance up the road beside Morrisons and indeed a Solo was parked down there beside the Morrisons store.

I decided it would be wise to make my way to the side of Morrisons in advance of 1240 to see if the bus was still there as it had not appeared in the Bus Station, so around 1215 I went to investigate. As I arrived, I was surprised to see an ADL Dart driving off; that wasn't what I had seen parked up earlier, but no Solo to be seen. Returning to the Bus Station there indeed was FN57 EWW, a Richards Brothers 29-seat ADL Enviro Dart sitting in one of the parking bays unattended.

1240 came and went and no sign of any departure on the 342. This was not a surprise but one wondered at what time anything would appear, if at all. It wasn't until just before 1300 that the driver appeared and things started to fall into place. She recognised me from our trips earlier in the year and asked if I was coming for a trip with her on the 342. I said yes and she invited me over to come and sit on the bus. It had been a bit of a mad morning: she had arrived as usual and left the passengers at Morrisons to do their shopping. She had parked the bus up in the service road beside the store and went in to do her shopping. Halfway around the shop she got a phone call saying that the bus on the Bwcabus had broken down and could they use her bus to cover for that and they would bring down a different bus for her to use on the return 342.

This bus brought back memories of what market buses used to be like. The bus parked up in the service road beside Morrisons so everyone could load their shopping on to the bus when they had finished in the shop and not have to carry it around town with them. It had now moved over to the Bus Station with the shopping on board (*the wheelchair space makes an excellent location for shipping bags as shown in the photo!*).

We were now sitting in the Bus Station with the doors open so people could drift back as they finished their business around town and sit on the bus to await departure. It seems the bus never went to a 1240 departure. The passengers found that didn't give them enough time to do their business and get something to eat so the bus has always gone back at 1330.

As with all old market buses this was a community outing as everyone knew everyone else, including the driver. There was banter and discussion as passengers appeared and everyone had to have the tale of a different bus explained to them. Eventually by 1330 the 9 of us for the return trip had gathered on the bus, and passed around were some very delicious figs that one passenger had brought back from a recent trip to the Gulf for us all to sample! In true market bus style, everyone was included!





The journey to Croesgoch was taken with a degree of caution, a different bus and the front wheels in a different place to the usual Optare Solo, but our driver was fine as we sped through the Pembrokeshire countryside. One passenger off at Red Hill, another at Folly Crossroads and another at Haycastle Cross as we slowly deposited people by their gateways.

Approaching Trefgarn Owen the discussion moved on to Daphne, usually a regular on the bus, but she didn't come into town today as she was feeling a bit dizzy. One of the passengers chimes up that she had bought her some magazines whilst she was in town so could we wait whilst she delivered them to her. No problem. We had one passenger alight at Trefgarn Owen, who took his bags and wandered off down a lane beside the Chapel to his caravan. As we sat waiting for the lady to reappear from delivering her magazines it was discovered the gentleman who had just alighted had dropped his cigarettes. Picking up the cigarettes another passenger says she will go after Steve to give them back to him! It seemed an opportune moment for me to also alight from the bus and take the photo above!

The bus continued via Llandeloy and Trefynnion to Croesgoch where the remaining 5 passengers alighted. It had been a trip that felt like going back 40 or more years when market bus services were common and had their loads of regular passengers who met up every week on their excursion into town. The personal connection between people and the looking out for each other, buying them some magazines as they were not well - it is an atmosphere that has all but gone from bus travel these days.

The whole of the 342 route is also covered by the North West Pembrokeshire fflecsi area, so it is perhaps surprising that the route has continued. It may be that with regular passengers numbering in the low teens it is felt appropriate to continue to run it, at least until it is reviewed on tender renewal. It is interesting to speculate just how long Croesgoch has enjoyed a Friday bus at 0950 or thereabouts into Haverfordwest, possibly 50 years or more.

Croesgoch benefits from being on the Richards Brothers T11 service that provides direct buses to both Haverfordwest and Fishguard. The afternoon bus to Haverfordwest however breaks the journey in St. Davids for around half an hour to enable the bus to depart at a time appropriate to pick up from the school on the way out of town. This pause in New Road gives one time to reflect on the past transport history in the area, if, of course, you are in the know. Otherwise the bus stop opposite might just seem like any other supermarket.



Opposite the bus stop in New Road, St. Davids is the Nisa extra supermarket. It was however, until January 1971 the St Davids depot of Western Welsh. It closed as Western Welsh withdrew from the area, closing the depot in Fishguard at the same time with 52 redundancies. The depot had opened in December 1954 and by 1957 had an allocation of 7 saloons and 4 double-deckers.

The 1507 T11 journey to Haverfordwest was in the hands of Volvo B8RLE, BV19 LLR and called in



to St Davids School where there were already several other buses and coaches ready to depart. Once they were all loaded a signal was given by a member of staff and the buses filed out in convoy.

Volvo B8RLE BV19 LLR is captured earlier this year on 21st January entering Solva on the T11 bound for St Davids.

Two other non-public buses joined us heading south towards Solva, one with the children for and around Solva, the second for Newgale and Keeston, whilst the service bus carried a full load of schoolchildren all the way through to Haverfordwest.

My final journey of the day was on the 1600 Taf Valley 381 from Haverfordwest to Tenby. Operated by Enviro 200 YX63 ZVK, I travelled only as far as Kilgetty. It had been a fascinating day, and interesting to see how the T11 timetable was designed around the timings required to transport school pupils. The integration of school and passenger movements onto service bus journeys makes sound economic sense. Moving forward with talk about Transport for Wales taking a role in designing services across the country under their One Network, One Timetable, One Ticket banner one hopes they will not lose sight of the financial benefits of planning in an integrated way to incorporate where possible school pupil movements.

CHELTENHAM & GLOUCESTER

1st October 2023

51 (Swindon-Cricklade-Cirencester-Cheltenham)D. Reverted to its normal route and timetable, following the reopening of the A435 road at Charlton Kings (SWW241/30 refers).

6th November 2023

C5 (Swindon, Queens Drive Ambulance Station-Eldene-Covingham-Lower Stratton-Cirencester College)Coll. Cut back to start at the junction of Queens Drive and Kirby Close, the stops at the north end of Queens Drive being replaced by 51X.

C64 (Eastington-Stonehouse-Stroud-Cirencester College)Coll. }

C65 (Lower Tuffley & Quedgeley-Finlay Road-A417-Cirencester College)Coll. } Both of these Cirencester College routes have additional lunchtime trips added.

51 / 51X (Swindon-Cricklade[51 only]-Cirencester-Cheltenham)D. The M-S 51X journeys, which call additionally at Cirencester College, are extended from Swindon Bus Station via Queens Drive to New College. This provides buses to the four stops no longer served by C5.

Stagecoach West 15967 (YPI4 GYW), an Enviro 400-bodied Scania N230UD is seen leaving Swindon bus station on service 51 to Cirencester and Cheltenham on 23rd September 2023.

*Photo:
Richard Kemble*



27th November 2023

100 (Cheltenham-Arle Court P&R)NSu. Acquired back from **Bennett's Coaches**.

FIRST SOUTH WEST [Buses of Somerset]

27th November 2023

4 (Yeovil-Sherborne-Marnhull-Sturminster Newton-Shillingstone-Blandford)M-F. Renumbered CR4 at the request of Dorset County Council. (For internal purposes the Company has always referred to this service as Y4, to avoid confusion with service 4 in Taunton, and latterly buses have been showing Y4 on their destination screens.)

21/21A (Taunton-North Petherton-Bridgwater-Highbridge-Burnham)D. Taunton-Bridgwater short journeys on M-S evenings after 2000 are extended from Bridgwater Bus Station to Dunball, to provide some later buses to the north of the town.

Vehicles recently acquired by Buses of Somerset have been receiving this simplified livery with "Green" branding.

One such bus is ADL Enviro400 33717 (SN12 AKF) seen in Taunton Parade on 18th July 2023.

Photo: Tim Jennings



55 (Wrantage-Langport-Somerton-Street, Strode College)Coll. } Transferred to **First WoE**
77/77A (Yeovil-Ilchester-Somerton-Street-Wells)NSu. } operating from Wells depot.

"Exmoor Coaster"(Blue Anchor-Minehead-Lynmouth-Ilfracombe)Summer D. Seasonally withdrawn after operation on Sat 25th November. This is earlier than shown in the September timetable book, which showed the last day as 31 December. It should be noted, however, that the Blue Anchor-Minehead section had already been withdrawn after operation on Sat 28th October.

FIRST SOUTH WEST [First Kernow]

4th September 2023

- T1 (Truro-Redruth-Camborne-Hayle-Penzance)D. One journey on Schooldays diverts at Hayle Viaduct to double run to Hayle Community School.
- U1 (Falmouth-Penryn-Truro-Perranporth-Newquay)D. One journey on Schooldays diverts in Truro to call at Richard Lander School.
- U2 (Falmouth-Penryn-Lanner-Redruth-Barncoose Hospital-[*odd jnys*]Camborne)D. One trip on Schooldays diverts between Redruth Station & Barncoose Hospital to call at Redruth School.
- 272 (East Looe-Pelynt-Lostwithiel-St.Austell-Truro College)Coll. Extended back to start from Nomansland via Looe Bay Holiday Park to East Looe Bridge, then as before.
- 850 (Newquay-Cubert-St.Newlyn East-Goonhavern-Shortlanesend-Truro College)Coll. Diverted between Goonhavern and Truro College via Chiverton Cross, instead of via Allet, Shortlanesend & Truro Station.

1st October 2023

- "Land's End Coaster" (Penzance-Newlyn-Porthcurno-Land's End-St.Just-Zennor-St.Ives-Marazion-Penzance)D. Winter timetable introduced, with the service curtailed to run just over the Penzance-Newlyn-Porthcurno-Land's End section. There will be no winter service along the north coast between Land's End and St.Ives this year.
- The "Atlantic Coaster" (Newquay-Padstow), "Falmouth Coaster" (Moor-Pendennis Point) and "Sunseeker" (St.Ives-Gwithian) services all ceased for the winter after operation on 30th September.

FIRST WEST OF ENGLAND

1st October 2023

Weston 7 (Worle, Sainsbury's-North Worle-Milton Road-Town Centre-Oldmixon Broadway-Haywood Village-Locking Parklands)D. After only a month, rerouted slightly in Locking Parklands, such that Farnborough Road, Chamberlain Road and Cranwell Road are no longer served. Instead, buses now continue along Bowen Road and turn directly into Nicholson Road. [*Presumably the increase from a single-decker five times a day to (possibly) a double-decker every 20-30 mins through to midnight was a bit too much for the residents to bear?*]

27th November 2023

55 (Wrantage-Langport-Somerton-Street, Strode College)Coll. }
77 / 77A (Yeovil-Ilchester-Somerton-Street-Wells)NSu. } Transferred from **First South West (Buses of Somerset)**, now operating from Wells depot.

GO SOUTH COAST Ltd.

SERVICES OPERATED BY WILTS & DORSET (“More” and “Salisbury Reds”)

4th September 2023 (additional to SWW242/30)

X20 (Marlborough-Hungerford-Newbury)F. Operation transferred from “**Salisbury Reds**” (Pewsey depot) to “**Swindon’s Bus Company**” (Swindon depot), and no longer diverts via the St.Margaret’s Mead estate in Marlborough, allowing a larger vehicle to be used.

30th October 2023

‘Wiltshire Connect On-demand’ (Devizes-Pewsey Vale-Pewsey-Marlborough/Great Bedwyn)NSu. The third and final phase of the ‘On-demand’ service was introduced from this date, with the flexi-area extended at its north-east corner to include the A4 road from Marlborough as far as Hungerford, plus the village of Chilton Foliat.

X22 (Marlborough-Froxfield-Hungerford)NSu. Withdrawn, being replaced by service 110 and the ‘On-demand’ service.

20 (Marlborough-Great Bedwyn-Shalbourne-Ham-Hungerford)NSu. Withdrawn. Fixed-timetable journeys for schools & shopping are now provided by 110 & 120, but replaced otherwise, including all Saturday facilities, by the ‘On-demand’ service.

22 (Marlborough-Great Bedwyn-Wilton-East Grafton -Burbage-Marlborough)NSu. Withdrawn and replaced entirely by the ‘On-demand’ service.

Flashback to April 2020 and Swindon’s Bus Company ADL Enviro200 107 (MX13 BBZ) waits in an unusually deserted Marlborough High Street, prior to operating a late afternoon journey on service 20 to Great Bedwyn.



- 100 (Devizes-Horton-All Cannings-Lockeridge-Marlborough)M-F. New service of one round trip for shopping in Marlborough. Diverts additionally via Manton, Honey Street, Alton Barnes & Stanton St.Bernard if pre-booked.
- 100X (Devizes-Beckhampton-Marlborough)M-F. New service of three round trips, diverting additionally via East Kennett, Manton, West Overton & Lockeridge if pre-booked.
- 110 (Marlborough-Froxfield-Hungerford-Ham-Shalbourne-Great Bedwyn-Marlborough)M-F. New service, 0900 this way round, 1200 the other. Also a 1620 Marlborough-Great Bedwyn and return.
- 120 (Hungerford-Ham-Shalbourne-Great Bedwyn-Marlborough)M-F. New service, 0723 ex-Hungerford returning at 1535. This journey has a separate number as it extends on Schooldays to Marlborough, St.John's School and therefore needs a larger vehicle (from Swindon depot) rather than using a 'Wiltshire Connect' minibus. Separate fares at the normal scale also apply.
- 217 (Marlborough town service)NSu. Monday to Friday operation transferred from **"Tourist Coaches"** to **"Swindon's Bus Company"** (Swindon depot) who already run the Saturday service.

PLYMOUTH CITYBUS

3rd September 2023 (Plymouth City Services)

- 42 / 42A / 42C (Royal Parade-Mutley Plain-Crownhill-Derriford Hospital-Southway/Tamerton Foliot/Woolwell)D. All journeys now run direct via Tavistock Road between Crownhill and Derriford, the deviation via William Prance Road & Brest Road through the Seaton Business Park being withdrawn.



During Spring 2023, Plymouth Citybus gave ADL Enviro 400 City 576 (WA69 CYZ) an all-over wrap to celebrate the coronation of King Charles III. It is seen outside the former Debenhams store on Royal Parade on 9th May operating service 42 to Southway. Photo: Kieran Graham

3rd September 2023 (Transport for Cornwall)

A large number of minor timetable changes took place from this date resulting from schools slightly altering their session times – mostly this involved no more than moving a school deviation from its existing journey to the preceding or subsequent one, but anything more significant is included in the list below.

- 6 (Bude-Holsworthy-Halwill Junction-Okehampton, Station)Su. }
- 6A (Okehampton, Station-Sticklepath-Whiddon Down-Tedburn St.Mary-Exeter)Su }
- Both acquired by **Stagecoach Devon**, who now operate the whole Daily service.
- 10 (Plymouth-Saltash-Tideford-Hessenford-Looe-Polperro)D. Former service 72, renumbered so that it can be shown on a combined timetable with services 11 & 12 to give the full picture from Plymouth to Saltash and villages along the A38.
- 11 (Plymouth-Saltash-Tideford-Liskeard-Bodmin-Wadebridge-Padstow)D. On M-S daytimes, the Plymouth-Bodmin Parkway section is reduced from hourly to two-hourly, although an hourly service is maintained between Plymouth and Trerulefoot (with 10) and between Liskeard and Trago Mills (with 77). In Bodmin, all westbound journeys except some late evening ones again run via Cooksland Road & Launceston Road (SVW240/25). On Sundays still operates in two sections, Plymouth-Liskeard and Bodmin Parkway-Wadebridge, but the Plymouth-Liskeard section is improved by extending on to Dobwalls and Trago Mills.
- 11A (Saltash School-Tideford-St.Germans-Polbathic)Sch. New service.
- 12A (Plymouth-Saltash-St.Dominick-Callington-Coads Green)NSu. Withdrawn. The area around St.Dominick is now served by 74, whilst the double runs into Callington's northern estates (Broadmead & Coronation Road), together with the Kelly Bray-Coads Green section, is abandoned. The number 12A does live on, however, and is now used by odd journeys on 12 which divert off the main road – a M-S a.m. peak bus which still diverts via St.Dominick, and also via Pillaton on Schooldays, together with its p.m. SDO return working; the M-S 1725 Launceston-Plymouth journey which still runs via St.Dominick; the northbound p.m. SDO journey via Boyton & Hornacott (the southbound a.m. one is a 12).
- 21 (Newquay-Quintrell Downs-Indian Queens-St.Dennis-St.Austell)D. No longer diverts via Whitemoor, between St.Dennis and Nanpean, apart from M-S evening journeys. This reduces the daytime service via Whitemoor to just the hourly 22.

One of the youngest buses in Cornwall is Go Cornwall ADL Enviro400 MMC 5011 (WA70 DZL) which is seen arriving in Newquay Bus Station on route 21 from St. Austell.
Photo: James May



- 22 (Truro-Grampound Road-St.Stephen-St.Dennis-St.Austell)D. Inbound journeys rerouted in St.Austell between Trinity Street and the Station via the by-pass, Asda Store [M-S only],

Woodland Road & Alexandra Road. On M-S, passengers returning from Asda board an inbound bus and over-ride the terminus.

- 24 (Fowey-Par-St.Blazey-St.Austell-Mevagissey)M-S eves + early a.m. jny. The evening service now starts from Readymoney Car Park in Fowey, rather than Safe Harbour Hotel, and is also rerouted in St.Blazey via Rose Hill instead of Landreath Place – this latter brings it into line with **First Kernow's** daytime service.
- 25 (Newquay-St.Stephen-St.Austell-Charlestown-Par-Fowey)D. The Sunday service (St.Austell-Charlestown only) is withdrawn and replaced by 28.
- 26 (St.Austell-Penwithick-Bugle-Roche-Bodmin-[Su]Bodmin Parkway)D. The Sunday service is rerouted in St.Austell via Sandy Hill, Bethel & Boscoppa (Killyvarder Way & Phernyssick Road) instead of direct via Tregonissey Road. This is the route followed by the M-S evening journeys, with the addition of Killyvarder Way (which already has Sunday buses on town service 30), thus giving Boscoppa a substantial increase on Sundays.

Go Cornwall ADL Enviro 200 2211 (YY64 TXR) is seen passing St. Petroc's Church in Bodmin, on its way to St. Austell on route 26 on 25th July 2022.

This bus was new to London General with dual door configuration and was one of a number acquired by Go Cornwall pending the delivery of newer vehicles. It has since been sold to Heddingham & District.

Photo: James May



- 28 (St.Austell-Charlestown-Carlyon Bay-St.Blazey Gate-Eden Project)Su. New service, replacing the Sunday 25 and providing a service to Eden on that day.
- 34 (Barncoose Hospital/[M-S]-Redruth-Four Lanes-Helston-Mullion-The Lizard)D. Rerouted between Redruth Station and Buckett's Hill (B3297) via St.Day Road, Sandy Lane & Southgate – rather a devious route, but it serves stops on Sandy Lane adjacent to new housing.
- 36 (Truro-Perranwell-Stithians-Helston-Culdrose-[M-S]Coverack/St.Keverne)D. The Schoolday journeys extending in Truro to Penair or Richard Lander Schools are revised. The Richard Lander journeys are withdrawn; the Penair ones no longer divert via Devoran, being replaced here by retiming on Schoolday service 36S.
- 49 (Barncoose Hospital-Redruth-Illogan-Portreath-Pool-Camborne-Troon)NSu. The Schoolday journeys extending from Troon to Croft Mitchell & Black Rock are separated out as a new SDO 49S, running just between Camborne Academy and Black Rock.
- 70 / 70A / 70B (Plymouth-Torpoint-Cawsand-Millbrook-Cremyll)D. Service numbers 70 and 70A are swapped, so that the main all day service becomes 70 and the early a.m. journeys omitting Great Park in Torpoint become 70A (SWW236/21 refers).
- 72 (Plymouth-Saltash-Tideford-Hessenford-Looe-Polperro)D. Renumbered 10. The odd M-S journeys double running from West Looe to Hannafore are withdrawn. The SDO journey to Looe School which started from Polbathic via Downderry and Seaton to join the main route at Hessenford is extended to start at St.Germans and renumbered 10S.
- 72A (Plymouth-Saltash-Maybrook Drive loop)NSu. Withdrawn.

- 73 (Liskeard-St.Keyne-Duloe-Widegates-Looe-Polperro)D. M-S timetable revised, with alternate (two-hourly) journeys renumbered 73A and running direct between Sandplace and Looe, rather than via Widegates. The timetable over the Looe-Polperro section is strangely unbalanced – the double runs to West Looe and Pelynt are only served westbound by 73 (i.e. two-hourly), but the whole hourly service calls eastbound. The Sunday service is curtailed at Camping Caradon for the winter, leaving just the 10 running on to Polperro.
- 74 (Callington-St.Ive-Pensilva-Darite-St.Cleer-Liskeard)NSu. Extended from Callington town centre via Tesco, Tavistock Road & Southern Road to the A388, then a loop via St.Dominick & Ashton – this replaces 12A. The two-hourly St.Cleer-Liskeard short journeys are extended to start back from Pensilva, but running via Tokenbury Corner, down the B3254 to Rosecraddoc Lodge then north into St.Cleer to pick up the normal route. *[It would help if the timetable had a footnote to explain this routeing, as no regular buses have ever gone this way before.]*
- 77 (Liskeard-Trago Mills-East Taphouse-Pelynt-West Looe)NSu. Extended to Polperro. The Schoolday journey to Looe School is renumbered 77S.
- 85 (Newquay-Cubert-St.Newlyn East-Shortlanesend-Truro; Suns Newquay-Cubert only)D. A Schoolday journey extends in Truro via the Station to Richard Lander School.
- 89 (Truro-Ladock-Summercourt-Indian Queens-St.Columb Major-Bodmin)NSu. Withdrawn. Replaced between Truro and St.Columb Major by 90, but the Bodmin end is abandoned, with the local town section around Normandy Way being replaced by 96.
- 90 (Truro - Ladock - Summercourt - Indian Queens - St.Columb Major - Wadebridge)NSu. New two-hourly service.
- 92 (Newquay-St.Columb Major-Wadebridge)D. New service, basically hourly M-S and two-hourly Suns, replacing part of 95. A Schoolday journey (92S) serves Tretherras School in Newquay, then diverts at St.Columb Major to run to Black Cross.
- 95 (Newquay-St.Columb Major-Wadebridge-[Su]Port Isaac-Camelford-Tintagel-Boscastle-Bude) M-S + Summer Su. The Newquay-Wadebridge section is detached and replaced by 92 – the St.Columb Major-Wadebridge section therefore gains a winter Sunday service.
- 96 (Wadebridge-Polzeath-Port Isaac-Camelford-St.Tudy-Bodmin)NSu. Route within Bodmin amended to replace the local section previously on 89. From the Hospital now runs via Westheath Road, St.Mary's Road, Dennison Road (for Sainsbury's), Mount Folly, General Station, Lostwithiel Road, Normandy Way, Carminow Cross & Priory Road (Morrison's) to terminate at Asda on Launceston Road.
- 97 (Launceston-Tregadillett-Hallworthy-Camelford)NSu. Extended in Launceston to start from Tesco.
- 128 / 129 / 219 (Poughill-Bude-Stratton Hospital-Marhamchurch/Hartland)NSu. As explained in SWW241/35, the Marhamchurch journeys are now numbered 128 throughout, and the Hartland journeys 219 throughout, in both directions. The number 129 is no longer used.

Demonstrating the tight confines of the bus stop at Bude Strand are ADL Enviro 200MMC 2001 (WK18 BVG) on route 219 and Enviro400 524 (WJ65 BYP) on service 12 to Plymouth.



The Callywith College bus network covers much of North and East Cornwall as well as bits of West Devon, involving the use of at least 16 Go Cornwall buses, many of them double-deckers.

Appropriately, three carry all-over adverts promoting the college, including 515 (WF63 LYZ) seen leaving Bude on 28th July 2022.



Photo: James May

- 171 (Seaton - East Looe - Polperro - Pelynt - East Taphouse - Bodmin, Callywith College)Coll. Withdrawn, and replaced by 172.
- 172 (Torpoint-Sheviock-Liskeard-A38-Bodmin, Callywith College)Coll. Restored to operating the 'long way round' routeing that it followed in the 2021/22 academic year, thereby replacing last year's 171. From Torpoint via Sheviock, Craffhole, Downderry, Seaton, East Looe, Polperro, Pelynt & East Taphouse.
- 173 (West & East Looe-Widegates-Liskeard-A38-Bodmin, Callywith College)Coll. New service.
- 174 (Calstock - Callington - St.Ive - Pensilva - St.Cleer - Liskeard - A38 - Bodmin, Callywith College)Coll. Cut back to start from Callington.
- 179 (Tavistock-Gunnislake-Callington-Launceston-A30-Bodmin, Callywith College)Coll. Rerouted between Callington and Callywith via St.Ive, Liskeard (Charter Way), Doublebois & A38.
- 180 (Kilkhampton-Bude-Wainhouse Corner-Camelford-Bodmin, Callywith College)Coll. No longer runs non-stop between Collans Cross and the College, the stops in Camelford town and along the B3266 being reinstated.
- 183 (Camelford-St.Kew Highway-Eglosayle-Bodmin, Callywith College)Coll. Withdrawn.
- 185 (Newquay-St.Eval-St.Columb Major-A30-Bodmin, Callywith College)Coll. Completely revised, and now runs from Newquay direct to St.Columb Major then via Wadebridge and Eglosayle to the College.
- 186 (Indian Queens-St.Stephen-St.Dennis-Roche-Bodmin, Callywith College)Coll. Withdrawn.
- 187 (Fowey-Tywardreath-Par-St.Blazey-Bodmin, Callywith College)Coll. Diverted at Pelyn Cross to double run to Lostwithiel, replacing 190 here.
- 189 (Biscovey-St.Blazey-Bethel-Stenalees-Bugle-Bodmin, Callywith College)Coll. Rerouted via Penwithick instead of Stenalees.
- 190 (Mevagissey-St.Austell-St.Blazey-Lostwithiel-Bodmin, Callywith College)Coll. Rerouted to run direct between St.Austell and Bodmin via Tregonissey Road, Treverbyn Road, A391, B3274, Roche, Victoria & Lanivet. Largely replaces 191 with the previous routeing replaced by 187.
- 191 (St.Austell-Roche-Bodmin, Callywith College)Coll. Withdrawn.

13th November 2023 (Transport for Cornwall)

- 7 (Sennen Cove-St.Just-Pendeen-Gurnard's Head)M-F. New service running until next Easter (1do 28.3.24), providing a limited winter service along the north coast while **First Kernow's** "Land's End Coaster" is not operating. Five journeys Sennen-St.Just, two of which extend to Gurnard's Head, connecting there with service 16A to/from St.Ives.

STAGECOACH DEVON

29th October 2023

21 / 21A (Ilfracombe-Braunton-Barnstaple-Bideford-Westward Ho//Appledore)D. New overnight journeys introduced from Barnstaple to Bideford on Sat night/Sun morning (commencing night of 28/29th), hourly from midnight to 0400. These deviate from the normal route by omitting the call at Barnstaple Station (obviously!) and entering Bideford via Torridge Bridge and Kingsley Road instead of the A386.

Operating service 21 on 28 July 2023 was Stagecoach Devon 19001 (MX06 LUO) – an ADL Enviro 400 that was the first production E400 delivered to Stagecoach Manchester.

It now wears a version of the original Stagecoach Stripes livery to mark the 25th Anniversary of Stagecoach in 2021.



30 / 31 (Plymouth - Hartley Vale circular)M-F. New service, reinstating some of the facilities withdrawn at the end of last year when Plymouth City Council withdrew subsidy (Bulletin 238, pp.28/29 refer). Runs from Royal Parade via Mutley Plain, then a circular route via Ashford Road, Compton Vale, Mannamead Road, Hartley Vale (loop via Beaumaris Road & Powderham Road), Torr Lane, Peverell Top, Peverell Park Road, Barn Park Road, Trelawney Road, Ford Park Road, Central Park Avenue & Dale Road. Runs hourly each way round, numbered 30 this way, 31 the other.

90 (Dartmouth-Townstal)D. Further to SWW242/33, an earlier M-F journey is reinstated following requests from passengers.

Exeter E1/E2 (Exwick loop-City Centre-Beacon Heath-Lancelot Rd[E1]/Pinhoe[E2])D. The Sunday daytime frequency on the Exwick-City Centre section is increased from hourly to half-hourly.

SMALL OPERATORS - Cornwall

Saltash & District Age Concern (t/a Saltash Red Bus):

451A (Trerulefoot-Menheniot-Merrymeet-Liskeard)F. From 8.9.23 no longer double runs from Menheniot village to Menheniot Station (which is actually at Lower Clicker) – this area is now served on a Wednesday by 453.

453 (St.Ive-Quethiock-Blunts-Tideford-Trematon-Saltash)W. Withdrawn after 30.8.23, the Wednesday bus now operating instead to Liskeard as described below. [We believe that this service only carried one passenger during its five months of operation, and he was a bus enthusiast!]

453 (Blunts-Quethiock-St.Ive-Menheniot-Lower Clicker-Liskeard)W. New service from 6.9.23.

SMALL OPERATORS - Devon

Dartline (Dealtop Ltd. t/a) :

350 (Cullompton, Crow Bridge-Town Centre-Kentisbeare)W. From 1.11.23 the route is revised at the Crow Bridge end to serve some new housing. Buses leaving Crow Bridge still follow the existing route via Tiverton Road, Langlands Road, Manitoba Gardens, Orchard Way & Colebrooke Lane to reach Swallow Way, but towards Crow Bridge they now continue north on Swallow Way, including its new northern extension, right through to Tiverton Road.

East Teignbridge Community Transport Association (Dawlish Community Transport):

187 (Dawlish circular via Dawlish Warren, Cockwood & Cofton)TTh. From 2.11.23 the route in Dawlish Warren is revised – no longer diverts via Hazelwood Park nor double runs along Shutterton Lane to Sherwell Close.

Filer's Travel Ltd. :

655 (Swimbridge, Hooda Close – Barnstaple)T. Withdrawn after 26.9.23.

Ivy Cabs :

F7 'Fare Car' (Bigbury/Kingston/Ringmore area and Ugborough/Ermington area to Modbury & Ivybridge)F. From 14.11.23 increased to TF and extended from Ivybridge to Lee Mill, Tesco.

P.S. Oakley :

875 (Bigbury.on.Sea - Ringmore - Kingston - Modbury - Ermington - Ivybridge - Lee Mill, Tesco)T. Withdrawn after 7.11.23 and replaced by 'Fare Car' F7. This marks the end of conventional bus services to the villages south of the A379 road.

SMALL OPERATORS - Dorset

Dorset Community Transport (Ealing Community Transport [ECT Group] t/a):

2RN (Wareham, Station-Ridge-Arne Nature Reserve-Norden P&R)Summer TWSu. Further to SWW240/38, the operating period was subsequently extended to last day 27.9.23.



DCT allocated Mercedes Sprinter CN61 BXX to the 2RN service but surprisingly for a leisure service, covered all of the side windows with contra-vision advertising for the route. This gave the vehicle a van-like appearance and must have restricted vision for the passengers somewhat, as can be seen in the pictures above.

Photos: David Flett (Left); Christopher Carter (Right).

SMALL OPERATORS - Gloucestershire

Bennett's Coaches Ltd. :

I00 (Cheltenham-Arle Court P&R)NSu. Acquired back by **CGOC** from 27.11.23.

Marchant's Coaches Ltd. :

L (Cheltenham town centre-General Hospital-Leckhampton)D. Acquired by **Pulham** from 26.11.23.

North Cotswold Community Bus Association Ltd. (t/a The Hedgehog):

H5 (Mickleton-Chipping Campden-Evesham, Tesco)TTh. From 5.10.23 the Thursday service runs to Morrison's in Evesham (on the Four Pools Estate, south of the town centre), instead of Tesco.

Pulham & Sons (Coaches) Ltd. :

L (Cheltenham town centre-General Hospital-Leckhampton)D. Acquired from **Marchant's Coaches** from 26.11.23.

64 (Witney-Curbridge-Brize Norton-Carterton-Filkins-Lechlade-Highworth-Swindon)NSu. New service from 27.11.23. On Schooldays, one journey runs via Minster Lovell instead of Curbridge, then diverts between Carterton and Filkins via Burford School. Four sensibly timed journeys between Carterton and Swindon, but the Witney-Carterton section only has three journeys at odd times which, apart from the schoolday ones, don't seem to provide any meaningful return facilities (unless you want 6 hours in Witney or 5 hours in Swindon). Both this route and the 68 are provided with Oxfordshire's new BSIP funding.

68 (Wantage – Faringdon)NSu. New service of 3/4 journeys from 27.11.23 via East Challow, Letcombe Bassett, Childrey, Sparsholt, Kingston Lisle, Uffington, Fernham & Longcot.

The Villager Community Bus Services Ltd. :

V4 (Oddington-Moreton.in.Marsh-Stow.on.the.Wold-Oddington-Cornwell-Chipping Norton)W. Revised from 4.10.23. The loop from Oddington via Moreton and Stow back to Oddington is unaltered, but the service then continues on to Chipping Norton via Bledington, Kingham & Churchill instead of direct via Cornwell & Salford. The 1350 "by request" short journey from Chipping Norton to Salford & Cornwell and back still runs, and is now joined by a similar such journey at 1505.

V26 (Oddington-Broadwell-Moreton.in.Marsh-Chipping Norton-Enstone-Combe-Fawler-Leafield-Witney)MTF. From 2.10.23 increased to MTThF and diverted between Fawler and Leafield via Ramsden.

SMALL OPERATORS - Somerset

Libra Travel Ltd. :

519 (Pilton[a.m. only]-Evercreech - Prestleigh - Shepton Mallet - Pilton - West Pennard - Street, Strode College)Coll. From 4.9.23 revised so that the p.m. return journey now operates in the same direction along the route as the a.m. inward one – i.e. from Street via West Pennard to Pilton, then Evercreech and Prestleigh to terminate at Shepton Mallet (Bowlish).

South West Coaches Ltd. :

- 2 (Gillingham-Motcombe-Shaftesbury)M-F. }
3 (Gillingham estates-East Stour-Marnhull-Sturminster Newton)M-F. }
5 (Yeovil-Sherborne-Cerne Abbas-Charminster-Dorchester)M-F. } From 18.12.23 these three routes are renumbered CR2, CR3 & CR5 at the request of Dorset County Council. [*'CR' apparently stands for 'Core Route', but to emphasise this seems a little unnecessary given the paucity of routes in the county as a whole – unless, of course, the Council is thinking of reintroducing some of the 'lesser' ones?*]

SMALL OPERATORS - Wiltshire

Devizes Taxis Ltd. :

- (Devizes-Avebury-Marlborough)M-F. Withdrawn after 18.10.23. It was intended to continue until 27.10.23 to be replaced by **Go South Coast (Wiltshire Connect)** service 100X, but the Company suddenly ceased trading on the Wednesday of the previous week. [*This service was originally numbered 'Taxibus 3', although this designation hasn't been used since around 2015 when other such services were withdrawn. We mention it here to assist future researchers to correlate entries in past Bulletins using the OS website – the last entry was in SWW151, p.36.*]

Devizes Taxis used to be a subsidiary of Freeway Vehicle Hire Ltd which ran a small number of tendered bus services in the Devizes area in the 1980s & 1990s using the Devizes Taxis name.

One of these was service 10 which provided an infrequent link between Pewsey, Upavon and Devizes and on 23rd May 1997 it was being operated by B164 VHG - a Mercedes 307D minibus which is seen in Devizes.

Devizes Taxis separated from Freeway Vehicle Hire in 2008 and became a Limited Company in 2015.

Photo: Mike Wadman



Faresaver Ltd. :

- X31 (Bath-Box-Corsham-Chippenham)D. From 19.11.23 renumbered 231, so that the X31 number can be used for a new fast service – described in the next entry (hopefully, the passengers won't be confused by this). Also, the Sunday service is increased from 90' to hourly using BSIP money.
- X31 (Bath, Bus Station – Chippenham, Bus Station)M-F. New fast service from 20.11.23 via Batheaston Bypass, Box, Corsham (Pickwick Road, Newlands Road, Cross Keys Road), A4 & Rowden Hill, saving 25 mins over the (now) 231 journey. The service was prompted by the increase in passengers following the introduction of the £2 maximum fare, and runs hourly, but not early a.m. or evening.

London Hire Community Services Ltd. :

In Bulletin 241/23 we reported London Hire's acquisition of the **A & G Minibuses** business – we can now confirm that the trading identity used is **LHCS Wiltshire**.

Looking back at... Western Welsh and St Davids



Above - This Charles Dunbar photograph from the Bus Archive shows the Western Welsh depot in St Davids when it was operational (see page 26 of this Bulletin for how it looks now). The single-deck bus outside the depot is CBO 541, a Leyland TS8 new in 1940 with a 32-seat ECW body. The two double-deckers are not identified. This photo was printed in an article in *Passenger Transport* in December 1955.

Below and overleaf: Three further shots of St. Davids depot taken by Glyn Bowen which are held by the Cardiff Transport Preservation Group photo archive.





Captured in these shots is Leyland Tiger PSI DKG 883. New in January 1949 this bus carried a 32-seat Willowbrook body. Also featured are Leyland Royal Tigers, GUH 443 & GUH 465 and Leyland Tiger Cub MUH 148, all sporting 44-seat Weymann bodies. The photograph below shows the rural nature of the depot's location then (near the edge of the city), compared with the photo taken more recently on page 26.

The City Hotel is still trading, but it now known as The City Inn, and still offers accommodation. The bus depot is now occupied by a supermarket but the main "New Road" bus stop in St Davids is still opposite it.



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