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The Omnibus Magazine

THE OMNIBUS SOCIETY,
Eros House,
111 Baker Street,
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Hon. Editor:

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Hon. Publications Officer:

L. BULL, 91 Malvern Road, Thornton Heath, Surrey.

Price 3s. 0d.

Society Notes . . .

FORTHCOMING EVENTS

HEADQUARTERS

Meetings are usually held in the restaurant of Victoria Coach Station, London, S.W.1, at 6.45 p.m. The restaurant is on the second floor and access is obtained by the staircase adjacent to the ground floor snack bar. It is not open to the public after the late afternoon and members should ignore the "Restaurant Closed" notice.

Tuesday, September 26th.—Talk by Mr. Alec G. Jensen, F.R.I.B.A., on the early bus history of Birmingham—from 1834 to the birth of Midland Red. Mr. Jensen is an authority on Black Country bus and tram history. Victoria Coach Station restaurant, 6.45 p.m.

Tuesday, October 31st.—Arrangements are being made for a meeting to be held in the Elizabeth Room at Victoria Coach Station, not the restaurant.

LONDON & SOUTHERN COUNTIES COMMITTEE

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

Saturday, August 26th.—Afternoon study tour of Harlow New Town and related bus services. A London Transport RW will be used. If time permits a brief visit will be made to Harlow Town railway station, recently rebuilt. The tour will start and finish at Leytonstone Green Man.

Sunday, September 17th.—Study tour (using an interesting vehicle) of the Medway towns and the Isle of Sheppey, with, it is hoped, a visit to the local Maidstone & District garage on the island. Provincial members can obtain further details from Mr. King.

Saturday, October 28th.—It is expected that a visit to Smiths of Reading will take place. Further details in the next issue.

NORTH WESTERN & YORKSHIRE BRANCH

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

Sunday, August 27th.—Visit to Widnes Corporation Transport. Meet 2.15 p.m. at head office, Moor Lane (two minutes walk from Town Hall).

Sunday, September 17th.—Visit to Barton Transport Ltd., Chilwell, 2.30 p.m., jointly with Midland Branch.

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

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

MIDLAND BRANCH

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

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

NORTHERN BRANCH

Sunday, August 27th.—Visit to Ribble Motor Services Ltd. (Cumberland and Westmorland Area), and interest tour of stage carriage services by Ribble coach. The tour will include visits to the depots at Carlisle, Penrith, Ambleside and Kendal. Meet at the Ribble depot at Carlisle at 11.0 a.m. A coach will be hired to take members and friends, including ladies, from the North East to this event. Members who have not yet completed the booking form and who intend to participate are asked to notify the Branch Chairman, Mr. M. G. Dixon, 38 Burnside Road, Gosforth, Newcastle-upon-Tyne 3, as soon as possible, so that final arrangements can be made.

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

SOUTH WALES BRANCH

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

Sunday, September 17th.—Visit to Rhondda.

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

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

SCOTTISH BRANCH

Sunday in late September.—Study tour from Glasgow of Lanarkshire Independent operators.

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

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

EAST MIDLAND GROUP

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

HAMPSHIRE GROUP

Sunday, October 1st.—A tour visiting the independents of North East Hampshire is proposed, starting from Fareham station at 11 a.m.

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

PERSONAL**Obituary**

We record with great regret the death of **Mr. A. V. P. LaCroix**, of Brighton. A member of the Society for over twenty years, he was always one of the most active participants in the vehicle recording section and also served as a member of Council for a period. We extend our sympathy to his widow in her sad loss.

Mr. James K. D. Blair writes: It was in the early 'thirties, before either of us became members of The Omnibus Society, that I first corresponded with Jimmy LaCroix on details of vehicles. In those days there were very few of us with this particular interest and the greater part of our records were made up from our own observations. After I came south to London, I had much closer contact with Jimmy, whose knowledge of vehicles in all parts of the country grew with the passing years. More recently his home in Brighton became a rendezvous for members in the area and despite indifferent health for a considerable time he retained his enthusiasm for his favourite subject right to the end. He will be greatly missed by his many friends in the Society.

Mr. G. M. Gangloff writes: Apart from the many enthusiasts, locally and indeed nationally, who knew Jimmy LaCroix and looked on him as a personal and very good friend, there are literally hundreds of others who will have benefited from his vast and detailed vehicle records covering half a century or more of bus operation. But there are many other things in respect of which he will always have a cherished place in our memories: his sustained good humour, his fascinating anecdotes of such operators as the East Surrey Traction Co. and numerous small independents between the wars, his patience and genuine interest in all enthusiasts, regardless of their interests. We in Brighton will remember with great affection the many happy hours spent at his home, where meetings have been held on alternate Tuesday evenings for over 4½ years, and his participation in a great number of local enthusiasts' tours and other events during that time. Despite all his commitments and his frequently far from robust health, he also managed to create a considerable amount of limelight for us in the local press with his regular and adept contributions. The Omnibus Society, together with many other organisations large and small, locally and nationally, has suffered a great loss in the passing of Jimmy LaCroix.

REVENT EVENTS**Liverpool Transport—June 18th**

Sixty members from the North Western & Yorkshire and Midland Branches assembled at Liverpool Transport's head office to be conveyed to Edge Lane works (the largest municipal works of its kind in the country) in the AEC-Park Royal Bridgemaster which Liverpool have now bought after an extended period on loan. It should have been the modified Atlantean that was to carry them but this had met with a mishap the previous evening. A quick tour was made of the works in four parties and of particular interest were the plans for hot-spray painting in the near future. Many members were surprised to come across Baby Grand tramcar 245 which lies in the works pending its removal to a permanent resting place when one can be found. From the

works the party was taken to the garage at Speke, which is a good example of the open-air garage favoured by many operators. Only 16 buses can be accommodated under cover but there is parking space for another 100 on the concrete apron outside. On the way back to the head office from Speke, a quick visit was paid to Dingle garage to see the first of the converted Leyland Royal Tiger airport coaches returned from Metro Cammell. These four unusual looking vehicles are to replace the four Bedford-Duple Vistas taken over from BEA nine years ago. Back at the head office, an excellent buffet tea had been laid on and Mr. J. W. Fox, personnel superintendent, met the party on behalf of the general manager. He paid tribute to the enthusiasm of the Society, and Mr. J. E. Eaton, the North Western & Yorkshire Branch chairman, asked Mr. Fox to convey to the general manager the thanks of the members who had attended for the facilities offered. The afternoon had clearly been enjoyed by all, including, we may add, the four officials of the engineering staff who had given up their Sunday afternoon for our benefit. (K.W.S.)
James (Ammanford), Rees & Williams, and West Wales—June 25th

Probably the highlight of the South Wales Branch's visit to these three operators was the long ride on the West Wales Wulfrunian, of which the operators are very proud. The latest West Wales coach is a Leyland Comet-engined Bedford and the two Albion coaches with their Thurgood full fronts have recently been certified for another four years. The two Davies brothers here were so helpful that the party was in danger of arriving late at Rees & Williams. At James, they were entertained by the traffic manager and the assistant engineer.

NEW PUBLICATIONS

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

Mexborough and Swinton souvenir brochures

The commemorative timetable booklet issued for the trolleybus conversion in March contained a history of the company and was entitled *A Souvenir and Timetable* (10d.). The large illustrated brochure marking "the end of an era" was entitled *54 Years of Public Service* (4s. 6d.). Both are still obtainable through the Society at the prices indicated.

Bradford souvenir brochure

Another commemorative brochure from Yorkshire is that issued by Bradford City Transport to mark *60 Years of Trolleybuses*. There are some interesting pictures of early Bradford trolley vehicles in its sixteen pages (we use the word "vehicles" because there is one of a "railless goods battery vehicle"). 2s. 8d. post free from the Hon. Publications Officer.

Green Goddesses Go East, by Ian L. Cormack, M.A., The Scottish Tramway Museum Society (2s. 9d.).

This is a brief history of the ex-Liverpool trams in Glasgow from 1953 to 1960 and is a very useful account of the fresh, though short, lease of life given the 46 cars transferred to Glasgow in 1953 and 1954. There are 16 illustrations.

Ian Allan ABCs (2s. 10d.).

We would draw your attention to the following recently published Ian Allan ABCs which can be obtained through the Society:—

- South Central
- Midland Red (7th edition)
- Ribble (6th edition).
- West of England.

The newest booklet—*West of England*—covers Bere Regis & District, Devon General, Exeter Corporation, Plymouth Corporation and Southern National/Western National/Royal Blue. There is the usual short potted history for each operator except (for some unknown reason) Southern and Western National and Royal Blue.

One could wish for a higher standard of accuracy in some of these booklets, which provide so many younger enthusiasts with their only means of reference to the companies concerned.



The Grimsby and Immingham trams were withdrawn at the beginning of last month, leaving the area to be served solely by buses of Grimsby-Cleethorpes Transport and the Lincolnshire Road Car Company. The joint G-CT/Lincolnshire service 45 was introduced when the line was reduced to part-day operation in September 1959 and a G-CT AEC-Park Royal Bridgemaster is seen here in a recent photograph at Immingham Dock. (Block by courtesy "Bus & Coach").

THOUGHTS . . .

The maximum permitted dimensions of public service vehicles is increased from 30 ft. by 8 ft. to 36 ft. by 8 ft. 2½ in. with effect from the first of this month. Much has been said about the advantages of a 56-seat single-decker, and the possibility has even been canvassed of a three-and-two seating layout, which would give a 67/68 seater. The advantages of this sort of thing to any operator are tempting indeed, though one cannot help but feel that rather more than mere lip service might be paid to a greater degree of comfort—particularly legroom—on vehicles used on all but the shorter journeys. An increase of almost a quarter in the plan dimensions deserves it.

* * * * *

"Britain's Buses"—this is the title of a public relations body under which London Transport, the Tilling group, the Scottish Omnibuses group and the BET group have got together to make known the importance of the bus to bodies such as local authorities, the police and so on. A campaign is being launched under the slogan "The bus and the community" and "The five freedoms" and the body is backed by the Passenger Vehicle Operators Association, Municipal Passenger Transport Association, Public Transport Association and the Scottish Road Passenger Transport Association, and a leaflet stating admirably the case for recognising the importance of the bus in the economy of the country has been produced and distributed from Carlton House, 11d Lower Regent Street, London, S.W.1.

* * * * *

Registration marks in the present system previously unused have now been allocated as follows:—
 OO, AOO to YOO (except IOO and QOO), BWC to YWC (except IWC, QWC and UWC) to Essex County Council.
 NMC to NMY to Middlesex (not used in 1946/47 as it was thought confusion would arise between the letters N and M).

* * * * *

Opposite the Trent stand for Nottingham at Derby's municipal bus station is an attractively painted sign: "Barton buses leave No. 4 Platform for Nottingham—most frequent service." On Trent's stand, facing the Barton stand for Nottingham, is another sign: "From here Trent service No. 8—the direct route to Nottingham." Excellent publicity, though clearly tongues were in cheeks on both sides when the signs were first painted. Barton's claim has some substance in it, for their service 5 begins earlier than Trent's 8 each day and maintains a week-day morning service of 15 minutes when Trent's comes down after the peak to half-hourly. At most times

of the day, however, the two services are co-ordinated to give a basic of 7½ or 10-minute service. Trent's assertion is true but is, in fact, of little value because although their service is by far the most direct stage-carriage one, following the A52 through Risley and Stapleford whilst Barton's runs through Long Eaton, both have a running time of 57 minutes. Moreover, since 1958 the most direct service between the two towns has been the hourly non-stop X42 operated jointly by the two companies, because this uses the new Borrowash by-pass and covers the distance in 40 minutes.

* * * * *

You will remember the correspondence that took place some time ago on the subject of the re-issue of registration numbers formerly carried by early buses. One of the letter-writers was Derek Bailey, from Leicester. Mr. Bailey has recently bought an Austin A40 and given it the number DB5000. The original DB5000 was a 1924 North Western Road Car Tilling-Stevens petrol-electric 36-seater

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Arrangements have been made for some Western traffic area news, in particular vehicle information, to be supplied by the PSV Circle's sub-editors for that area. One is an Omnibus Society member himself but will be passing on information from PSV Circle sources. The other is not, but is an old friend of ours. We are pleased to acknowledge this assistance.

* * * * *

We have received a number of complimentary letters following the appearance of our June issue. We would like to print them all, but we cannot. We would like you to think that it is our modesty that prevents us from doing so; but of course it is something much more likely than this. Quite simply, we haven't the space. We have, however, selected one very welcome one for inclusion, and in omitting the others we intend their writers no discourtesy. We appreciate their kind remarks and thank them for having written.

to the Editor . . .

The June issue

Sir,—I wish to congratulate you upon the June issue of *The Omnibus Magazine*. Although, albeit understandably, this issue had a strong Scottish bias, it was well balanced, having, I think, something to interest all branches of the art of what one of your recent correspondents called "ferrocurrology."

Writing as a person who resigned from The Omnibus Society at the end of last year, I wish to say that I should not hesitate to renew my subscription if every issue were to be of the same standard. I realise, however, that it is not an economic proposition to produce a 32-page issue every month, but I believe many people would welcome, say, a 20-page issue as well balanced as the June 1961 magazine.

Again, Sir, I say "congratulations" to you and to your band of willing helpers, who are so ready to give their time so unstintingly. May *The Omnibus Magazine* grow in size and balance of content under your able guidance.

"ATLANTEAN"

(Name and address supplied).

Fifty years of British trolleybuses

Sir,—I found Mr. J. S. King's article "Fifty Years of British Trolleybuses" in your June issue very interesting. I would like to point out, however, that there were ten (not eight) principal trolleybus manufacturers before the war. Although he mentions them in his article, Mr. King did not include Guy and Sunbeam. Actually, to be technically correct the total was nine as Karrier trolleybuses were built by Sunbeam from 1935 onwards.

Guys also supplied trolleybuses to Derby, Newcastle and Rotherham Corporations as well as Hastings and District Tramways to replace trams. In post-war years, they built a fleet of 70 six-wheeled chassis for Belfast Corporation and 50 for Wolverhampton, the latter being four-wheelers. Upon the acquisition of the

Sunbeam trolleybus company in 1948 Guy handed their trolleybus business over to them.

Guy Motors pioneered the regenerative braking system. When the driver removed his foot from the power pedal and applied the brake, the motor became a generator and fed back power into the overhead line and so acted as a brake. This was introduced on their first trolleybus in 1926 and it was seven years later before other manufacturers followed suit. Early electrical equipment on Guy buses was built by Rees-Stevens but was later replaced by Guy-designed systems produced by the Electric Construction Company of Wolverhampton, and known by the initials ECC.

Whilst Sunbeam is usually associated with BTH electrical equipment, any make was fitted to suit the customer and Bournemouth, for instance, has Crompton Parkinson equipment in its vehicles.

Not mentioned in the article are the new Reading Corporation Sunbeams with forward-entrance bodies by Burlingham. A feature of these is the easy access afforded by the three-step entry, the lowest step being only 10½ in. from the road level.

With regard to Mr. W. Gordon Steele's article "Highland relations" in the same issue, I think it might be useful to add that the Tilling-Stevens allocated to Highland Transport in the war was a special short wheelbase chassis built to the requirements of the China Motor Bus Company of Hong Kong. Fordhouses, Wolverhampton. R. N. HANNAY.

Highland relations

Sir,—I would like to praise W. Gordon Steele's article in your June issue. It made interesting reading to a sassenach like myself, but I only wish Mr. Steele had given us the liveries of the various fleets instead of just MacRae & Dick's.

I have a collection of water colour drawings and several illustrations of Scottish proprietors' vehicles, past and present, which I would like to paint and include in my collection, but I have not the least idea of the livery. Wood Green, London, CLIFFORD NEWMAN, N.22.

(Mr. Steele has supplied the following information:—
Highland Transport Co.

Dark red was always the predominating colour scheme, varied with different degrees of ivory white for single-deck coaches. The registered trade mark of the company was a beautiful golden eagle, in early days unadorned but later surrounded by a scroll bearing the company's name.

Greig

First livery was red, white and blue, later changed to chocolate with cream bands. The final livery was red with cream reliefs, though most of the utility Guys were delivered in battleship grey.

Wemyss Bros.

Livery again was chocolate and cream to begin with; indeed, the Guy double-decker spent most of its life thus. The Crossley and the PDI, however, were in a red and cream livery.—Editor).

Former M & GN services

Sir,—I noted that in the June issue of *The Omnibus Magazine* it is reported that Lincolnshire Road Car have applied to operate their route 34 from Bourne to Sleaford as a joint service with Delaine, of Bourne.

This is rather interesting in that it is the second service of which, in recent months, Lincolnshire have transferred operation wholly or in part to an independent, and both services replaced erstwhile railway services. The first concerned the transfer on January 16th this year of Lincolnshire service 70 (Sleaford-Melton Mowbray) to Barton Transport, who operate it as their Melton area service 16. It was introduced in the first place to replace the rail service between the two towns, which was originated by the Midland & Great Northern Railway. Similarly Lincolnshire service 34 replaced the rail service between Bourne and Sleaford, which also at one time formed part of the Midland & Great Northern system.

It seems that these services are to retain a tradition of individuality now that they have been taken over by buses.

Sandiacre, Nottingham.

C. F. RILEY.

Presidential week-end

Sir,—As one of those fortunate enough to have had the pleasure of attending the Presidential week-end at Edinburgh, I feel that I must express my appreciation to all concerned in the arrangements for contributing so much to make June 3rd and 4th, 1961 such memorable days. Our President, Mr. W. M. Little, put on a splendid programme for the Saturday afternoon, and the very helpful and courteous manner in which his staff answered the numerous questions, together with the expert guidance around the many places of interest the city has to offer, gave us all a first-hand knowledge of the proverbial "Scottish hospitality" that must be experienced to be believed.

Credit is due also to the members of the Scottish branch committee who so ably organised the excellent dinner and the Sunday programme. I would also like to think they had arranged the fine weather as well for this contributed much to the week-end's success.

My own stay in Scotland did not end with the week-end for two friends and I were able to review the remaining Glasgow tramway system. We spent a very happy hour or so on a Cunarder from Dalmeir West to Auchenshuggle (what a wonderful name to see on a destination blind!), the driver chatting to us for most of the time, extolling the virtues of the tramcar and of the Coronation type in particular. There are many more adventures I could describe. The week-end itself set the fashion.

Sheffield 5.

K. BEEDEN.

Sir,—Through you I would like to express my thanks to the members of the Scottish branch committee for the vast amount of work they must have put in to give us such an enjoyable week-end in Edinburgh—worth every minute of a long journey to and from Scotland.

But did I hear complaints from one or two quarters that "you can see green grass and water at home"? A tour through countryside many of us have never before had the pleasure of visiting, preceded by a visit to Scotland's own very progressive coachbuilder—surely this has something for every normal bus enthusiast? Why do these folk come? They know what to expect; full details of the arrangements were given on the booking form and in *The Omnibus Magazine*. They had not even the courtesy, apparently, to wait until the Sunday lunch was over before dashing off to a bus station.

We all have a chance to organise our own visits to our local companies; to attend those organised by the Society; and to plan our holidays as we desire. The Presidential week-end is far more of a social occasion than the general run of the Society's activities (and, incidentally, enables us to welcome the ladies, whose forbearance of our seeming obsession with anything on four wheels enables us to be enthusiasts). May I appeal to those I am criticising? "Remember your manners."

You have my name and address to show my good faith but I would ask you to allow me to sign myself in a way that will ensure for me the opportunity to look forward to next year's Presidential week-end.

A MEMBER.

(Name and address supplied).

Trolleybus conversion stage X

Sir,—I feel unable to let pass without comment the observations contained in your paragraph about Stage X of the I.T.E trolleybus conversion programme on page 111 of your June issue.

In fact, Edmonton (EM) now has no part in the running of the 259 route, which now runs from Highgate (HT) with a few turns from Wood Green (WN) on Mondays to Fridays and Sundays but not Saturdays. Also West Green (WG) work their RMs on route 269 on Mondays to Fridays only in addition to their RTLs. Route 29, though cut south of Turnpike Lane, has been increased north of that point on Mondays to Fridays, presumably to counterbalance the cut on the northern half of 269 which frees the WN buses for the 259. In addition, the effects of traffic congestion in Central London will be felt over a less wide area as the Cockfosters-Victoria service now runs from Cockfosters to Turnpike Lane only on Mondays to Fridays outside the peak hours.

In spite of all this re-distribution of duties between the various garages, my records show that the total numbers of buses operating from each of them at various times of the day varies only slightly from the previous trolleybus figures.

Bexleyheath, Kent.

R. C. WATSON.



Herefordshire independents

Mr. J. E. Dunabin has written to say that in his letter published on page 101 of our June issue, he intended to write: " . . . there were Midland Red market-day services running roughly north, south, east and west into Ross as late as 1930."

A guide to Nottingham

C. F. RILEY

NOTTINGHAM, a city of 350,000 persons, provides a centre for bus enthusiasts and is served by a diverse number of companies and types of vehicles. The city is served by two municipal services, one of them being Nottingham City Transport, who operate both motor-buses and trolleybuses, the latter being due for withdrawal in the next few years. The other is one of the only two urban district council services in England, West Bridgford (the other being Ramsbottom). West Bridgford enter the city on joint services with Nottingham City Transport between Nottingham and West Bridgford, as a result of the agreement made in 1928, the services being operated on the basis of 75 per cent Nottingham City Transport and 25 per cent West Bridgford. The u.d.c. vehicles also enter the city on the services between Broad Marsh bus station and the Clifton estate. These services were introduced in 1952, being jointly operated by Nottingham City Transport, West Bridgford and the South Notts Bus Co., the services being divided 75 per cent municipal service and 25 per cent South Notts, the municipal portion being divided as in the other agreement (25 per cent West Bridgford, 75 per cent Nottingham). The original route was via Trent Bridge and Wilford Lane, over which is a low railway bridge, which necessitated the purchase of lowbridge motor buses by Nottingham City Transport. In 1958 the new Clifton Bridge was opened, and after a long legal battle over the routes, Nottingham City Transport buses were diverted via the new bridge

visiting enthusiasts who have part of a day to spend in the city, but it can be used in part by those who have only a few hours to spend, or it can even be extended to last for a few days. It begins in the administrative and commercial centre of Nottingham, the Old Market Square. Motor-bus routes operated by Nottingham City Transport terminate in the square, and at the side of the Council House (the large white building at the eastern end of the square). Five trolleybus routes pass through the Old Market Square, in addition to two routes which terminate at the west end and two further routes which terminate in King Street, which runs in a northerly direction from the eastern end of the square. This was also the terminus of the Notts & Derby Traction Co. trolleybus service A1 to Ripley until the conversion to motor-buses in 1953. The replacing motor-bus service A1 runs from Huntingdon Street bus station. The two services terminating in King Street, 36 and 37, together with one of the through services, 41, are being operated increasingly by motor-buses; presumably these three services will be the first to be converted to motor-bus operation. The only other operator to terminate in the Old Market Square is West Bridgford u.d.c. whose vehicles enter the square on the joint services previously described.

Having looked around the Old Market Square, you may leave by Friar Lane, which is at the south-western end of the square and which forms one of the "legs" of the cross roads served by the only set of traffic lights in the Old Market Square. If you take the first road

For the newcomer or the visitor there is so much to see—and, without a guide, so much to miss. If you have yet to visit Nottingham, you need miss nothing of interest to the bus enthusiast in the city centre if you allow Mr. Riley to act as your guide. The route he describes for you begins and ends in the Old Market Square.

(enabling highbridge vehicles to be used) whilst the other operators' vehicles continued to operate over the old route. The division of services and route numbers remained unaltered. Several BET and BTC operators enter the city but, unfortunately, the number of independent operators has fallen during the past few years.

Nottingham City Transport use a consecutive system of route numbering. Originally, after the withdrawal of the trams, the last of which ran on September 5th, 1936, the numbers 1 to 35 and 51 upwards were used for motor-bus services and 36 to 50 reserved for trolleybuses, although 49 and 50 were never used. In recent years, however, 49 and 50 have been used for motor-bus routes. Suffix letters were used on motor-bus routes only from 1940 onwards, but the policy now is to eliminate the suffix letters, and to use separate numbers for each route. No trolleybus replacement programme has yet been announced, but the vehicles will be withdrawn during the next few years. Motor-bus route 8 (Trent Bridge to Sneinton Dale) is operated by single-deck vehicles, being a part-day service. Single-deckers also operate route 2 (Theatre Square to Sherwood) on Sundays and route 63 (Granby Street to Wollaton Vale) on Monday to Friday evenings.

The following tour of the city centre is designed for

on the right, Granby Street, you will find the lower half is another terminus for motor-buses operated by the City Transport, on routes serving the western part of the city. As you continue along Granby Street, a bus park belonging to the largest local independent, Barton Transport Ltd., will be seen on the right. Vehicles stand on this park awaiting the next turn of duty. The park stands at the junction of Granby Street and Mount Street and if you turn left from Granby Street into Mount Street, you will see Mount Street bus station immediately on the right. This station was introduced as an emergency measure during the 1939-45 war, and is served by buses operating west from Nottingham. It was opened with the idea of saving fuel as the routes had previously operated across the city to Huntingdon Street bus station. The future plans are that Mount Street bus station will be enlarged to accommodate the Nottingham City Transport routes at present in Granby Street, which explains the unusual platform numbering system. Companies currently using the station are Barton, the Midland General Omnibus Co. Ltd. and Notts & Derby Traction Co. on joint services (since the Notts & Derby Traction Co. trolleybuses were withdrawn in 1953, all routes have been jointly operated by the two companies; Notts & Derby Traction is a statutory com-

pany, and as such it would require an Act of Parliament for it to be wound up), Trent Motor Traction Co. Ltd., and the Birmingham & Midland Motor Omnibus Co. Ltd. on their only service to operate into Nottingham (X99 from Birmingham). MGO and N & DT represent the BTC, the vehicles being standard Bristol/ECW as well as AEC/Weymann buses purchased prior to BTC acquisition. However, the two companies do deviate from standard BTC practice in their livery, which is an attractive blue and cream. The companies are also interesting in that the route numbering system is a combination of letters and numbers, adopted long before the recent scheme used by Crosville. Originally the A series was for tram, and then trolleybus routes, and the B, C, etc. series for the motor-bus routes. After the trolleybus abandonment in 1953, the A series of route numbers and letters were used for motor-bus routes. Only one route, 44 from Derby to Chesterfield joint with Trent and East Midland, does not have the combination of letters and numbers. Trent and Midland Red provide the BET interest, the vehicles of the former being predominantly Leyland, with the double-deck fleet featuring an increasing number of Atlanteans. Barton, being independent, operate a great variety of vehicles, although the majority of them are of either Leyland or AEC manufacture. A joint service non-stop from Nottingham to Derby (X42) is operated from this station by Trent and Barton, the latter using one of their latest coaches on the service from Sunday to Friday. The frequency is hourly on Sunday afternoon and all day Monday to Friday, but is half-hourly on Saturdays when double-deck vehicles are used by both companies. There is no service before 1.5 p.m. on Sundays.

If, on leaving the bus station from the opposite end to Mount Street, you turn right along Park Row, you will pass the top of Granby Street, where there is a terminus for five Barton routes unable to use the bus station. At the end of Park Row a left turn will bring you into Derby Road, and a few yards up the hill on the left is the park from which the coach services of a local independent operator, Skill's Motor Coaches Ltd., depart for Bridlington, Filey and Scarborough, and from where tours and excursions by the same operator leave.

Visitors with limited time should cross the road here and board a City Transport trolleybus on routes 39 or 44 for Huntingdon Street bus station. Those with more time to spend in Nottingham should also cross the road, but walk on up the hill, take the first road on the right, cross the forked road at the top, turn right again into Wollaton Street and turn left into Hanley Street. This is a terminus for three City Transport motor-bus routes which will also be transferred to Mount Street bus station on the latter's expansion. At the top of Hanley Street they should turn right and proceed along Talbot Street and Burton Street to Trinity Square, passing near the terminus of the Nottingham City Transport route 2 at Theatre Square as they cross over Goldsmith Street. This was the first motor-bus service in the city, introduced in 1920, apart from a trial service in 1906 which was replaced after two years by horse-buses. The motor-bus was "ahead of its time"! Nottingham City Transport motor-buses leave Trinity Square (named after Trinity Church which was pulled down in 1958) for northern suburbs of the city. At the lower end of the square is Victoria railway station from which Trent buses operate on hire to British Railways on a railway replacement service to

Basford, the line of which was closed due to the bad state of repair of a tunnel en route. The service runs on Monday to Saturday at peak periods only. A variety of vehicles is used on the service, showing the indicators 501 PRIVATE. The vehicle bears a label showing "on hire to the British Transport Commission." When double-deck vehicles are used, a low-bridge bus is necessary because of the low awning in front of the station. Tickets are obtained from the booking offices of the railway stations served, and are not issued on the vehicles. Passengers can only board and alight at the railway stations served. From Trinity Square visitors should turn right along Milton Street, then left along Parliament Street and left again along King Edward Street to Huntingdon Street bus station.

Huntingdon Street bus station was the first in Nottingham and is still the principal station for express services. Such services are provided to east coast resorts by Barton, Trent, and the Lincolnshire Road Car Co. Ltd. Robin Hood Coaches Ltd., an independent company, operate to west coast resorts, whilst North Wales is served by Barton. The United Counties Omnibus Co. Ltd. operate to London, their vehicles being serviced by Robin Hood, and in the summer the service is extended to certain south coast resorts jointly with Southdown Motor Services Ltd. and Maidstone & District Motor Services Ltd., bringing coaches belonging to these concerns into Nottingham during those months. Cheltenham, South Wales, Bournemouth and the West Country are served from Nottingham by Associated Motorways, usually by Black & White vehicles, but Red & White and Royal Blue coaches are also seen in the city. Manchester is served by the joint Trent and North Western Road Car Co. Ltd. route, and by through working, Ribble Motor Services Ltd. coaches are frequently seen in the city. In the summer North Western and Ribble coaches operate through Nottingham to east coast resorts; from Nottingham eastwards the vehicles are "on hire to Trent." Regular through express services are the Barton/Robin Hood joint Corby-Glasgow route, Hall Bros. Coventry-South Shields, and Yorkshire Services Yorkshire-Birmingham and Yorkshire-London. The latter services bring vehicles operated by East Midland Motor Services Ltd., East Yorkshire Motor Services Ltd., West Yorkshire Road Car Co. Ltd., Yorkshire Traction Co. Ltd. and Yorkshire Woollen District Transport Co. Ltd. into Nottingham. The London service is extended to south coast resorts in the summer, jointly with East Kent, Maidstone & District and Southdown; consequently coaches of these operators pass through the city at that season.

Stage carriage services are operated from Huntingdon Street bus station by Nottingham City Transport, Barton, Trent, Midland General and Notts & Derby jointly, by their associated company, Mansfield District Traction Co. Ltd. (whose livery, unfortunately, is standard BTC green and cream), and by three small independent companies, Wm. Gash & Sons Ltd. of Newark, South Notts Bus Co. Ltd. (mainly to Loughborough), and Skills, the latter jointly with Trent to East Bridgeford. Barton Transport Ltd. have a minority share holding in the South Notts Bus Co. This holding does not seem to affect the operations by the latter, but explains why South Notts time-tables except the Clifton estate one are included in the Barton time-table booklet. Joint workings with Trent also bring the buses of East Midland Motor Services and Lincolnshire Road Car Co. into Nottingham. Huntingdon Street

bus station still has some importance in bus and coach operation in the city, and provides the greatest variety of companies and vehicles. Although the park at the rear of the north end of the bus station is usually full of buses, it is in fact a municipal car and bus park.

Here visitors with limited time at their disposal can board a City Transport trolleybus on routes 40 or 47 to travel to Broad Marsh, and a short walk along the latter street will bring them to Broad Marsh bus station. The more leisurely visitor should proceed southwards from Huntingdon Street bus station along Huntingdon Street, passing the Salvation Army hall on the left, and should continue along Parliament Street until reaching the Ice Stadium. On the left are the main offices and depots of Nottingham City Transport, whilst a few yards further on is the Nottingham depot of Trent. During the week-ends, Southdown vehicles are garaged in the Trent depot. These coaches operate on the troop specials from southern England arriving in Nottingham on Friday night and leaving again on Sunday night. This is an ex-Triumph Services operation. In the summer the coaches are often used by Trent on their coastal services. Continue along Parliament Street and along Canal Street to Broad Marsh bus station, the newest of the three bus stations in the city.

The principal operator from Broad Marsh bus station is Barton Transport, for their routes serving points south of Nottingham. Nottingham City Transport operate to the new Clifton estate, the services being co-ordinated with joint services operated by West Bridgford u.d.c. and South Notts, as described in the opening remarks. The coach park here is also municipally owned. Midland General and Notts & Derby have two joint services from this bus station. From Broad Marsh station you may walk along Broad Marsh, turn right and follow the main streets (or the trolley wires) to the Old Market Square. En route St. Peter's Church is passed. In St. Peter's Square in front of the church was the terminus of the first horse-tram service in Nottingham, operated by the Nottingham & District Tramways Co. Ltd. from 1878 until the company was taken over by the corporation in 1897. The routes were to Trent Bridge and to the Midland and London Road (Great Northern) railway stations. The other horse-tram services operated by the company started from Long Row (near the Black Boy Hotel) to Carrington, and from Beastmarket Hill to Basford. Only the later terminus is still a terminus today, as the trolleybus route 42 turns at the same point. This route also goes to Basford, but to a different part of Basford to that served by the horse-trams.

Another independent operator serves a suburb of Nottingham, but does not operate into the city centre. The operator is Makemson Bros. of Bulwell, operating a service from Bulwell to Bestwood. The Bulwell terminus can be reached by travelling on a City Transport trolleybus from the Old Market Square to Bulwell on routes 43 or 44, and alighting at Bulwell Market. The Makemson service is most frequent on Saturdays and Sundays, and is irregular on other days. The company is notable in that it operates a Leyland PD2 with Leyland 53-seat lowbridge body (OAU422)—the only Leyland-bodied vehicle to be registered in Nottingham. Makemson's depot is passed by the 43 and 44 trolleybus routes about half-a-mile before Bulwell Market.

A further point of interest is in Upper Parliament Street, where next to a closed cinema is a yard which

runs from Upper Parliament Street to Wollaton Street. This point is the original turning point used by Barton Bros. (forerunners of Barton Transport Ltd.) on their services from Nottingham.

In conclusion, the local depots of the principal operators, and the methods of reaching them are listed below, but we presume in listing them that should you wish to visit these depots, you will have obtained authority to do so.

Nottingham City Transport Parliament Street depot (former tram depot— track still in situ).	NCT motor-bus 3, 9, 23, 34, 54, 59, 65 from Old Market Square.
Trent Bridge works and depot (former tram depot— track still in situ).	NCT trolleybus 41, 43, 46 from Old Market Square to Trent Bridge; walk along Victoria Embankment and right into Bunbury Street. The buildings are on the left hand side of this street. (Just before reach- ing Trent Bridge, Muskhams Street runs off Arkwright Street to the right. The baths in this street are built on the site of the Notting- ham & District horse-tram depot for the Trent Bridge routes).
Sherwood depot (former tram depot— track still in situ)	NCT motor-bus 10, 20, 52, 57, 69 from Old Market Square. (En route the Carrington Lido is passed, which by a coincidence is the site of the Nottingham & Dis- trict horse-tram depot for the Carrington route).
Bulwell depot (former tram depot— track still in situ) Bulwell depot is to be closed by 1965. The replacing depot will be on Western Boulevard near the gas works passed en route to the depot.	NCT trolleybus 43, 44 from Old Market Square to Piccadilly. Cross road and walk up Piccadilly. The depot is on the left hand side. (The Nottingham & District horse- tram depot for the Basford route is passed en route. The site is now occupied by a firm of motor engineers, and a short section of track is visible in the yard.
Bilborough depot. Opened in 1953.	NCT motor-bus 16 from Granby Street. Route terminates outside depot.
West Bridgford u.d.c. Abbey Road	NCT/WBUDC joint motor-bus 14 from Old Market Square to Davies Road/Abbey Road Junc- tion. Walk along Abbey Road and the depot is along the works road leaving to the left of Abbey Road.
Barton Transport Ltd. Chilwell offices, depot and works	Barton 1, 3, 3C, 5, 5A, 5B, 5C, 5X, 10, 11, 38 from Mount Street bus station. Barton 32, 33, 40 from Granby Street (Ask for Barton's depot, as "Chilwell Depot" is taken as the ROF depot at Chil- well).
Huntingdon Street depot	NCT motor-bus 3, 9, 23, 54, 59, 65 from Old Market Square. NCT trolleybus 40, 47 from Old Market Square.
Trent Motor Traction Co. Ltd. Parliament Street depot	NCT motor-bus 3, 9, 23, 34, 54, 59, 65 from Old Market Square.
Makemson Bros. Bulwell	NCT trolleybus 43, 44 from Old Market Square to Piccadilly
Skill's Motor Coaches Ltd. St. Peter's Street, Radford	NCT trolleybus 39 from Elite Cinema to St. Peter's Street. Walk along this street, after crossing road from bus. Depot is on left hand side (about 300 yards).
South Notts Bus Co. Ltd. Gotham	South Notts Loughborough, East Leake or Gotham buses from Huntingdon Street bus station to Gotham. Buses pass depot.

AROUND THE TRAFFIC AREAS . . .

NORTHERN TRAFFIC AREA

CUMBERLAND

The latest acquisitions are five Bristol FS6G chassis (416-420) fitted with 60-seat ECW bodies. A further five of the same type are on order.

G. E. MARTINDALE, Ferryhill

A Wingate coach proprietor, Mr. D. S. Wright, has sold his business to this Ferryhill operator. Wright's only coach, a Commer TS3, has been added to the Martindale fleet.

MIDDLESBROUGH CORPORATION

It is proposed to divert service B from its present terminus at Brookfield Gardens to Stainton. Stainton village is at present served only by the Seamer service S, which will be modified in view of the extension of B.

MID-TYNE TRANSPORT LTD., Acomb

This Northumberland operator is again in the news—an unforeseen service licence has been taken out in order to try out the Haltwhistle-Hallbankgate route recently abandoned by T. L. Robson of Midgeholme.

NEWCASTLE CORPORATION

The withdrawal of all Daimler double-deckers in the fleet marks the end of an interesting era in the development of transport in the city. Since the early days of the motor-bus Daimlers have dominated the transport scene in the town, and somehow Newcastle does not seem quite the same to many transport enthusiasts in the North-East now that the familiar sound of the Gardner engine and fluid flywheel has gone. Ten of the Daimlers have been sold to Hull Corporation and fourteen to a dealer. One, however, 68, has remained faithful to the city and is in regular service with R. Armstrong (Bus Proprietors) Ltd., painted in the attractive light green and cream livery of this operator. The two former Corporation open-top Daimler COG5 double-deckers which have spent the last few years with the Llandudno & Colwyn Bay company are now offered for sale for £200 each by a Leeds dealer.

A short trolleybus route extension has taken place at Denton Burn where buses on routes 33, 37 and 38 now proceed to a newly constructed turning circle. The amendment to service 27, mentioned in last month's issue, was brought into force on July 2nd.

NORTHERN GENERAL

A number of changes are proposed for services in the Gateshead, Dunston and Winlaton area. In addition to the new Gateshead-Dunston (Knightsbridge Gardens) route mentioned last month another route is proposed from Newcastle (Marlborough Crescent) via Dunston to Parkhead Estate South at Winlaton. Certain journeys on service 8D (Blaydon Haughs-Winlaton) may also be extended to Parkhead Estate South.

The three sections of service 76 have now been renumbered as follows:—

76 Gateshead-Whickham (Follside Road).

77 Gateshead-Dipton.

78 Gateshead-Lobley Hill (Craggside Gardens).

A new application now seeks to extend all the three above services over the Tyne Bridge to Newcastle (Worswick Street) and also to curtail 77 at Byremoor. Consequent on the above renumbering the former 77 (Sunderland-Parkside) has been renumbered 124, 78 (Durham-Brasside) is now 23 and the former 23 (Sunderland-Dawdon) is 123.

S. M. PINNINGTON & SON, Crook

Pinningtons have surrendered their licence which covered the interesting express service from Tow Law to Doncaster via Consett and Stanley. Up to going to press no other operator has applied for a licence for this route.

RIBBLE

Ribble have extended their local service, U1, in Ulverston further into the Croftlands estate, the new

terminus being at the junction of Oakwood Drive and Oakwood Crescent.

SOUTH SHIELDS CORPORATION

All South Shields motor-bus routes approaching the Market Place from the east now use the new highway "Keppel Street," but return as before via King Street. No changes have been made in the trolleybus routes.

STOCKTON CORPORATION

It is proposed to vary service 5, which at present runs in the form of a "6" from Newham Grange estate via the High Street to Aysgarth Road, so that it would operate from Newham Grange to the High Street via Aysgarth Road (losing the base of the "6"). Buses would then work through on to the southern leg of 4 so that they would still travel over most of the curtailed section.

SUNDERLAND CORPORATION

Another wholesale revision of services has been applied for, but in view of past experience it may be prudent to wait for their implementation before commenting further!

TYNEMOUTH & DISTRICT AND WAKEFIELDS

Tynemouth propose to extend 15 from its present terminus in the Marden estate to Kendal Avenue via Ennerdale Road and Mast Lane.

Four AEC Reliances (W250-3) with Burlingham Seagull 70 bodies have been put into service by Wakefields for the summer season.

UNITED AUTOMOBILE SERVICES

The licences covering the Peterlee town routes of Trimdon Motor Services Ltd. have been applied for by United. These are Horden Station-Easington Village via Dene House, Horden Station-Easington Village via Horden Hall, and Horden (Victory Club)-Dene House via Horden Hall.

United have been granted their new Redcar/Marske town service, but it is subject to review after six months operation.

VENTURE TRANSPORT CO. (NEWCASTLE) LTD.

The existing head offices of the above company are due to be demolished under a redevelopment plan for the centre of Consett. New premises have been planned in close proximity to the bus station. The new building will include a covered market, a new venture for this enterprising company, and the total cost of the scheme will be in the region of £50,000.

New vehicles to be ordered will be based on the recently permitted 36 ft. long by 8 ft. 2 1/2 in. wide chassis, and will replace a number of 1947 Daimler CVD6 saloons seating only 35 passengers.

WANSBECK MOTOR SERVICES LTD., Ashington

The Linton-Ashington service is to be extended in Ashington for a short distance along Alexandra Road.

WEST HARTLEPOOL CORPORATION

Delivery is shortly to be taken of three Leyland PD240 chassis. The bodies are to be supplied by Roe.

YORKSHIRE TRAFFIC AREA

BRADFORD CITY TRANSPORT

Four main roads are to have late-night buses for a trial period in October, November and December.

DONCASTER CORPORATION

57, a 1941 8.8-litre engined AEC Regent, has been withdrawn and is to be scrapped.

EAST YORKSHIRE

Route numbers, although used in the timetable, have never been used on the vehicles except those on the Bridlington town routes where the route number is on the same blind as the destination. Certain new vehicles delivered in recent months have been fitted with route number indicators and route numbers are now shown on these vehicles. With the introduction on May 20th of a new timetable many routes have been renumbered.

details of which are given below. The timetable also indicates on which routes p.a.y.c. vehicles are operated and the map has been brought up to date and shows the new route numbers.

- 2/15 Hull circular via Willerby and Cottingham. Journeys between Hull and Castle Hill Top only numbered 2 and those operating the complete route 215.
- 15/2 Hull circular via Cottingham and Willerby. Journeys between Hull and Cottingham (St. Margaret's Avenue) numbered 15 and those operating the complete route 152.
- 3 Hull-Goole. Journeys via Ellerker numbered 3A and those via Everthorpe 3E.
- 3A Hull-South Cave. Renumbered 5 and journeys via Ellerker 5A.
- 4 Hull-Selby. Journeys via Ellerker numbered 4A and those via Everthorpe 4E.
- 4A Hull-Hotham. Renumbered 4B.
- 5 Selby-Howden. Renumbered 4C.
- 5A Selby-South Duffield. Renumbered 42.
- 6 Hull-Ferriby. Journeys via Tranby Croft numbered 6A.
- 8 Hull-Jenny Brough via Hessele. Journeys operating to Hessele only numbered 8 and those to Jenny Brough 8A.
- 9 Hull-Riplingham Cross Roads. Renumbered 9A.
- 9A Hull-Setting Dyke estate. Renumbered 10.
- 10 Hull-Leeds. Renumbered 46 with journeys via Dunnington numbered 46A.
- 11 Hull-Driffield. Journeys not operating via Tibthorpe numbered 11A.
- 12A Scarborough-Hunmanby. From July 16th to September 9th this route will be extended daily except Saturdays to Scarborough (North Landing) via Speeton and Bemp-ton; these journeys are numbered 12F.
- 13B Bridlington-Leven. Renumbered 13A.
- 19 Hull-Hedon direct or via Paull or Preston. Direct journeys renumbered 49, circular journeys outward via Hedon and Paull 69, outward via Paull and Hedon 69A, outward via Hedon and Preston 79, and outward via Preston and Hedon 79A.
- 20 Hull-Preston. Journeys to Ganstead Lane only numbered 57.
- 20A Hull-Longhill Estate. Renumbered 56.
- 21 Hull-Aldbrough Cliffs. Journeys via Garton numbered 21A.
- 25 Leeds-Bridlington. Renumbered 45.
- 26 Leeds-Bridlington. Renumbered 44 with journeys via Dunnington 44A.
- 26X Leeds-Bridlington. Renumbered 44X.
- 30/39 Bridlington-Withernsea via Hornsea. Journeys via Ulrome numbered 30, via Beeford 30A, between Hornsea and Beeford 30B, Beeford and Bridlington 30C. Withernsea and Hornsea 39.
- 33 Bridlington-Driffield. Journeys between Kilham and Driffield only numbered 33C.
- 34 Driffield-Malton. Journeys via Burdale numbered 34A.
- 36 Driffield-Fridaythorpe. Journeys via Flmber numbered 36A.
- 40 Hessele-Hornsea.

Journeys via Calfoss numbered 40A and those between Leconfield and Hornsea only 40B.

- 44 Withernsea-Holmpton. Renumbered 19.
- 45 Hull-Wold Road. Renumbered 75.
- 54 York-Pocklington. Journeys via Dunnington numbered 54A.
- 55 York-Pocklington. Journeys via East Cottingwith numbered 55A, and via East Cottingwith and Everingham 55B.
- 57 Pocklington-Millington. Renumbered 26.

Routes 44, 44A, 44X, 45, 46 and 46A are joint with West Yorkshire and these new numbers are the same as those used by West Yorkshire except that West Yorkshire do not use a suffix letter for journeys via Dunnington.

Routes 10, 49, 56, 57 and 75 are joint with Hull Corporation and these new numbers are the same as those used by the Corporation. Routes 69, 69A, 79 and 79A are also joint with the Corporation but these new numbers are not the same as those used by the Corporation.

LEEDS CITY TRANSPORT

Contrary to the report in the June issue, it has now been announced that tenders have been invited for 25 30 ft. long rear-entrance double-deckers, five with front-entrance, and five underfloor-engined saloons.

SHEFFIELD TRANSPORT

519, the Earl's Court Show Bridgemaster, is the first to be repainted. Like other buses receiving their first repaint it has been given a dark roof. The new forward-entrance Bridgemaster is 525 and it entered service during April. It seats 72 passengers and is equipped with fluorescent lighting. There is the normal front destination display, but only route number at the rear. Halfway down the nearside are two destination indicators, set side by side. 525 has joined the earlier Bridgemasters on the Herdings, Gleadless and Arbour-thorne routes.

WEST RIDING

Guy Wulfrunians currently being received are registered in the THL series. As a result of these deliveries many pre-war and early post-war vehicles have been sold for scrap. It is interesting to note that while new vehicles are mainly double-deckers, most of the withdrawn vehicles are singles.

WEST YORKSHIRE

Route 87 (York-Nun Monkton) was re-routed from April 27th to operate via Hessay, a village which has never before had a bus service.

YORKSHIRE TRACTION

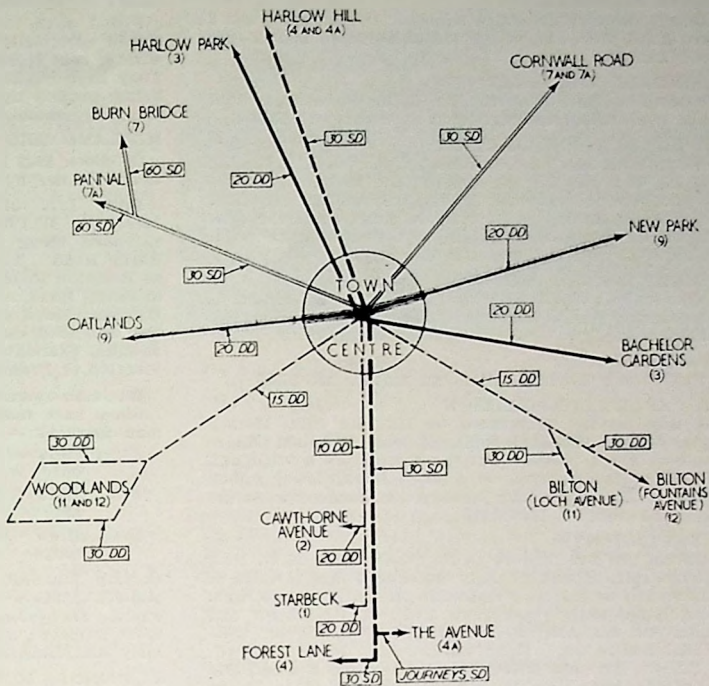
The Leyland PD3-Northern Counties duly entered service on June 1st but did not confine themselves to routes 22, 22A and 24 as it had been announced they would. They have been seen on many routes, varying from Barnsley local services to the Sheffield-Bradford trunk route. Six Leyland Tiger Cubs on order for next year will have Alexander bodies, a new make for this company.

Last year the mileage on stage services was reduced by 74,000 due to the use of large-capacity buses. Replacement of lowbridge buses is being delayed in view of the likelihood of 36 ft. single-deckers with a similar capacity (55 seats) becoming available; it is thought that this type of single-decker would be a more suitable vehicle.

From June 5th certain journeys on route 85 (Barnsley-Carlton) were extended a quarter of a mile along Fish Dam Lane to Wharnciffe Street.

YORKSHIRE WOOLLEN

The garage at Beck Lane, Ilkmondwike, is to be replaced by a new one at Station Road which will accommodate 40 vehicles. It is proposed to order 36 ft. long single-deckers for delivery about the end of 1962.



This month a complete revision of East Yorkshire's services at Bridlington takes up a good proportion of our Yorkshire notes; a few months ago it was West Yorkshire's Harrogate services. The July issue of "Bus & Coach" contained an article by its assistant editor, William Lambden (an Omnibus Society member), on the background to the Harrogate revisions, based as they were on figures produced by the company's Loadmeters, and also this map drawn from a multi-coloured poster West Yorkshire issued at the time. The headway is shown in minutes and single or double-deck operation is indicated. (Block by courtesy "Bus & Coach").

INDEPENDENTS

Advance, of Goole, have bought some secondhand tickets from Advance, of Malby. They have not been altered and still bear that firm's advertisement on the reverse. . . . Hirst & Sweeting, of Sheffield, have standardised their fleet on the Plaxton-bodied petrol Bedford by buying two Embassy-bodied SB3s, replacing a 1956 model which has been exported and a 1957 one with a Yeates body. . . . Premier, of Stainforth, have a Bedford-Yeates Fleeta with frontal conversion to Pegasus design. . . . Blue Line, of Armthorpe, have withdrawn their Mann Egerton-bodied Leyland Tiger Cub (NWX442) and the 1959 Guy Warrior with Mulliner service bus body (UWW769). Their replacements are Bedford-Duple Super Vegas.

NORTH WESTERN TRAFFIC AREA

BOLTON CORPORATION

Fifteen Leyland Atlanteans are to be bought, 14 with semi-automatic and one with fully-automatic transmission. Bodywork will be by MCW (7), generally similar to the Liverpool design (July issue) and with 78 seats, and by East Lancs (8) with 81 seats. The East Lancs bodies will also have flat lower saloon floors and will be fitted with illuminated side advertisement panels. East Lancs will provide the semi-luxury coachwork on a Leyland Leopard chassis which is in store. The first AECs since the Q (WH4850) of 1933 are now in Bolton Corporation service, Numbered 162-7 they have forward-entrance 72-seat Metro-Cammell bodywork.

BURY CORPORATION

150 ticket machines designed by Mr. Frank Thorpe, the general manager, and manufactured by the Creed organisation, are to be purchased.

LANCASHIRE UNITED

Six Gardner 6LX-engined Daimler Fleetlines with Northern Counties bodywork are on order.

LIVERPOOL TRANSPORT

The first of the four former one-man-operated Leyland Royal Tigers to be converted for airport work by Metro-Cammell, incorporating the original body shell, was seen by the North Western & Yorkshire Branch party that visited the undertaking in June. The livery is blue and the name "Liverpool City Airport" is inscribed on the side towards the rear. The front windows of the raised portion are tapered inwards, possibly to resemble an aircraft cockpit.

MANCHESTER CORPORATION

The Metro-Cammell Leyland PD2/37s from 3631 upwards began to enter service from June 1st from Princess Road garage, making them the first post-war Leylands to run from that garage.

A one-man-operated service 142 from Middleton to Alkington (Rydal Avenue) began on June 12th, via Townley Street, Kirkway and Mainway with a half-hourly service. Double-deckers are used at peak periods. From June 19th, 126 (Holmfild Avenue, Harpurhey-Cheetham Hill) became one-man-operated.

From June 5th journeys from Eccles on the joint MCTD-North Western 22 (Eccles-Levenshulme) and 22X (Eccles-Chorlton) were re-routed in Stretford via Urnston Lane and King Street, instead of Sandy Lane and Chapel Lane. The new peak-hour Piccadilly-Flixton (Red Lion) service via Woodsend Road has been numbered 23X and is operated by North Western.

The new inner circle service is operated from Birchfields and not Rochdale Road as stated in June and began on June 20th. The two routes are lettered A and B—a new practice for Manchester—and were inaugurated with a decorated bus with blue curtains and red roses inside and white wall tyres.

NORTH WESTERN

Due to delivery delays, Altrincham Coachways 7 and 8 were fitted with Duple, instead of Plaxton, bodies (see June Issue).

ROCHDALE CORPORATION

Plans have been approved for Mellor Street bus depot to be modernised and extended at a cost of £200,000.

ST. HELENS CORPORATION

From June 24th, the Clinkham Wood services (21, 23, 23A, 24, 25A and 26) were re-routed via Bassenthwaite Avenue, Victoria Avenue, Moss Bank station and Moss Bank Road, instead of Buttermore Avenue and the East Lancashire Road, 21 operating to a new terminal point on Bassenthwaite Avenue near the shops.

SOUTHPORT CORPORATION

The four Leyland PD2/40s mentioned in June (43-6) materialised sooner than expected; three entered service on July 1st.

STANDERWICK

Twelve new Leyland Atlantean coaches are 26-37.

STOCKPORT CORPORATION

A new service commenced on May 8th from Mersey Square to the Woodhall estate at South Reddish. Route numbers are not shown but the destination **WOODHALL CRESCENT** is displayed on a board in the lower saloon window. There are four journeys on Mondays to Saturdays and none on Sundays.

INDEPENDENTS

One of the first orders to be received for 36 ft. long coaches since it was officially announced that vehicles of this length would be permissible on British roads came from Ribblesdale Coachways Ltd., of Blackburn and called for six AEC Reliances with 8 ft. 2½ in. wide 49-seat bodies for touring work. . . . P. & O. Lloyd, of Baghill, have one of Ribble's ten Leyland-bodied PD1s (BCK413) and plan to replace with it their Foden double-decker. . . . Winn (Sportsman Coaches) Ltd., of Whiston, have traded in their 13-seat Trojan rural bus to John's Cross Garage (Robertsbridge, Surrey) in return for the 13-seat coach version of the same model. A former Sunderland District Roe-bodied Leyland PD1 has joined the fleet from Berresford, of Cheddleton. . . . Mid-Wales Motorways have a Bedford-Yeates Pegasus. . . . Jackson, of Altrincham, has fitted the post-war Plaxton coach body from a Lancashire United Leyland TS8 (DTF266) on an AEC Regal III chassis (LTB821).

WEST MIDLAND TRAFFIC AREA

A revision of boundaries in the Black Country, proposed by the Local Government Commission for England, may result in changes in the operations of transport concerns in the area.

BURTON CORPORATION

Fitted with the Johannesburg-style fronts we mentioned editorially in May are three new Guy Arab IVs with 61-seat Massey bodies—Burton's first eight-footers. They have replaced wartime Guys 22 and 23, which are being broken up, and the remaining 1946 single-deck Guy, 33, which has been sold.

MIDLAND RED

CI coach 3342 has been converted to dual control and is now in use by the drivers' training school.

From June 24th, two Hereford local services were extended. H13 to Green Lanes (Wordsworth Road) was extended along Westfaling Street to the junction of Barry Road. Those few journeys running only as far as Breinton Road (a short on H13 showing H3) also run to Barry Road and as a result the use of service number H13 has ceased and all buses show H3. H9 to Red Hill was extended via Ross Road, Marlbrook Road, Laysters Avenue, Standale Road and Stanberrow Road to the junction of Frone Avenue.

One-man-operation continues to spread and in the Ludlow area from May 13th the following became one-man-operated:—

X92 Ludlow - Llandrindod Wells (summer Sundays only)

973 Ludlow-Walsall (summer Saturdays and Sundays only)

974 Ludlow - Much Wenlock - Shrewsbury (Tuesdays only).

Certain journeys on 971 (Ludlow-Weston-Bridgnorth) and 972 (Ludlow-Wenlock Edge-Bridgnorth) also became o.m.o., and from the same date in the Banbury area most journeys on 482, 494/495, operating between Banbury and Buckingham via different routes.

POTTERIES MOTOR TRACTION

Application has been made to introduce journeys on the Hanley-Halmeleve licence from Wood Lane, Audley. If granted, this would be a new service numbered 294.

Double-deckers are considered unsuitable by PMT and North Western for their joint service 49 from Hanley to Buxton, though much duplication would be eliminated by their use, and it is interesting to learn that Berresford's recently ran a highbridge Leyland PD1 over the same route on a private hire job, without, apparently, any untoward incidents.

WALSALL CORPORATION

The second ex-Grimby Cleethorpes Crossley (HBE542) has been given fleet number 873. It must be assumed, therefore, that the G-CT BUTs will be 874-7 as the Dennis Lolines start at 878.



★
Despite its association with Park Royal, whose latest products have lost the pleasing looks that always went hand-in-hand with the famous sedan chair house mark, Charles Roe are still able to offer their traditional lines, amongst the most recent examples being the Daimler CVG6s at Derby and Great Yarmouth. Last year South Yorkshire took delivery of two 30 foot long 63-seat lowbridge Leyland PD3/1s from Roe's, with fluorescent interior lighting and a high standard of finish throughout. (Block by courtesy "Bus & Coach").

Practically all traction poles have been erected on the Western Loop section, but as yet no wiring is up.

Some used-ticket boxes on the buses have been painted in yellow and black stripes (the same as the litter bins in the town) as part of an anti-litter campaign.

EAST MIDLAND TRAFFIC AREA

BARTON

The licence for the Nottingham-Warsaw service has been granted. Although application had been sought to use double-deckers, and in this connection we mentioned in the June issue the practicability of running the 12 ft. 5½ in. high Dennis Loline because it came within the internationally negotiated agreement on vehicle height for operation on the continent, no mention of double-deckers was made at the hearing in Nottingham on June 27th. In fact, it was stated that the vehicles to be used would be those normally used on the company's continental tours. One vehicle will be used in Britain, leaving Nottingham at 1 p.m. on Sundays for Harwich, and returning from Harwich on Mondays with the passengers from Warsaw. Another vehicle on the continent will operate between the Hook of Holland and Warsaw, arriving on Tuesdays and leaving on the return journey on Saturdays. According to the local press, the service is likely to start next spring; operation between April and October was proposed.

Ex-Yorkshire Woollen Leyland PD2/1s with Brush bodies are registered HD7832/6-8. Fleet numbers 901, 907 and 906 are allocated to the last three (and it is assumed that HD7832 will become 903) but only 906 has entered service with its original body. 904/7 are to be rebodied and their original bodies have been burned. Understood to be to cover a temporary shortage of coaches are three Duple-bodied Bedford SB1s 908-10.

DERBY CORPORATION

A new timetable booklet due shortly is completely revised in layout and all services are listed in service number order, irrespective of trolley or motor-bus operation. The most interesting alteration incorporated is the renumbering of trolleybus service 54 to 55. The Uttoxeter Road and Burton Road services used to run as a through service 55 but in recent times the Uttoxeter Road service was linked to the Upperdale Road service instead, carrying on its Uttoxeter Road section service number 54, whilst Burton Road became 57. The number 54 was, however, already carried by a peak-hour motor-bus service from Normanton Lane to the Midland Station and it is to avoid this duplication that the reversion to 55 has taken place.

Ten new 65-seat Daimler CVG6s with Roe composite bodies (125-34) similar in outline to last year's Sunbeam trolleybuses are in service, replacing ten utilities—1-5, 12 and 13 (Guys), 6 and 7 (Daimlers with 1938 bodies) and 74 (Bristol). With the 1960 Sunbeam trolleybuses, delivery of these CVG6s marks a complete reversion to composite bodies because the last motor-buses—CVG6s 115-24 delivered in 1957—had metal-framed Park Royal bodywork.

UNITED COUNTIES

Delivery has been taken of the balance of the order for Bristol FS6B 60-seaters, 611-6, and the next double-deckers will be 12 FLF6B forward-entrance 70-seaters.

INDEPENDENTS

Delaine, of Bourne, have Brush-bodied Leyland PD2/3 CCK668 ex-Ribble. . . . A pink and ivory livery is carried by Plaxton Panorama-bodied AEC Reliances 469BJF and 469BRY with Provincial, of Leicester, in place of the previous cream and red. . . . Wooliscroft, of Darley Dale, have a 1946 AEC Regal I (KEH602) from the PMT fleet which was lengthened in 1956 to 30 ft and fitted with the extended 39-seat Weymann body from a Leyland OPD2/1. . . . New coaches with York Bros., of Northampton, are Ford Thames Traders 37/8 and AEC Reliances 79-82, all with Duple coachwork.



The South Wales Branch were taken for a demonstration run in the West Wales Guy Wulfrunian in June. (Block by courtesy "The Transport Journal").

SOUTH WALES TRAFFIC AREA

UNITED WELSH

The proposal to extend route 8 (Pontardulais-Swansea) to Dunvant (Parish Hall) and to take off at most periods the Pontardulais (Dulais Square)-Pontardulais (Eforest) section has been withdrawn. Instead, a new service 4 has been introduced between Swansea coach station and Dunvant (Parish Hall) via St. Helens, Mumbles Road, Singleton hospital, Sketty (Top Cross) and Killay (Siloam) with a frequency of 30 minutes on weekdays except after 7.30 p.m. on Mondays to Fridays when it widens to 40 minutes. On Sundays, only four journeys operate and these are linked with four new Sunday journeys between Killay (Siloam), Dunvant and Three Crosses on 58, which has been virtually without a Sunday service before. The practice of introducing an increased summer Sunday timetable on 8 has been discontinued, and the infrequent winter timetable now operates throughout the year.

United Welsh, South Wales and James propose a new service between Ystalyfera (Swan) and Alltygrug via Wern Road and Penywyn Road. Three return journeys would be operated each weekday, one by each company.

WESTERN TRAFFIC AREA

BATH

With the introduction of the summer timetable on July 2nd, the three new Frome local services commenced, all numbered 68.

BRISTOL OMNIBUS

The summer timetable issued on July 2nd, which includes the Bath services, now has three local maps showing all services in the Clevedon, Radstock and Stroud areas. These are displayed in panels on the reverse of the main map and as there are several more spaces available it may well be that further local maps will appear in future issues. They are to scale but unfortunately there is at least one geographical error in each. Route alterations include the two new local routes in the Radstock area numbered 132 and 138—numbers displaced from Bristol City on the big re-organisation in September 1958. 310 (Downend-Shortwood, Carson's chocolate factory) has been withdrawn and journeys on 304 (Staple Hill-Somerdale) from Bitton to the same point have also been abandoned. However, 304 to the other chocolate factory—Fry's at Somerdale—continues. The new summer-only service mainly via the sea road between Clevedon and Portishoad has also started and is numbered 87A. The remainder of the route alterations are of a minor nature for special purposes.

DEVON GENERAL

New AEC Reliances with Willowbrook Viscount bodies

are now in service with the Grey Cars fleet. They are TCR934-42 of which the last two are 37-seaters for extended tours; the remainder are 41-seaters. Several more of the 1949 AEC Regent IIIs (KOD registrations) have been sold. Due to a strike of maintenance staff, no major repairs can be carried out and faulty vehicles are being replaced by re-licensed vehicles ex-store.

PLYMOUTH CORPORATION

Open-topper 58 (see June issue) is now in service on route 38 (City centre-Hoe circular), still in normal livery and carrying advertisements. It is intended to re-fit the top for winter use.

SOUTHERN NATIONAL

To complete the set, a new timetable operative from June 18th has been issued for the Somerset & Dorset area. It has been a feature of this particular area for many years to show all school and works journeys, whether they are operated on ordinary or special routes, separately *en bloc* at the beginning of the timetable. This practice has now ceased and all such journeys are now shown in the normal manner in numerical order under the appropriate route, making the introduction to the timetable less formidable with its mass of special journeys and legions of explanatory notes.

Other amendments include:—

- 45 Sidmouth-Lyme Regis, extended to Charmouth.
- 64 Shaftesbury-Yeovil, curtailed at Sherborne.

WESTERN NATIONAL

This sister company also produced its complement of new summer timetables as from June 18th instead of a series of amendment booklets to amendment leaflets, but in the Cornwall area there were no route alterations of any significance. However, the South Devon area has produced the following:—

- 85 Tavistock local (introduced last September), withdrawn.
- 92 & 93, as already advised, are no longer extended to Plymouth station but are curtailed to terminate at the Bretonside bus station along with the numerous other services that end in Plymouth.
- 129 Plymouth-Exeter, joint with Devon General, diverted intermediately to serve Bovey Tracey.
- 88 Plymouth-South Brent, partly diverted to the village of Ugborough, superseding the short feeder 98B (Ivybridge-Ugborough).
- 148 Paignton bus station-Standard Telephone works via Kings Ash, extended to a new estate nearby at Gibson Road.

In the Somerset area, the lengthy 227 (Taunton-Minehead), which in summer crossed the lovely Quantock Hills, now commences from Watchet and as the journeys on 207 (Taunton-Buncombe) to the Quantock Sanatorium have also been withdrawn it is now not possible to travel by bus across this beautiful area.

Following this complete timetable re-issue, a four-page amendment leaflet appeared, current from the same date. A new service 232 commenced on May 20th from Bridgewater to Spaxton, running about three times a day and each journey by a different route. This replaces the independent route between the same points previously operated by Mr. Waterman.

New Royal Blue coaches, all 39-seat Bristol MW6Gs, 2254-61 with Western National and 2262-9 with Southern National, have displaced the remaining Bristol L6Bs.

INDEPENDENTS

Bere Regis & District acquired in June the business of H. E. Butler, of Milborne St. Andrew, with three Bodfords (OB-Duple, SB-Gurney Nutting, SBG-Duple) and three Commers (Q4-Plaxton, Commando-Plaxton, Avenger II-Allweather), but only the three Bodfords have so far been noted in the Bere Regis fleet. . . . Hutchings & Cornelius Services have bought their first AEC, a Reliance with 37-seat Harrington body (823KYD). This operator has long been a Dennis fan, but Lancel UF production appears to have ceased. . . . Kearsley, of Cheltenham, has withdrawn four of the ex-Birmingham utility Daimlers and replaced them with Wyermann-bodied AEC Regents—MWL974/9 from City

of Oxford and JU0561/4 from Western Welsh (originally Devon General). . . . Okeridge Motor Services, of Okehampton, have one of the Bristol L6Bs displaced by the new Royal Blue arrivals (LTA890). . . . R. E. Talbot, of Moreton-in-the-Marsh, has recently acquired his first double-deckers—a lowbridge Bristol K5G from Western National (FTA635) and a highbridge AEC Regent III from Western Welsh (JU0562). . . . J. W. & M. L. Sparkes, of Warmley, Bristol, have taken over the Majestic coach business of G. Crew & Sons, of Staple Hill, Bristol, including the four vehicles, a Vulcan, Bedford OB and two Maudslays. . . . The coach fleet of Harry Say, of Gloucester, has been transferred by the arrival of six new Ford Thames Trader coaches, four by Plaxton and two Burlingham. . . . Athelstan, of Malmesbury, have added further variety to their mixed fleet by the acquisition of two Bristol L6Gs from Black & White (HDD655/61). . . . Silver Star, of Porton Down, have a third Leyland Atlantean due shortly and two more on order.

SOUTH EASTERN TRAFFIC AREA

ALDERSHOT & DISTRICT

A further 15 AEC Reliances have been ordered for 41-seat coach bodies. According to an official announcement, the new vehicles, which will possibly incorporate a number of new features, including a change of colour scheme, are destined for duties mainly on the London-Farnham express service and also on summer services to the South Coast.

BRIGHTON

Two of the Corporation's new Leyland PD2s, 6 and 7, have been on the road on the trolleybus routes during June. The Corporation have therefore had two vehicles with the same fleet number on the active list because trolleybus 6 was still in service. Although the PD2s have Orion-style bodies, they are superior to the earlier batch in respect of passenger comfort and finish. They have exposed radiators with an angled bulkhead by the forward entrance. Indicators front and back are Tilling-style in reverse, in other words with the destination below and triple route number above, while there is also a triple route number display on the nearside.

The Corporation have acquired four pre-war Leyland Titan TD5s from Southdown. This solves the mystery as to how 16 PD2s were going to replace 21 trolleybuses (actually the basic service on Hollingbury will require 19 buses instead of 21 trolleybuses but of course the saving in mileage has to be shared). Two of the TD5s entered service on route 48 on July 1st.

A correspondent points out that although Southdown 115 has been operated by the Brighton, Hove & District Omnibus Co. since January 1st, it is still not jointly licensed and "on hire" notices are therefore not carried. This is thought to be because 115 will disappear in its present form under the second stage of the reorganisation affecting the Dyke Road area, details of which are not yet finalised. Southdown 24 has been operated by double-deckers for some years, although it was still the odd man out between Brighton and Lewes since it was not part of the basic 10-minute headway. These two observations correct statements made in our June issue.

The first Brighton, Hove & District Omnibus Co. bus has appeared with the new fleet name *BRIGHTON HOVE & DISTRICT* in something similar to the 1938 style. All three members of the pool now have their own fleet name, although the two former constituents of BH & D Transport still have the same livery.

On July 2nd a diversion took place of part of 1 (Portslade-Whitehawk) via Wiston Road in the Lintott Road area.

EAST KENT

A new summer-only Dover town service is to commence numbered 136. It will operate from the East Cliff and proceed to make a circle of the inner part of the town.

MAIDSTONE CORPORATION

After many years of providing only duplicated sheets for timetables showing terminal departure times, a new complete booklet has been produced showing times and fares in great detail, and this costs 2d. No map is provided, which is a pity.

MAIDSTONE & DISTRICT

A reorganisation in the Isle of Sheppey is planned now that the new road has been opened between Sheerness (Ship on Shore) to Scrapsgate Bay. 54A (Cheyney Rock-Rushenden) is to be withdrawn and be covered by an extended 63 from Rushenden to Leysdown via 54A and Scrapsgate Bay. 52 from Shellness will be similarly diverted to Rushenden and the summer-only 51 from Sheerness to Scrapsgate via Minster will not be reinstated.

The Albion Nimbuses at Hastings are being used on 125, especially on the journey past Battle, and at Tunbridge Wells they are on 89, 94 and 110. At Hastings, they have also been used for a little private hire work.

READING CORPORATION

Six of the 12 new Sunbeam F4A trolleybuses in course of delivery have overhauled English Electric traction motors and generators from some of the 14 AEC 1939 trolleybuses they are replacing and all the trolley gear comes from the old vehicles. The Burlingham bodies seat 38 up and 30 down and have forward entrances with jackknife doors incorporating Reading's standard interlock. Above the staircase is a double-glazed Perspex panel; fluorescent lighting is fitted.

SOUTHDOWN

With the publication of the new timetable booklets mentioned last month, all the alterations advised have been brought into operation with the exception of the slight extension of the Worthing local 1B and 5 in Flindon.

May brought the remaining Leyland PD3s into service and half the new tourers.

SOUTHERN VECTIS

With the introduction of the summer timetable, 29 (Newport-Chessell-Alum Bay) was withdrawn and 28 (Ryde-Newport-Compton Bay-Alum Bay) becomes an all year route from Newport. Also, 41 (Newport-Sandown via Arretton) was withdrawn and the nearby 43 (Newport-Knighton-Sandown) strengthened in place.

THAMES VALLEY

The new 70 (Maidenhead-Slough via Britwell), already referred to, commenced on June 3rd and on the previous day 68 (Slough-Lent Rise) and 69 (Priory estate-Slough trading estate) were withdrawn.

LONDON TRANSPORT

An alteration has been made to the extensive one-way street experiment in the Aldgate area, referred to in earlier issues. The circuitous diversion for northwest-bound buses from Commercial Road to Commercial Street via the narrow Alle Street has been abandoned and 5 and 5A en route for Clerkenwell and Bloomsbury now revert to their former route direct between these two roads across Gardiners Corner.

A new issue of the Country Area bus map has appeared which is much clearer to understand, though all connecting facilities such as railways, underground and Green Line have been omitted. A selection of enlarged maps is included for dense areas such as Watford and the new towns. Shortly after its issue it became out of date with the numerous summer alterations and a three-page list of amendments is attached. The experimental area timetables have been re-issued for the summer period and cost 10/-. For the first time since 1936 a timetable has been issued for the Central Area buses at 5/-. As with the Country Area it is a reprint of the staff timetable (slightly modified) which has been issued regularly. It now costs 17/- to obtain all LTE timetables, road and rail, as against 10d. 25 years ago. The local timetables still continue to be issued but these of course are more comprehensive than

the newer area books showing all local transport road and rail, both London Transport and all other undertakings. However, the area books do show every conceivable works and school journey and there are hardly any routes in the Country area that do not have some odd journey not conforming to the regular basic pattern. In some instances the additions and diversions exceed the basic route in their number of journeys. The new Central Area bus map, which is up to date, showing the Waltham Cross trolleybus conversion, now carries a note in the enlarged section to the effect that there are now many new one-way streets in London affecting bus services. Practically every month the Minister of Transport comes up with some further diversion (which often pushes the bus farther away from the traffic point) and in some cases allows the all-day car parker to get into the centre with impunity providing he has a sufficient supply of sixpences to feed the meters!

The availability of the Rd Rover tickets will be extended during August to cover Monday to Friday. These tickets are normally available on Saturdays and on Sundays only.

It is proposed to run duplicate vehicles non-stop on a Green Line service between London and Windsor Castle.

An order has been placed with AEC and Park Royal for 68 Routemasters designed especially for use as coaches on Green Line routes, replacing the 39-seat single-deck RFs on certain heavily-trafficked routes. They will be 27 ft. long and 8 ft. wide, seating 57 (32 up and 25 down) with deeper seats and more leg room than the standard RMs. Incorporated in the specification will be an air heating and ventilation system with thermostatic control, electrically-operated double-jackknife doors, racks for parcels and light articles on both decks with luggage space on the lower deck, and fluorescent lighting. The upholstery will be moquette, similar to the grey and maroon being used in the new Underground stock. An interesting new feature will be an auxiliary 12-gallon fuel tank coupled to the main 29-gallon tank. The classification will be CR.

The three one-man-operated RWs are now in operation on 440/440A in the Woldingham/Rodhill/Salfords area, previously having had trials in the Hemel Hempstead and Woking areas.

In the Central Area, route 131 has been extended on Sundays from Walton-on-Thames to Hersham station via the weekday 264 route and a new experimental double-deck weekday route 261 has been put in operation from Arnos Grove station to New Barnet station via Bowes Road, Waterfall Road, Hampden Way, Osidge Lane, Church Hill Road and East Barnet Road.

The Country Area's summer schedules show over 100 timetable adjustments, mostly on Mondays to Fridays, designed to improve bus-train connections, to assist factory workers and school-children and to cater for the extended new housing estate developments. Space does not permit us to give full details, but the areas mainly concerned are Hemel Hempstead, Watford/Bushey, Welwyn Garden City, Hertford, Harlow, Stevenage, St. Albans, Hitchin, Grays/Tilbury, Gravesend/Dartford, Sevenoaks, Crawley/Rodhill/Reigate, Tadworth, Epsom/Leatherhead/Dorking, Windsor/Slough/Britwell, Borkhamstead/Tring. Some slight extensions are made in the Stevenage area. The 413B experimental circular service in the Sevenoaks/Chipstead area has been abandoned through lack of support.

**METROPOLITAN TRAFFIC AREA
(Independents)**

J. BROWN, *via* BROWN'S TRANSPORT, Redhill

The service between Rodhill and Horley via South Nutfield and Outwood continues. Since its inception it has been operated by two 11-seat Bedfordts but recently a Trojan 13-seater has appeared on the service—SAP238 ex-Johns Cross Garage Ltd., of Robertsbridge. Application was made some months back to operate a 13-seater and a 29-seater, the 29-seater being a normal-control

Thurgood-bodied Austin. It has been said that one of the 11-seaters has been sold but confirmation is required.

A short article by Mr. John C. Gillham on Browne's Transport will be published in an extra Omnibus Society publication now in course of preparation.

COUNTY COACHES (W. & E. F. Kershaw Ltd.)

Towards the end of last year a local service was started in Harpenden by County Coaches. Operation is hourly on Mondays to Fridays and the route is Harpenden (Church Green)-Aldwickbury estate via Topstreet Way and Grove Avenue (outward), and Sibley Avenue (inward). There are some restrictions on picking-up in the Bowling Alley area to protect the LTE.

SUPER COACHES (UPMINSTER) LTD.

The following services started in February:—

Emerson Park (Parkstone Avenue/Wingletye Lane)-Gidea Park station; Mondays to Fridays, morning and evening peak journeys only.

County Park estate-Hornchurch (White Hart); Mondays to Fridays, three return journeys at off-peak for shopping traffic.

County Park estate-Upminster Bridge station; Mondays to Fridays, two journeys in one direction only at morning peak.

Before this, Super had operated, and still do operate, two morning journeys on Mondays to Fridays on the remnant of the Sterling Bus service between Emerson Park halt and Hornchurch station.

SCOTTISH TRAFFIC AREA

ABERDEEN CORPORATION

The following proposed changes in services are expected to start in October:—

1 Garthdee terminus to be at Galtside Drive.

11 Extended to operate Summerhill-Golf Links (covering part of 21).

15 New route. Footdee-Kincorth (Tollohill Square).

16 New route. Craigshaw-Faulds Gate roundabout.

(New 15 and 16 will replace 14 Footdee-Craigshaw and 15/16 Kincorth circular).

21 To operate Broomhill (Galtside Terrace)-Castle Street. (The section to the Golf Links will be covered by the extension of 11).

GLASGOW CORPORATION

An order for 150 Leyland Atlanteans to cover tramway replacement in 1962 is announced. The building of the 78-seat bodies will be shared between the transport department workshops and outside bodybuilders.

WESTERN SMT

Revised local services in Kilmarnock are numbered:—

K4 Bonnyton (Lennox Crescent)-Bellfield (Lammer-

mulr Road) via Queens Drive.

K4A Kilmarnock Cross-Samson Avenue.

K3B Kilmarnock Cross-Hurlford via Culzean Crescent.

K3C Kilmarnock Cross-Culzean Crescent.

These replace the former routes K4, K4A, K4B, K4C and K7.

BANNATYNE MOTORS, Blackwaterfoot

Since this operator now covers the whole southern section of the Isle of Arran (see February issue) it is proposed to introduce a circular journey ticket costing 5s. 6d.

BORDER COUNTIES GARAGE LTD., 44 South

Hermitage Street, Newcastleton

This new operator seeks to operate an express service for workers between Newcastleton and Hawick with two additional picking-up points in Hermitage.

ALEXANDER DODMAN, Newcastleton

Since May 22nd an express service for workers has been operated under a short period licence between Newcastleton and Hawick with additional picking-up points at Netheraw and Hermitage. A permanent licence has been applied for.

JOHN HAGGERTY, Castlebay, Barra

The applications referred to in the February issue have been refused.

J. A. HARVEY, Evic, Orkney

It is proposed to withdraw the Kirkwall-Birsay and Fursin-Evic Church services and to operate the Arsdale-Kirkwall route on Mondays, Thursdays and Saturdays only.

A. & P. McCONNACHIE LTD., Campbeltown

Believed to be the first double-deck bus on the peninsula of Kintyre, an ex-Devon General AEC Regent has been acquired.

J. P. WILLIAMSON, Gaudry

As from June 3rd, the Dundee-Tealing service has been operated under a short period licence. The licence granted to T. D. Alexander expired on the previous day.

IRELAND

CIE

Three new AEC Regent Vs (AA1-3) entered service at Waterford on June 1st with CIE bodywork. They are 30 ft. long and seat 69. They are working between Waterford and Tramore, replacing the rail service which has been withdrawn.

ST. KEVIN BUS SERVICE, Roundwood, Co. Wicklow

Two ex-CIE, and former Great Southern Railway, Leyland TS11 buses, withdrawn by CIE in 1957, have been bought. They are now painted blue and white.

AROUND THE TECHNICAL PRESS — JUNE 1961

Bus & Coach (2/6 monthly)

Full drop windows? (new vehicles for Devon General and Eastbourne Corporation); look back in pleasure (BTC relics); Sheffield gets another 150-bus garage; modified Atlanteans for Liverpool; the bus operator's calendar—June.

Coaching Journal (monthly)

Detachable-top double-deckers for Devon General.

Commercial Motor (1/- weekly)

23rd Bradford's golden trolleybuses.

Modern Transport (1/- weekly)

3rd 80 years of electric tramways—anniversary in Germany (continued); Mr. John B. Burnell—portrait; Liverpool's Atlanteans—non-standard details of 200-vehicle fleet; new transport in Turin—illustrations.

Transport World (2/- monthly)

Bus lanes are better for everyone (Birmingham, Alabama); a godsend to a "coal town" (Burrows of Wombwell); more modern garaging at Sheffield.