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The Omnibus Magazine

THE OMNIBUS SOCIETY,
Eros House,
111 Baker Street,
London, W.1.

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

Price 3s. 0d.

Society Notes . . .

FORTHCOMING EVENTS

HEADQUARTERS

Meetings in the restaurant of Victoria Coach Station, London, S.W.1, at 6.45 p.m.

Tuesday, April 25th.—"The busman's job"—talk by Mr. M. J. McCoy, Divisional Superintendent, Eastern Division, London Transport.

LONDON & SOUTHERN COUNTIES COMMITTEE

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

Saturday, April 8th.—Study tour of bus routes in the Grays and Tilbury area, covering almost all routes, past and present, between Purfleet and Coryton. A coach has been hired from Harris's Coaches, of Grays, and the tour will start from **Upminster station at 10.30 a.m.**, returning there in the early evening, with a meal interval in Grays. Mr. F. R. Harris, who himself operated a local bus service until the formation of London Transport in 1934, has kindly offered to meet the party and discuss points of interest, and we are also invited to inspect Harris's present-day garages and fleet. A historical commentary and map of the routes to be traversed, with special reference to the major changes of 1933 and 1951, will be provided by Mr. J. C. Gillham, whilst the current situation and other recent developments will also be studied.

Sunday, May 14th.—Visit to Cheltenham District Traction Co. Ltd. Headquarters members will find an application form enclosed with this issue. This is to be a joint visit with the Midland Branch.

Saturday/Sunday, June 3rd/4th.—Presidential week-end. See separate announcement.

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, April 30th.—Visit to Yorkshire Traction Co. Ltd., Barnsley. Meet at Barnsley bus station (outside canteen), 2.15 p.m. A restricted party only—notification must be received if you wish to take part.

Saturday/Sunday, June 3rd/4th.—Presidential week-end. See separate announcement.

Sunday, June 18th.—Visit to Liverpool Transport's Edge Lane works, jointly with Midland Branch. Early notification will be required.

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

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

MIDLAND BRANCH

Sunday, April 23rd.—Visit to Walsall Corporation Transport, jointly with South Wales Branch. Meet at Birchills garage (on road to Bloxwich), 2.30 p.m.

Sunday, May 14th.—Visit to Cheltenham District Traction Co. Ltd., jointly with London & Southern Counties members. A coach will be provided.

Saturday/Sunday, June 3rd/4th.—Presidential week-end. See separate announcement.

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

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

NORTHERN BRANCH

Saturday, April 22nd.—Visit to Percival Bros. (Coaches) Ltd., Richmond, and interest tour of stage services. Meet at Richmond and Market Place at 11.30 a.m. The tour will include visits to depots at Catterick and Richmond and the head office. Members who are unable to reach Richmond by this time should notify the Hon. Secretary, Mr. A. Richardson, 23 Craggside, Chilton, Euryhill, Co. Durham, enclosing a stamped envelope. He may be able to arrange a picking-up point later.

Saturday/Sunday, June 3rd/4th.—Presidential week-end. See separate announcement.

SCOTTISH BRANCH

Sunday, April 23rd.—Visit to head works and depot of the Western SMT Company. Meet at Nursery Avenue, Kilmarnock, at 3 p.m. Please notify the Branch Secretary at least seven days in advance if you intend to be present.

Saturday/Sunday, June 3rd/4th.—Presidential week-end. See separate announcement.

SOUTH WALES BRANCH

A provisional programme has been prepared for the summer months, full details of which will be announced in due course.

Sunday, April 23rd.—Visit to Walsall Corporation Transport, jointly with Midland Branch.

Saturday/Sunday, June 3rd/4th.—Presidential week-end. See separate announcement.

EAST MIDLAND GROUP

Full details of the Group's activities in the Notting-

ham, Leicester and Derby areas can be obtained from the Hon. Secretary, Mr. D. M. Bailey, 6 Mantle Road, Leicester.

HAMPSHIRE GROUP

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

1961 PRESIDENTIAL VISIT AND ANNUAL DINNER

The Presidential visit to Edinburgh Transport Department will take place on the afternoon of Saturday, June 3rd, followed in the evening by the annual dinner in Edinburgh.

On the Sunday following, a tour is being arranged to combine transport interest with great scenic beauty. The route will be: Edinburgh; Linlithgow; Falkirk (visit to the works of Walter Alexander & Co. (Coach-builders) Ltd.; Stirling (lunch); Callander; The Trossachs (Scottish beauty spot made famous by Sir Walter Scott in "The Lady of the Lake"); Aberfoyle; Glasgow (tram tour of the remaining routes); then return direct to Edinburgh. There will therefore be much to appeal to those not interested in transport, and members are invited to bring friends, wives or fiancées with them. June is one of the best months for weather in Scotland, and for any wishing to combine the annual dinner with a week's holiday in Scotland, the Branch Secretary will be pleased to forward leaflets and suggest tours and places of interest to visit.

Transport facilities to Scotland from all parts of England and Wales are excellent, and the Scottish Branch looks forward to welcoming a large number of members and friends from other Branches. Full details are given on the enclosed application form and it will assist the Branch Committee in their arrangements if you will complete this form as soon as possible if you intend to take part.

THE TRAMWAY MUSEUM SOCIETY

Following the pattern of tram tours in Blackpool during the last few years, it is again proposed to run a series of tours there on separate dates this year. There will be two tours on each of two dates, Sunday, April 23rd and Sunday, June 4th, and the vehicles used will be the four renovated trams, open-top four-wheeler No. 1 (built 1885), Cross-bench car No. 2, Fleetwood "Box" car No. 40 and "Dreadnought" No. 59, as well as a "Pantograph" car of the series 167-175 and a modern motor car without trailer. All tours will visit the condemned Lytham Road, Squire's Gate Lane and Station Road routes as well as other places.

Further details and forms of application can be obtained from Mr. A. K. Terry, 18 Lidgett Place, Roundhay, Leeds, enclosing a foolscap stamped addressed envelope.

These tours are not run for profit, but any surplus money at the end is usually devoted to helping the work at the Society's Museum at Crich in Derbyshire.

BRITISH COACH RALLY

Organised by Transport World this year's coach rally at Brighton takes place on Saturday and Sunday, April 22nd and 23rd, starting, as usual, from London. Members who wish to act as marshals are asked to notify the Hon. Visits Secretary (Mr. J. T. King, 1 Douglas House, The Avenue, Beckenham, Kent) by March 30th, stating whether they are available (a) at Victoria, (b) en route or (c) at Brighton either, or both, Saturday or Sunday.

THE NATIONAL COACH RALLY

This event, the successor to last year's Wigan rally, will be a two-day event at Blackpool on April 8th and 9th.

RECENT EVENTS

Meeting in London—January 31st

After the usual formalities of the a.g.m. had been carried out, the Chairman introduced the President of the Omnibus Society for 1961, Mr. W. M. Little, B.Sc., A.M.I.C.E., A.M.I.E.E., M.Inst.T., transport manager of Edinburgh Corporation. A brief account of his address is given on page 52. (I.N.R.)

Meeting in Edinburgh—February 11th.

A party of members and friends met in Simpson House, Queen Street, Edinburgh, to hear Mr. Ian MacLean, Scottish columnist of *Buses Illustrated* and Branch Committee member, deliver a paper entitled "Experimental Glasgow Vehicles." Mr. MacLean's paper dealt with the various experimental buses, tramcars and trolleybuses that Glasgow Corporation have operated, and it was obvious that a great deal of historical research had been undertaken by the speaker. The paper was presented in Mr. MacLean's usual humorous manner, and we are pleased to learn that it will be reproduced in *The Omnibus Magazine* in due course. (W.G.S.)

Photographic rally in Nottingham—February 18th

Members of the East Midland Group spent a fine Saturday afternoon in Nottingham photographing buses going to a town, the name of which may have interested Noah had he been alive today; buses going to a place of upper class trees; buses travelling to a town of insects; and following 22 other similar clues. The resulting photographs will have been judged by a small panel by the time this issue appears in print and small prizes will have been presented. The programme was "devised and produced" by Mr. C. F. Riley and was followed by an evening of discussion. (K.W.S.)

NEW PUBLICATIONS

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

A.B.C. of Birmingham City Buses, published by Ian Allan (2s. 10d.).

This is the third edition of this booklet and it was reviewed briefly in the last issue.

Tramways of the West of England, by P. W. Gentry (26s. 3d.). Published by the Light Railway Transport League.

This is the second edition of the book first published in 1952. There are 173 pages, 105 photographs (including 15 of tickets) and 14 maps. The 15 chapters cover Bath, Bristol, Clifton Rocks Railway, Camborne, Cheltenham, Exeter, Gloucester, the Lynton & Lynnmouth Cliff Railway, Plymouth, Swindon, Taunton, Torquay, Babacombe Cliff Railway, Weston-super-Mare and Worcester.

The Tramways of Northumberland, by G. S. Hearse (12s. 6d.).

This has 116 pages and 70 illustrations. There are five chapters covering the Tynemouth & District Electric Traction Company, Newcastle-upon-Tyne Corporation Tramways, the Tyneside Tramways & Tramroads Company, the North Sunderland Railway, and the proposed tramways of Northumberland.

Fares Please, by John Anderson Miller (12s. 6d.). Published by Dover Publications Inc., New York).

Not to be confused with O. J. Morris's "Fares Please" published some years ago, this is described on the cover as "a popular history of trolleys, horsecars, streetcars, buses, elevateds and subways." It has 204 pages, 123 photographs and many drawings (the pages of photographs are not numbered). There is one very interesting picture of a "double-deck bus which was imported from England," showing what looks like two perfectly normal NS buses with solid tyres, one open-top and one covered-top, with "General" in the usual place. The stairs are, however, reversed and the top panel shows "Pittsburgh

(Continued on page 53)



IN BARBADOS, toast-rack buses are popular. In heavy rain the canvas side covers can be let down. This Albion Claymore is operated by the Boston Bus Co. (Block by courtesy of "Leyland Journal").

THOUGHTS . . .

Things are not always what they seem. And so it was in the case of the preserved Albion WG1448 mentioned in the February Thoughts. It appears now that the WG1448 registration plate borne by Robert Grieves's Albion is not legitimate, because, whilst inspecting the vehicle's chassis, the chassis number was discovered to be 16800F, which belonged to another Alexander Albion. "WG1448" now turns out to be an older bus, since it entered service in 1931 as F6 and should be registered WG525. More details of its movements after leaving Alexander have also come to light recently. Alexander sold it to the WD around 1940, and after its "demob" Carmichael placed it in service as their number 7. It is believed that it was whilst with Carmichael that the mix-up over registration numbers took place. Carmichael, even today with one of the few fleets in which there is still a monopoly of Albions, once owned a number of these ex-Alexander Albions. WG525 outlasted the other similar vehicles, partly for sentimental reasons, but it was sold to the famous Glasgow dealers, Millburn Motors Ltd., in 1958, passed to J. C. Sword's collection and then to Mr. Grieves last year. Space has been offered by a local independent operator, Cunningham's Bus Services, on completion of alterations to his premises.

* * * * *

Leyland's appear to be turning out Leopards with proper badges at last. We hear Huddersfield's 22 (one of two with Roe bodies), Sheffield's 1175 (one of the Burlingham ones), the Willowbrook demonstrator WJU406, and Northern General's new coaches 1952-61 all have been noted with proper badges.

* * * * *

In the model field, Corgi Toys have produced a scale model of a Midland Red CM5T motorway coach, with a surprising amount of detail for its size. Meccano have turned out an American Wayne school bus in their Dinky Supertoy series, and this even has 49 seats in it and the wording "Unlawful to pass when loading or unloading" on the back.

* * * * *

"If we had a decimal coinage system, such as has been recently advocated with considerable force, it might have been possible to have increased our fares by easier stages than we have done." (J. M. McElroy, general manager, Manchester Corporation Tramways, at Salford in September 1921). What Manchester thinks today

* * * * *

When, a little before the war, South Midland Motor Services Ltd., of Oxford—then independent—augmented its fleet of Gilford and Leyland Tiger coaches with one of the first Austins to be delivered, the company adopted a uniform cap badge based on the Austin sign of that day. Although the Austin coach disappeared a long time ago, the cap badge is still worn by the drivers.

* * * * *

Two Burlingham-bodied coaches fell foul of students' high spirits one Saturday in February. At Liverpool, on Panto Day (the Saturday at the end of the University's rag week) no fewer than 203 students claimed a

record by squashing themselves into a 37-seat Crossley SD42/9 (OWE 43) owned by Wright's Coaches, of Bootle—though we hope they did not intend going places. The only visible effect on the vehicle was a broken rear window. We gather they wanted to hire a Liverpool Corporation double-decker but the Corporation thought better of it. The other coach suffered a similarly inglorious experience when it was pushed by students, apparently from Nottingham and District Technical College, from a breaker's yard at Worksop to Nottingham. This was a Leyland PS1 registered JRR 63.

In *Silk Hats and No Breakfast*, the author, Honor Tracy, describes a journey, from south to north, along the western borders of Spain, made almost entirely by bus. Of more interest to a traveller than to the bus student, it is nevertheless a fascinating account of the hazards to be encountered, even nowadays, in a region not too distant geographically from these islands. *Silk Hats and No Breakfast* was published by Methuen in 1957.

Observant members will have noticed this month a change in the price printed at the head of *The Omnibus Magazine*. This does not imply an alteration in the charge to members but is merely to carry on the established practice of making the amount payable by non-members or for single copies greater than that paid by members by way of subscription.

PRESIDENTIAL ADDRESS

The Presidential Address was given in London by Mr. W. M. Little, B.Sc., A.M.I.C.E., A.M.I.E.E., M.Inst.T, transport manager, Edinburgh Corporation, on January 31st. Speaking from notes rather than from a prepared text, Mr. Little began his address by briefly outlining the old stage carriage routes from Edinburgh, after which he mentioned the use of steam and horse trams there. After these methods of transport came the operation of cable cars and this was explained in great detail.

The cable car system was the fourth largest in the world and was one of the first to come into operation. However, in spite of the system's extent it only lasted 20 years due to the high cost involved in the replacement of cables, which, in their deteriorated condition, gave rise to many amusing situations when they failed. An interesting sidelight on the cable car operation was the recollection that four electric cars were used on a certain section of track not equipped for cable operation, and these cars were towed to and from their depot to the electrified track by cable cars.

From cable to electric—and how remarkable was the speed in which Princes Street was converted! The work took one night.

Finally, buses came into the picture and the Corporation's bus fleet steadily grew. Among some of the interesting vehicles were six Karrier 6-wheelers, but these suffered continual propeller shaft and transmission failures.

Continuing through the years of improvement the President showed with the aid of slides the change in the design of road passenger transport in Edinburgh right up to the present day. (I.N.R.).



MR. W. M. LITTLE, B.Sc., A.M.I.C.E.,
A.M.I.E.E., M.Inst.T.
(Block by courtesy of "Bus & Coach").

AROUND THE TECHNICAL PRESS—FEBRUARY 1961

- | | | |
|--|---------------------|---|
| Bus & Coach
(2/6 monthly) | | New rear-engined designs at Brussels (Brussels show); British operators can learn from America's troubles; the wheels never stop (Samuelson New Transport); the bus operator's calendar—February; new garages cut dead mileage (Scottish Omnibuses at Baillieston, Maidstone & District at Tonbridge, Greenslades Tours at Exeter). |
| Coaching Journal
(monthly) | | The latest Bedford coach road tested; good pictures aid travel sales; Greenslades Tours—new developments at Exeter; ten days in Switzerland for ten guineas. |
| Commercial Motor
(1/- weekly) | 3rd
10th
24th | Larger and cheaper buses needed (Edinburgh Corporation).
Routemaster simplifies maintenance.
TV sells coach travel.
(Commercial Motor now details orders and deliveries). |
| Modern Transport
(1/- weekly) | 4th
25th | Grimsby to Immingham (history of the electric railway).
Commercial vehicle test (Bedford-Plaxton 41-seat oil-engined coach); Leyland passenger vehicle developments. |
| Motor Transport
(6d. weekly) | 3rd | 41 passengers at 20 m.p.g. (road test of latest Bedford coach). |
| Passenger Transport
(2/- monthly—illustrated)
(6d. weekly—news) | 8th | Metropolitan-Cammell-Weymann (history); youth of the world travels by coach; competitive vehicle suitable for stage carriage work—Morris J2 Minibus. |
| Transport Journal
(2/- monthly—illustrated)
(6d. weekly—news) | 3rd | Higher fares for better services?; coaching holidays for 1961. |
| Transport World
(2/- monthly) | | The modern coach—its design and construction; Europe's fastest growing coach-builder (Van Hool); rail closure could be bus opportunity (GNE Motor Services); the Bedford SE coach (road test). |

to the Editor . . .

Subscriptions

Sir,—In view of the letters to the Editor and other comments on the Society's revised rates of subscription, the Council has given extensive consideration to the various points raised and submits the following information which it is hoped will clarify the position and be of interest to members.

By far the greater proportion of subscription income (see below) is spent on the production and distribution of *The Omnibus Magazine* and news sheets. Even so there were not sufficient funds available in 1960 to maintain the magazine at the standard desired by the Editor and Council and also it is believed by members. Accordingly the proposal to increase the subscription was made and duly approved by the members in general meeting.

In 1960 less than 2s. 6d. per member was spent on Headquarters meetings and Branch administration and meetings. For this reason, and also the difficulty in defining who should qualify, it is not considered practicable to have a differential subscription for members living away from the larger centres of population. The differential subscriptions for members under 18 are being maintained to encourage the younger enthusiasts who will form the backbone of the Society's membership in the future.

General administration (stationery, postage and insurance) unfortunately also costs money and in an effort to preserve funds certain printed items were cut out during 1960. Such an item was the list of names and addresses of officers, members of Council and organisers of special services. Much inconvenience was caused by an up to date list of these not being available and it is planned to issue such a list in 1961.

The following table shows the cost per member of various items of expenditure in 1960, and how this was met:—

	s. d.
<i>The Omnibus Magazine</i> and news sheets (including cost of distribution)	20 3
Sundry services	3 3
Publicity	7
General administration	3 10
Headquarters meetings	9
Branch administration and meetings	1 8
Net cost of additional publications and books	10
	31 2
Subscription income (average per member for year)	24 8
Sales of magazines and news sheets	5 3
Sundry income	1 1
Deficit for year	2
	31 2

It has been said before and is repeated again that it is the Council's intention to spend as much as possible of the increased subscription income on maintaining *The Omnibus Magazine* at a standard which will be acceptable to all members.

The best contribution to a reduction in costs per member is an increased membership. Accordingly everyone is exhorted to seek recruits from the very large number of road transport enthusiasts who are not members of the Society.

JAMES K. D. BLAIR, C.A.,
Hon. Treasurer, The Omnibus Society.

Another for posterity?

Sir,—I was very interested in your Thoughts about the Scottish members with vintage buses (*The Omnibus Magazine*, February issue). I am the owner of a 1931 AEC petrol-engined Regent (chassis number 6611562) with a United body. Originally Great Yarmouth Corporation's number 30, it is registered EX2877, and was in post-war years the town's travelling library. It is possible, in fact highly likely, that this bus has the only United double-deck body now in existence.

I would be glad to hear from members who have any photographs of this bus in service, or any of the same batch (27-31 EX2874-8) either at Great Yarmouth or at Coventry when on loan during the war. 46 Meadway, Ilford, VICTOR E. BLACKMORE, Essex.

[*There was more than met the eye in one of the preserved Scottish vehicles mentioned in our February issue, and it is referred to again in this month's Thoughts.—Editor.*]

The Rednal service

Sir,—I was interested in your footnote to my letter which appeared in the January 1961 issue of *The Omnibus Magazine* and I cannot reconcile the suggestion that the tram crews would take the bus on to Rednal (or Rubery). What would happen to the tram in the meantime?

I am quite certain that the tram service was operated in the ordinary way with the few minutes layover at the Selly Oak terminus and that the bus service was similarly operated from the tram terminus again with the usual layover when the buses stood in Chapel Lane which was the terminus. I cannot see how the two services could have been operated otherwise. Kingston-upon-Thames, ALEC G. JENSON, Surrey.

(Continued from page 50)

Motor Coach Co." There is a good coverage of tramways and a great number of the illustrations are of course American, but buses and trolleybuses are also well served. This would seem to be excellent value for money, and the only reservation we would make is that the illustrations are not of the best reproduction.

PERSONAL

Mr. J. A. B. Hibbs, B.Com., M.Sc. (Econ.), has been appointed Traffic Survey Officer in the Eastern Region of British Railways with effect from February 1st. From 1950 to 1952, Mr. Hibbs was personal assistant to the managing director, Premier Travel Ltd., and was a Rees Jeffreys student at the London School of Economics 1952-3 and 1953-4. He became managing director of Corona Coaches Ltd. in 1956 jointly with the late A. B. Davidson until 1958, when he was appointed sole managing director and secretary. From 1959 to 1960 he was group traffic manager of Mulleys Motorways Ltd. and associated companies. Mr. Hibbs also practised for a time as a transport consultant and has contributed a number of articles to the technical press.

We also congratulate Mr. A. R. Forsyth on passing the final examination of the Institute of Chartered Accountants of Scotland and Mr. P. D. Long on his success in the final examination of the Institute of Chartered Accountants in England and Wales.

TO HAMPSTEAD HEATH? NO, PARLIAMENT HILL FIELDS

The Story of Route 63

G. J. ROBBINS

I WONDER how many readers of *The Omnibus Magazine* felt the same keen sense of disappointment as I did, when we heard shortly before the recent London trolleybus replacement that route 63 was to be extended to Parliament Hill Fields. It was on January 31st last that several more of London's trolleybus routes were replaced by the new Routemaster diesel buses, among them being the 513 and 613 trolley routes which meandered from Hampstead Heath to Holborn and back to Parliament Hill Fields or vice versa. It seemed obvious in considering the matter before any details were published that the easiest and best way of covering the 513/613 routes were by extensions of the 45 and 63 bus routes. The feeling of disappointment has arisen in that the 63s have been sent to Parliament Hill Fields and not to their former terminus at Hampstead Heath. The section beyond Kings Cross was in fact a "war casualty" as it was cut back in September 1939.

In view of these recent changes I thought it useful to recall the history of the 63 bus service. It commenced in September 1919 running between Gospel Oak and Honor Oak, worked by B-type buses from Chalk Farm and Old Kent Road garages. This was not the first time the number had been used as it was first given to a Sunday-only route worked by Tillings between Oxford Circus and Sidcup way back in 1912 and 1913. The route was renumbered in 1914 and later that year another shortlived 63 route was also run by Thomas Tilling between Oxford Circus and Brockley, later extended to Catford.

Whilst the 63 route was new in 1919 it covered several roads which had previously had buses, but these had been withdrawn at the commencement of the 1914 war. The section between Gospel Oak and Kings Cross had been covered by route 41 and the roads between the New Kent Road and Peckham Rye by route 43A, both being taken off in August 1914. The portion of route between Peckham Rye Station and Honor Oak was covered by Thomas Tilling's last horse bus route, also a war casualty of those 1914 days when horses as well as motors were wanted by the War Department. Tillings attempted to cover these last mentioned points with a motor-bus (route 98) in 1917, but it did not last long owing to the shortage of petrol.

I can remember the 63 route starting, although I was quite young at the time, but living near at Dulwich new bus routes were a novelty. I recall that I was collecting tickets then and my mother one day coming back from a shopping expedition to Rye Lane got on a 63 bus instead of a 78. I was pleased and eagerly asked her for the bus ticket only to find it was a "deaf and dumb" one and not the interesting "geographical" type I was collecting. At this time during 1919/20 many of the B-type buses were the

put on the roads after a hasty overhaul on their return from the War Department. There were quite a variety of bodies and other peculiarities in the B-type at that time which made them very interesting, as many older readers will no doubt remember.

After only a few weeks' operation, the route was in November 1919 cut back to Chalk Farm station which was to be its weekday terminus for nearly twenty years. At Honor Oak the buses stood by the Forest Hill Tavern in Forest Hill Road, a somewhat awkward point necessitating a turn at the entrance of Marmora Road. Early in 1920, the Old Kent Road duties were transferred to the re-opened Nunhead garage (AH) which the General had taken over from the National Steam Car Company Ltd. It was in April 1920 that the 63s were first extended from Chalk Farm to Hampstead Heath on Sundays; later this extension also worked on Saturday afternoons and these workings were continued right up to September 1939. Following the bus route renumbering of December 1924, the Saturday and Sunday route to Hampstead Heath remained as 63 and the weekday route from Chalk Farm became the 63A.

I fancy that it must have been some time in 1922 that the B-type buses on the 63 route were replaced by the 46-seat K-type and this type of bus worked the route for the next five years, although at times an occasional S or open-top NS was to be seen on the way to Honor Oak.

I have vivid recollections of the first covered-top buses on route 63, as it was one day in October 1927 that I saw two of them, NS2200 and NS2201, when new, being delivered to Nunhead garage, complete with 63 route boards. These were the first covered-top buses for the garage in question. In a short time a sufficient quantity of these buses was available to cover the route both from Nunhead and Chalk Farm garages. It was a little before this time, possibly in 1924 or 1925, that the green British buses first appeared on route 63 working on Saturday afternoons and Sundays from their Camden Town garage (AQ). The British had been using the pre-war Daimler buses but in 1927 these were replaced by new ones of the NS-type with covered top.

There were no changes or points of interest to note until in February 1930 I remember seeing one interesting bus for the first time on the 63 in Rye Lane, Peckham. This was NS2290—the last NS to enter service, as it had been used as an instructional chassis at Chiswick and when it did go into service it was given registration number GC3953 and was thus the only NS to have a GC series number, right in the midst of the STs! In July 1931, a number of the new six-wheeled LT buses were allocated to AH garage and this type was destined to work on the 63 route for nearly twenty years. Covered-top NS buses

from Chalk Farm garage but this also received new buses as well in mid-1934 and these were of the 56-seat STL-type numbered in the STL300s and 400s. Much publicity was given to the STL bus when it was first built and STL1 was pictured as AH1 on the 63 route but it never ran as such as it later entered service from Clay Hall garage. As far as I know, few, if any, units of the STL-class have ever been allocated to Nunhead garage.

Although Nunhead had standardised on the LT-type these varied from the early open-staircase ones of the LT1-150 batch to all types of the 56-seaters and also the later 60-seat Bluebirds. Subsequently all the LT buses from this garage were the diesel ones. In September 1939, the 63 route was curtailed at Kings Cross station and the Chalk Farm duties withdrawn. I should have explained that after the formation of the LPTB in 1933 the former British garage at Camden Town was closed and the duties, buses, and so on, transferred to Chalk Farm.

The six-wheeled LT-type's long service from AH came to an end in 1950 when the present RT-type vehicles replaced them. Shortly before this, in 1949,

Nunhead had some of the lowbridge Bristols on hire to London Transport; some of these, including Southern and Western National ones, were worked on route 63.

Nunhead garage was closed in January 1954 and so the 63 route was transferred to the postwar Peckham (PM) garage. Some nine months later, in September 1954, the Southern Railway electric train service between Holborn and Crystal Palace, High Level, was withdrawn and so a section of route 63 was extended to the Crystal Palace via Woodvale and Sydenham Hill. As the train service had not been working on Sundays, the 63 extension only ran on weekdays, but quite recently following requests from residents in the Sydenham Hill area the 63 working to Crystal Palace has been daily.

This brings the story up to date and now in addition to the RT buses from Peckham we have RMs (Route-masters) on the 63s from the former Highgate trolley-bus depot. But I still wish that London Transport could have sent the 63 route to Hampstead Heath instead of the 45s because this would have meant the return of buses from Chalk Farm garage to the Honor Oak service!

SILVER JUBILEE

M. J. ASHBERRY

THIS year Premier Travel Ltd. celebrates its Silver Jubilee, for it was in February 1936 that the company was formed to take over Harston & District Motor Services, Royal Blue Coaches (Cambridge) and Undergraduate Roadways, and in the following year the goodwill of the Birmingham to Clacton service of Empire's Best was acquired.

In order that a comparison can be made with the present day network of services, a list of the routes operated at the outbreak of war is given below:—

- 1 Cambridge-Barton or Trumpington-Harston-Fowlmere-Royston.
- 2 Cambridge-Barrington-Royston.
- 4 Cambridge-Yarmouth (Express).
- 5 Birmingham-Clacton (Express).

No major development took place during the war years, but in 1945 the company started to expand by the purchase of Weeden's Motor Services of Chrishall, who ran services from that district to Cambridge, Bishops Stortford, Saffron Walden and London.

Turning northwards in 1946 to Godmanchester, the services of A. J. Gill were acquired, and among others these included routes from Godmanchester and Huntingdon to St. Ives, St. Neots, and Bedford.

With the purchase of Drayton Brothers of Barley in 1947, it was possible to link and improve services in the area between Royston and Saffron Walden, and

other routes included one to Hitchin and an express service to London.

In 1949, Grey Pullman Saloons of Haverhill and Long's Coaches of West Wratting were taken over, and improved facilities in the area followed. Apart from the various local routes from the villages to Haverhill, Braintree, Cambridge, Newmarket, Saffron Walden, Bury St. Edmunds, etc., the takeover included the Grey Pullman's London route from Thurlow and Haverhill via Saffron Walden.

At the present time about forty stage carriage services are operated from depots at Chrishall, Harston, Haverhill and Godmanchester and in addition to the head office in Cambridge, area offices and travel agencies are situated in Saffron Walden, Haverhill, Huntingdon and Royston. The company also runs a number of factory workers' services and leave services from the various R.A.F. camps in the area. Apart from the London express services operating from Newton, Sawston, Cowlinge and Barnardiston and the surrounding districts, and the weekend service between Cambridge and Oxford, seasonal express services link the Midlands with Clacton, Harwich and Felixstowe, whilst the holiday needs of the towns and villages in the company's area are catered for by services to Skegness, Yarmouth, Clacton, Felixstowe, Bournemouth, Hunstanton and Cromer, and a good selection of excursions and tours is also provided.

WE NEARLY GOT AWAY WITH IT!

It seems an element of fantasy was allowed to creep into our Thoughts last month. We are so used to using the phrase "one-man-operated" that we trotted it out once too often in the March issue and gave Blackpool's double-deck two-door conversion this distinction. We should, of course, have said that it was a "pay-as-you-enter" vehicle—not always the same thing, since in this case it carried a seated conductor at the rear. The strange part about this particular slip is that after the Editor had made the original mistake, no fewer than three people were independently asked if they could supply any further information on the item in which the Blackpool bus was mentioned, and none spotted it. It even went through the proof-reading undetected. When the issue appeared, only one letter was received about it. We nearly got away with it!

BUSES ON FYN

H. G. CHAMBERS

FYN, of course, is the central island of Denmark, linked to the mainland of Europe by the long, impressive bridge across the Little Belt, and with Zealand, the island on which Copenhagen stands, by ferries. Several small towns and ports are situated around the coasts of Fyn, but the focal point of the island is Odense, oldest city in Scandinavia and famed birthplace of Hans Andersen. The city is a meeting place of four railway systems, all of which operate buses; and two independent bus lines also bring countryfolk into this thriving, up-to-date centre.

Not far from the railway station in Odense, where railcars of the three private undertakings meet the main line services of the Danish State Railways, is a bus station architecturally very much in railway tradition. On entering the station from the street, a visitor might well be surprised to find, not trains, but buses at some forty stands. Most of the buses are in the smart red trim of Danish State Railways. All three private railways use the same colour, but there are distinctive markings—a green waistband, and on the side panels the flanged wheel with wings appears with the initials of the owning company. The flanged wheel sign, surmounted by the Danish crown, adorns the fronts of the State Railways buses.

My first journey out of Odense was made to Bogense, on the north western coast. I boarded a full-fronted Mercedes-Benz of the Northern Railway of Fyn, or NFJ. The driver found no difficulty in understanding my request, wrote out the Automaticket and showed it to me. After a vain attempt to select the fare from the stock of Danish coins, the driver helped himself; there is little or no risk in allowing this to happen in Denmark. The maximum passenger loading during the 75-minute journey was three, but there were parcels to be set off and collected at the neat villages and homesteads along the route. One item was a coil of hosepipe; I have an impression that no country-going bus in Denmark ever sets off without such a consideration.

The bus route between Odense and Bogense is a joint enterprise of NFJ and the North Western Railway, known as OMB, and the ticket bore the names of both operators. At the eastern end of Bogense, the relief driver took up his duty, and a minute or two later I was set off at the terminus by the railway station. A connection for Brenderup was due to depart in a few minutes, as the driver explained in English.

The Austin of OMB looked very much like the Mercedes-Benz from which I had alighted. Both were full-fronted, front-entrance 30-seaters. Although the OMB driver was very quickly aware of my limited knowledge of Danish, he made voluble comment with a good-natured air throughout the journey, leaving me out of the conversation only when local people were on the bus.

As the railway station at Brenderup came into view, I was looking out for the independent bus on which to continue the tour to Assens, a small south western port. There was no sign of the connecting vehicle; and the OMB driver and I had no common knowledge. He motioned me to follow, and we entered the parcels office, where two or three railway staff stood by while I was addressed at length on the "Assensbil." Event-

ually he did say something that I comprehended, and together we walked back to the bus, which was a few minutes late in its departure, this time for Middelfart.

The detour was rewarding in that I saw the tidy, well-utilised farmlands in the rather remote north-western corner of the island, and made the more pleasant by an elderly gentleman, who opened with the remark that the driver had invited him to speak to me. It became a very friendly bus, and there was a little regret when we parted company at the end of the journey. The driver, through his interpreter, pointed out the bus on which the journey could be continued—but first of all it had to make a return journey to Fredericia.

I was now many miles off course, but after a fairly long wait the long and graceful Volvo re-appeared. DSB buses are very well-appointed; seating is almost luxurious, and there are ash-trays adequate for pipe-smokers. As in so many other places, however, the overhead parcels racks are a hazard for the tall passenger. The comfort of the upholstery was conducive to slumber, until I was aroused by the driver, who made me understand that I should alight. It slowly became clear, as I stood by the deserted vehicle, that this was not Assens; although the timetable indicated a through journey, a transfer was quite possible—but, where was the connecting bus?

I walked a few paces, hardly heeding the horn of a Volkswagen as it followed. It drew level, the door opened, and I was re-united with other through passengers in this privately owned "Lillebil." The Volvo driver, with his Almek ticket machine, was now the conductor of the minibus. At one point on this stage between Ejby and Assens he rearranged the passengers so as to make the best possible use of the limited seating space in the Volkswagen. It was the smallest bus encountered in Denmark, and probably the only one on Fyn to be manned by a crew of two.

At Assens, where the bus station is in an hotel yard, I was too much behind schedule for a journey on an independent line to a village in the centre of the island, and returned to Odense on an older Volvo of the State Railways.

Although the DSB fleet on Fyn is predominantly Volvo, Bedfords are used on quieter or restricted routes. On an afternoon trip to Faaborg, along a good road rising to the centre of the island and dropping to the coast, I encountered an elegant Leyland Tiger Cub.

The third privately-owned railway, known as OKMJ, serves the island to the north-east of Odense, and operates buses on connecting and supplementary services, so that the Martofte peninsula is connected with the main transport network of Denmark—not only by rail and bus at Odense, but by bus at the important ferry town of Nyborg. I travelled to Kerteminde on a Bedford bus, and used the return half of the ticket on the unusual railcar. Some of the buses of this railway, not unlike the bonneted Bedford, are of "Triangeln" mark. This name suggests a Swedish origin.

The country buses do not seem to have operating rights within the city of Odense, where local traffic is conveyed on the bus services of Odense Bytrafik. A

fleet of about 40 buses conforms to the rear-entrance, pay-as-you-leave (at the front) method. 23 seats are provided, but 23 passengers may stand on the large rear platform, and another six in the saloon. Change-giving machines are fitted fore and aft in the buses, so that every passenger may drop 40 ore in the fare box on alighting. At this fare, or 50 ore with transfer—14 transfers for five kronor—and a baggage fee of 25 ore, the company's demand is modest enough. Six routes are time-tabled, but these spread out to sixteen suburban terminals, and have a meeting place at or near Flakhaven, in the centre of the city. Halting places on the routes are a reminder of this country—the lettering is *BUS STOP*. Odense had for many years a trolleybus system equipped with AEC rolling

stock; the present motor fleet is difficult to identify, and is thought to have been built locally.

On the island, I had discovered a comprehensive network of bus routes, trimmed to meet rural needs three, four, or five times daily, but with little or no service in the evenings. As the Dane likes to get out and about at week-ends, on some routes there are Sunday journeys earlier and later than on weekdays. Although the whole of Denmark may be explored by bus, it is noteworthy that the largest fleet, owned by DSB, or Danish State Railways, consists only of some 600 vehicles; that most, if not all, of the private railways own a few buses each; and that all the other services are maintained by small firms, there being no counterpart of the area companies to be found in Britain and Holland.

NOTTINGHAM TROLLEYBUSES TO GO

C. F. RILEY

THE transport committee of Nottingham Corporation has recommended to the City Council that the trolleybuses operated by Nottingham City Transport should be withdrawn, and the trolleybus system abandoned. At present the depot at Bulwell is used for both trolleybuses and motor-buses; it is to be replaced by a new depot at Basford which will be built for motor-bus operation only.

The first Act for trolleybus operation was obtained by Nottingham Corporation in 1925, but it was not until 1927 that the first trolleybus route was opened,

replacing trams on the city to Basford via Sherwood Rise and Nottingham Road route. Further tram services were converted to trolleybus operation between 1927 and 1935. The other tramway routes were converted to motor-bus operation, the final tram service being withdrawn on September 5th, 1936.

Certain trolleybus routes were altered during the 1939-45 war, and one new route was introduced after the war.

The present fleet consists of approximately 140 trolleybuses, the latest of which was introduced in 1952. Only a few months ago, the transport committee forecast that Nottingham's trolleybuses would be withdrawn by 1968. The withdrawal plans have not yet been decided, but as several of the trolleybuses were introduced during the war, some routes will have to be converted in the near future.

ACKNOWLEDGMENT

The enclosed leaflet was reprinted specially for members of The Omnibus Society from the December 1960 issue of *Fieldman*, published by the Insurance Company of North America, who have very kindly made this possible.

AROUND THE TRAFFIC AREAS . . .

NORTHERN TRAFFIC AREA

CUMBERLAND

In December two Crosville Leyland PD2/1 Titans (HRM704/5) were on loan and two Bristol K5Gs with 1953 lowbridge ECW bodywork (204/5 JEV417/22) were acquired from United Counties. Of particular interest was the fact that the two Crosville vehicles were originally intended for Cumberland but were diverted.

MID-TYNE TRANSPORT LTD.

This is the name of a new company formed to take over the business of M. Charlton & Sons Ltd., of Newbrough and Acomb.

NORTHERN GENERAL GROUP

Jarrow depot, the first new one for many years, was to be opened on March 4th. It is situated next to the bus station and the allocation is 27 buses. Since the early 1950s Northern's plan to modernise their depots has seen the construction of new depots in Sunderland and Winlaton to replace older ones, the complete modernisation of Murton and Philadelphia (SDO) and additions to Chester-le-Street and Percy Main (Tynemouth).

Ten Leyland Leopards (1952-61) have been delivered

for the 1961 season. Their Harrington bodies are identical, apart from the addition of a folding courier's seat in the entrance, to AEC Reliances 1913-22 which they will replace on the continental tours. Outstanding group orders are believed to be:—

Northern—

- 12 Leyland Atlanteans (Roe 77-seat highbridge).
- 20 AEC Reliances (Alexander 43-seat dual-purpose).
- 10 AEC Reliances (41-seat dual-purpose).
- 21 Leyland Atlanteans.

The batch of 12 Roe-bodied Atlanteans is thought to be 1962-73, now in the course of delivery.

Sunderland District Omnibus—

- 7 Leyland Tiger Cubs (3 Alexander 45-seat buses,
- 2 Alexander 43-seat dual-purpose, 2 Burlingham
- 41-seat coaches).

Gateshead—

- 6 Leyland Atlanteans.

Tynemouth—

- 6 Leyland Atlanteans.
- 2 AEC Reliances (41-seat dual-purpose).

Wakefields—

- 2 Leyland Atlanteans.
- 4 AEC or Leyland (Burlingham coaches).

Notable withdrawals are of the only two Dennis vehicles in the fleet—the last remaining of the five Lancets taken over from Hurst of Winlaton in 1952.

It is intended to divert some of the Sunderland-Easington Lane journeys on 21 via Barnes Road (i.e. 32/39 route) in Murton. The through journeys to Thornley would continue to use Knaresborough Road.

SUNDERLAND CORPORATION

The first of a number of new passenger shelters, costing £50 each and designed by the general manager, has been erected.

UNITED AUTO

The Ryton area services are being re-organised. 1B (Newcastle-Stargate) will operate daily instead of on Saturdays only, whilst some journeys on 2A (Newcastle-Clara Vale) will travel via Ryton Village, with consequent amendments to the timetable of 1A (Newcastle-Ryton Village).

TRIMDON MOTOR SERVICES

Now in service are six Ford Thames Traders with Duple 44-seat bodies. These are not the first service buses to be based on this chassis but they probably form the largest single batch.

VENTURE TRANSPORT CO. (NEWCASTLE) LTD.

Application has been made to extend 55 (Rookwood Gardens-South Wylam) over the very narrow and restricted bridge to North Wylam on the other side of the Tyne. They also propose to divert certain journeys on the Prudhoe Station-Park Lane-Prudhoe Hall section of 15 via the new West Wylam estate.

E. L. WATSON, Catchgate

The licences held by E. H. Carr, one of the Diamond group, including that for the Durham-Stanley service, have been applied for by E. L. Watson.

WEST HARTLEPOOL CORPORATION

The re-organisation of the Park services, mentioned in the February issue, was announced prematurely. It is still subject to an enquiry and has caused considerable local opposition.

United's application to divert 41 through the West View estate (January issue) has been opposed by both West Hartlepool Corporation and Hartlepool u.d.c. Both these municipalities have now applied for services between West Hartlepool and West View estate, though by different routes.

WESTERN SMT

A Sunday journey on the local service from Longtown to Moor Road housing estate is being introduced.

YORKSHIRE TRAFFIC AREA

BADDELEY BROS. LTD., Holmfirth

A Sentinel is to be added to the bus fleet ex-Trimdon Motor Services and this is being converted by Burlingham for one-man operation.

BRADFORD CITY TRANSPORT

AEC trolleybus 603 is one of the oldest trolleybuses in the fleet and has covered 970,000 miles. It is to be given some additional operation so that it will have given 1m. miles of service by June, when trolleybuses will have operated for 50 years. 603 (which is over 25 years old), and another vehicle of the same vintage, will then be repainted for the Jubilee celebrations.

DONCASTER CORPORATION

A one-man bus was taken out of service on January 19th after a 30-minute strike had been staged by 40 drivers and conductors over the question of standing passengers. The management stipulated that 17 standing passengers should be carried and the crews said that there should be 8 only and that they had asked for the introduction of the bus to be deferred until union meetings had taken place. Talks have now been promised to settle the matter.

HANSON

At Easter the use of Albion-Duple 33-seat buses will finish. The remaining two in the fleet are 249/50 and 249 is already withdrawn.

HUDDERSFIELD CORPORATION

Plans are being made to run route 30 (Almondbury-

West Vale) to Fixby when the West Vale route is operated with Leyland PD3s from next September. It was proposed to extend 72 (Marsh-Moldgreen) at the Moldgreen end to Dalton but this extension was refused by a Ministry of Transport Inspector because of the width of the road in various places and a weak bridge in Dalton village.

The two new Leyland Leopards have arrived (21/2) but as they are the first two-pedal control vehicles in the fleet they are being used for instruction purposes at present. Fitted with 44-seat Roe bodywork, they are the first Leylands in the fleet for 30 years with the exception of the four pre-war Leyland Cubs. Two AEC Regent Vs (194/5) are nearing completion at East Lanes.

Only one type of Ultimate ticket is now in use, instead of the separate issues for trolleybuses, Corporation buses and Joint Committee buses.

LEEDS CITY TRANSPORT

On February 26th, route 74 (Belle Isle-Becketts Park) was extended from Becketts Park to Moor Grange estate (Latchmere Crest).

New timetable and information cases have been erected at principal bus stops in the city centre. In place of the former advertisement appear the city coat of arms and the department's title.

SLAITHWAITE BUS STATION

The urban district of Slaithwaite has set aside a plot of land for use as a bus station. Previously buses used the main shopping street and at 4.40 p.m. every day over 2,000 mill workers congregate here for their buses home.

SHEFFIELD TRANSPORT

The latest bus order is for three Daimler Fleetlines and 18 Leyland Atlanteans, all for delivery by March 31st next year. It is of interest that the tender was specifically worded "front entrance and rear engine," thus for the present ruling out AEC who have been supplying buses to Sheffield regularly since 1915. On the last day of his duty before retirement, the general manager, Mr. R. C. Moore, who has held that office since 1945, will open the new garage at East Bank, standing at the junction of East Bank Road and Olive Grove Road. It is built to the same basic design as the Greenland Road garage at Darnall, opened in 1959, and will house somewhere in the region of 150 vehicles.

On April 9th, two new routes between the Pond Street bus station in Sheffield and the East Midland bus station in Chesterfield will be introduced. 62 will operate via Eckington, New Whittington and Whittington Moor; 64 will run via Eckington, Staveley and Brimington. On Sundays to Fridays the combined service will be hourly, with one bus every three hours running via 64, and on Saturdays there will be an hourly service on both routes. Both will be operated jointly with East Midland and Chesterfield Corporation. 30 (Sheffield-Eckington) will be withdrawn. On February 13th, 64 (Sheffield-Ewden Valley) was renumbered 164 to make way for one of these new routes.

The sole remaining Guy Arab (45) was withdrawn at the end of December. One of 20 5LW- and 6LW-engined Arabs delivered in 1943, 45 had its 5LW engine replaced by a 6LW engine in 1948 and it was rebodied by Roe in 1953. It spent most of its life on 57 (Stocksbridge).

TODMORDEN CORPORATION

A Leyland Leopard with East Lanes body for one-man operation is due this month.

YORKSHIRE TRACTION

Besides the Camplejohn vehicles listed in the last issue, the Yeates-bodied Dennis Lancet III coach JWT842 has been taken into stock as 134C.

YORKSHIRE WOOLEN DISTRICT

The new AEC double-deckers (March issue) brought about the withdrawal at the end of December of ten Brush-bodied Leyland PD2s (547-56). Regarded as dual-purpose vehicles and painted cream and red, six AEC Reliances with Park Royal 43-seat bodywork (863-8) went on the road in November.

On February 12th, a new bus station was opened in Batley, and with one exception all routes serving Batley

now use this station. The exception is that journeys on route E via Wellington Street continue to run via Batley Baths.

NORTH WESTERN TRAFFIC AREA

BLACKPOOL CORPORATION

A Leyland single-decker (BFR380) has gone on a 2,000-mile trip around Britain to publicise Blackpool as a holiday centre.

BOLTON CORPORATION

From February 13th a new service (28) was introduced daily between Trinity Street and Bank Top. The route is via Blackburn Road to Ashworth Lane and then via the latter to Bank Top. On the same date, other services were re-numbered as follows:—

Service	Old No.	New No.
Eskrick Street	24	24
Halliwel (Moss Bank Way)	24	25
Smithills Hall or Collier Row School	25	26
Seymour Road	28	27
Swan Lane circular	26	66
Great Lever circular	27	67

The revised colour scheme is based on that used until recently at Plymouth and the present Bolton g.m. was at Plymouth a few years ago as engineer. PMTs new colour scheme is similarly based on Plymouth's.

BURY CORPORATION

Application has been made to split the cross-town service from Ainsworth to Alfred Street at the town centre.

CROSVILLE

Applications have been made to divert the Liverpool-Llandudno via Widnes service via Ellesmere Port; to start the Warrington-Llandudno and Warrington-Pwllheli services from John Street (near Central station) instead of from Arpley station approach, in order to give better facilities to passengers who wish to connect with these services from the LUT services arriving at Central and Bridgefoot; and to cease calling at Holywell on the Warrington-Llandudno service due to lack of support.

LIVERPOOL CORPORATION

Five Northern Counties-bodied Daimlers, one pre-war and one post-war AEC Regent, sold to a dealer recently, had their roofs taken off to negotiate low bridges. The four former one-man-operated Leyland Royal Tigers, which have been converted to front entrance only by removal of their rear entrance, are to be converted into fully-fledged airport coaches with raised rear compartments by Metro-Cammell, who are also to complete the 30 Leyland PD2/20 and PD2/30 chassis with Crossley shells which have been lying in Edge Lane works for some considerable time.

The new service mentioned in the last issue was introduced on February 27th and operates from Pier Head as 9 to Stockbridge Lane, then northwards via Knowsley Lane to Sugar Lane. It is numbered 9A. The 9 service was reduced in frequency so that alternate buses are now 9 and 9A.

The AEC-Park Royal Bridgemaster operated on hire from AEC as fleet number E3 has been taken into stock.

Notices are being displayed to announce the payment of a £5 reward to any member of the public giving information leading to the conviction of persons maliciously damaging bus shelters.

MANCHESTER CORPORATION

With regard to the application for a new service from Middleton to Alkington (Mainway) mentioned in the last issue, such a service would be the first operated into the Garden Village. Our correspondent thinks that, at least in post-war years, it would bring single-deckers to Queens Road garage for the first time. Another service proposed is from Piccadilly to the Red Lion at Flixton, jointly with North Western. The route, via 23 to Dayvulme (Nags Head) then Dayvulme Road and Woodsend Road, is already served in the main by buses; only a short stretch of Dayvulme Road would be new ground because North Western's 106 covers the remainder of the route.

A number of Setright ticket machines are now in operation from Hyde Road garage. The tickets issued bear the following clause on the reverse:—

"This ticket is issued subject to the rules and regulations of the Company."

We wonder why. (Already, Ultimate and TIM machines are in use at Hyde Road).

Leyland Atlanteans 3621-30 have been transferred from Northenden to Parrs Wood in exchange for Northern Counties-bodied PD2/12s 3320-9 which have taken the Atlanteans' place on 50 (Piccadilly-Brooklands). From February 20th the Atlanteans took up duties on 40 (Albert Square-East Didsbury), and this is the first local stopping service on which they have so far operated.

More shelters are to be constructed and units will be obtained of both enclosed and cantilever types.

NORTH WESTERN

Two new express services to Bridlington and Scarborough are due to start on May 20th—X65 from Northwich, Knutsford, Altrincham and Stretford; and X75 from Baguley, Wythenshawe, Sharston and Northenden. Operation would be on Saturdays only until September 23rd.

RIBBLE

The new Liverpool depot became operational on February 20th when the maintenance bay at Skelhorne Street came into use.

WIDNES CORPORATION

Application has been made to extend many services over the new bridge, now nearing completion, to Run-corn bus station.

YELLOWWAY & PREMIER TRAVEL

New services are applied for between Blackpool and Clacton-on-Sea, and between Blackburn and Clacton-on-Sea, on Fridays and Saturdays only from the Friday preceeding Whit Monday to the last Saturday in September. At present passengers must change from the Yellowway coach at Leicester to the Premier Travel service to Clacton. Between Leicester and Clacton-on-Sea it would be permissible to carry passengers who hold tickets booked for travel between points common to this service and the service authorised to Premier Travel, and if this licence is granted the following journeys would be deleted from the Premier Travel Birmingham-Clacton licence:—

Friday	—8.20 p.m. Clacton-Leicester
Saturday	—8.20 a.m. Clacton-Leicester
	3.35 a.m. Leicester-Clacton
	3.10 p.m. Leicester-Clacton.

WEST MIDLAND TRAFFIC AREA

BIRMINGHAM CITY TRANSPORT

The Daimler Fleetline demonstrator has left Birmingham, presumably for demonstration elsewhere.

BURTON CORPORATION

Three Daimler double-deckers are on order for delivery this year. At the moment a solitary wartime CWA6 is the only representative of this make in a fleet otherwise consisting of 45 Guys.

MIDLAND RED

Withdrawals during January and February included vehicles of the S6, AD2 and C1 types—all post-war. Also withdrawn in February were the three remaining ex-Kemp & Shaw Guy Arab double-deckers, two of which are now staff buses. Some of the withdrawn S6s and AD2s are now in use in the driving school. Some more S14s have been converted for one-man operation, bringing the total to 47. Recent conversions have 42 seats instead of 40 as on the earlier ones, this being made possible by the addition of a door on the nearside of the driver's cab (similar to the S13s) which does away with the need for the sliding door at the back of the driver's cab. The registration number 1944HA and fleet number 4944 have been reserved for the dual-entrance D10 now under construction. No fewer than 17 Land Rovers are now in the service stock, mainly replacing the Morris 26/30 cwt. tilt trucks at garages.

Subject to grant, the Birmingham-Lowestoft express

service will be revised. The total journey time will be reduced by 30 minutes and vehicles will use the new Bedford bus station instead of the Broadway. Previously this service operated jointly with Eastern Counties and United Counties, but it is proposed to discontinue this arrangement and make it a joint Midland Red-Eastern Counties service in future. United Counties will operate the Northampton-Lowestoft part of the service outside the joint agreement; they previously ran these journeys under the pooling system but will now do so in their own right, having no part in the Birmingham pool.

Journeys on 165 (Birmingham-Marston Green-Coleshill) which previously ran to and from Rose Road, Coleshill, have operated to and from Ennersdale Close from February 4th. Kyre Park hospital, near Tenbury Wells, has been closed and the Sundays-only X34 from Birmingham ran for the last time on February 19th. Because of the closure of the sanatorium at Kinver, X83 (Wolverhampton-Prestwood-Kinver) has been running only as far as Prestwood sanatorium from January 22nd.

Applications have been made for a new hourly service K8 on Saturdays between Kidderminster and Habberley estate (additional to K14 which runs daily to the same estate from Kidderminster but along a slightly different route); for an increase of frequency on S81 (Stafford-Baswich) and also to run further along Porlock Avenue to a new terminus; and to re-route slightly D3 (Dudley-Russell's Hall estate), at the same time introducing a new service to a different point on the same estate, to be numbered D4.

WALSALL CORPORATION

The first of the Grimsby-Cleethorpes trolleybuses (850 HBES41)—one of the Crossley-Roe vehicles—has entered service. Consequently, the solitary 6-wheel Sunbeam S7 (although 8 feet wide) has been renumbered 350. In addition to the Dennis Lolines, there are 10 AEC and 5 Daimler double-deckers on order, with MCW and Willowbrook bodywork.

Application has been made to extend service 32 from the Delves terminus to a new terminus in Walstead Road. The proposed extension includes Laurel Road, which is actually in West Bromwich and which will therefore involve consent procedure.

WOLVERHAMPTON CORPORATION

The first East Lancs-bodied Guy Wulfrunian (70 4070JW) was handed over on February 9th. An Arab II with a 1952 Roe body and a 1948 Arab III with Brush body (362 and 398) are being broken up for spares. Another Corporation department has bought 1946 Daimler CWD6 382.

The Birmingham buses on hire are being used on routes 4, 11, 32 and 35, and Wolverhampton Corporation buses are working trolleybus route 9 from Amos Lane to Jelfock Road, INDEPENDENTS

G. H. Yeomans Motors, of Canon Pyon, are replacing their former Exeter Corporation wartime Daimlers with four AEC Regent IIIs with Metro-Cammell bodies. . . . J. T. Whittle & Sons (Highley) are replacing their entire fleet with new vehicles, although some in the present fleet are less than twelve months old; this involves the purchase of 27 new vehicles. . . . Latest additions to the Don Everall fleet include second-hand Leyland PDIs with lowbridge bodywork DJ9917 (ex-St. Helens) and JP5526/6003/16 (ex-Wigan). . . . Butlin's Camp at Bognor Regis is to be served by express services from Stone, picking up at Stafford, Cannock and Walsall (G. H. Austin & Sons) and from Handsworth, picking up at Aston and Sparkhill (Flight's Garage Ltd.). Both licences restrict operation to July and August Saturdays, and in the case of the Handsworth service to four Saturdays only.

EAST MIDLAND TRAFFIC AREA

BARTON

The Cream Bus Service fleet, with the exception of a pre-war Bedford WTB (TL8588), has been taken into stock and numbered 880-900, roughly in order of age. This adds to the Barton fleet two Bedford OWBs with

Duple Vista coachwork and two OBs with the same body, two ex-LTE RTs with Craven bodies, two Plaxton-bodied Commer Avengers, a fully-fronted Windover-bodied AEC Regal III, a Ford Thames 400E 11-seater and 11 Bedford SBs with assorted bodywork. A number have been withdrawn from Stamford for service elsewhere, including the two RTs, and have been replaced by two of Barton's forward-entrance Leyland PDIs (472 and 576), a Burlingham-bodied Bedford SB1 dating from May 1960 (829), and four of the latest SBs with Plaxton Embassy coachwork (870/2-4), the Bedfords being well received according to reports. 829 is believed to be the chassis Barton had at one time hoped to convert for front-entrance bodywork and would have been similar in layout to the Yeates Pegasus, the first of which was, of course, taken into stock in December as 879. The Pegasus, after a period on the Nottingham-Loughborough service, has been moved to Melton Mowbray to work the ex-Lincolnshire Road Car Melton Mowbray-Spalding route. The missing number, 878, will be filled by another of Barton's own BTL30 conversions, utilising the chassis frames from a forward-entrance PDI—462. Another PDI, 577, has been withdrawn and the body scrapped.

The Nottingham-Derby express service (X42), joint with Trent, is now worked by one of the new AEC Reliances with Plaxton Panorama coachwork (868). Since the service started in 1958, only three vehicles have been regularly in use by Barton on this service, except on Saturdays—a 1956 AEC-Plaxton (761), a 1960 AEC-Alexander (840), and now a Panorama. The Trent vehicle on this joint service is at present a Willowbrook-bodied Leyland Tiger Cub dual-purpose bus with fluorescent interior lighting (152). On Saturdays the service is increased to half-hourly and is worked by three double-deckers—2 Trent, 1 Barton one Saturday, 1 Trent, 2 Barton the next.

Bus stops now being erected are of unorthodox design, consisting of a concrete column about 6 ft. tall incorporating a timetable frame above which are the words *BUS STOP*.

DERBY CORPORATION

Since early February, all trolleybuses have operated from London Road depot. Besides losing its trolleybus duties, Osmaston Road garage is no longer used on Sundays.

GRIMSBY-CLEETHORPES TRANSPORT

A new service 4X is operating between Fiveways and Bradley Cross Roads via Old Market Place and Littlefield Lane. It is understood that GCT have now purchased three AEC Regent IIIs from Sheffield. A 1936 Regent with 1945 NCB bodywork (56) has recently been repainted.

LEICESTER CITY TRANSPORT

Service 10 (New Parks) is to be joined to 63 (Gedding Road) instead of each working separately. Both are peak-hour routes.

New indicator blinds were introduced in February with revised displays, the first being fitted to a Leyland-bodied Titan PD1 (147).

LINCOLNSHIRE

Deliveries during 1960 and early 1961 (2385-9 have not yet come) comprised:—

- 8 Bristol MW5G buses—2242-4 with 43 seats, 2245-9 with 45 seats.
 - 10 Bristol SC4LK 35-seat buses—2481-90.
 - 15 Bristol FS5G 60-seat Lodekkas—2375-89.
 - 5 Bristol FL6G 70-seat Lodekkas—2390-4.
 - 1 Bristol MW6G 39-seat coach—2817.
- Orders for 1961 are for:—
- 8 Bristol MW5G 45-seat buses—2250-7.
 - 3 Bristol MW5G 41-seat dual-purpose buses—3025-7.
 - 7 Bristol SC4LK 35-seat buses—2491-7.
 - 6 Bristol FS5G 60-seat Lodekkas—2395-9 & 2501.
 - 1 Bristol MW6G 39-seat coach—2818.

MIDLAND RED

In Leicester, L19 (Leicester-Kirby Muxloe) was extended so as to run to Oakcroft Avenue, Kirby Muxloe, instead of Castle Road from January 13th, and from February 4th the frequency on L20 (Leicester-Humber-

stone Lane) was increased, with every other journey extended to a new terminus at Silverdale Drive. Application has been made for a new service between Leicester and Thurnby (junction of Station Road with Somerby Road) to be numbered L89.

As from February 11th, 495 (Banbury-Buckingham via Charlton and Dadford) operates on Tuesdays only. From the same date the two Saturday-only journeys on 482 (Banbury-Buckingham via Brackley and Dadford) which are routed through both Shalstone and Dadford were re-routed to run direct between the two villages and not to return via the main road. (Other journeys run via Dadford but only the two mentioned run via Shalstone as well).

NORTHAMPTON CORPORATION

In recent months an extension numbered 6A to the new estate at the back of Bants Lane has been added to service 6 from the town centre to Bants Lane. On February 1st, new Daimler CVG6s 222-7, with Roe bodywork, replaced six pre-war Daimler COG5s, also Roe-bodied.

CITY OF OXFORD

The first three of the five Dennis Lolines on order with East Lincs bodywork should be delivered during March. They will be the first of the type fitted with jack-knife doors to their forward entrances.

TRENT

Leyland Tiger Cubs 131 and 147 have been painted cream and red to replace the two vertical-engined AEC Regal IIIs on Derby airport services. With the introduction of a new batch of Willowbrook-bodied Tiger Cub buses (830-44) the use of different colours for the fleet number plates to denote the vehicle's allocation has been discontinued. Due shortly from Willowbrook are dual-purpose buses 162-76, also on Tiger Cub chassis. The 1935 SOS, RC2721, can be expected to re-appear at Skegness this summer as a mobile booking office.

UNITED COUNTIES

As recorded in the West Midland traffic area notes (under Midland Red) the pooling agreement between Eastern Counties, Midland Red and United Counties on the Birmingham-Lowestoft service is to be dissolved, and United Counties are to run the Northampton-Lowestoft section as a separate service.

INDEPENDENTS

The 1961 season of extended tours provided by Granville Tours will include one to Ireland. Also, this operator is to run the feeder services from north Lincolnshire for Sheffield United's continental tours. A former Lincolnshire AEC Regal III-Duple (DFW 72) is now 101 in the fleet, coming via Mellor, of Goxhill. . . . Thomas Motor Tours and Wright & Sons, both of Newark, have jointly applied for an express summer service between Newark and Torquay. . . . South Notts have added two former Ribble Brush-bodied Leyland Titan PD2/3s to their fleet (73/4 CCK651/48), together with a Bedford SB8 with Duple Super Vega coachwork from Baxter, of Moggerhanger (75 WBM300). . . . M. A. Saunders & G. Burgess (a new stage operator), of Waddesdon, have applied for a service between Quainton (Old Railway Arms) and Aylesbury (Kingsbury Square), daily with six journeys on weekdays and two on Sundays, and with a journey time of 30 minutes. The application was printed in *Notices & Proceedings* as one for a stage carriage service, but since the only fare below 1/- was a child's fare of 9d, it should presumably have been listed as an express service. . . . "Mini-buses" of types other than the Austin 152 and Morris J2 varieties are beginning to appear. Sharpe (Littlethorpe) has a 14-seat Morris LD5, WJU794; Hancock (Gaddesby) is running a Reading-bodied Commer 12-seater, VUT836; and there are two 13-seat Trojan coaches in Leicester, YRY884 with Davis and 676AEC with County Hire Service. . . . Makemson Bros., of Bulwell, have two ex-Hebble AEC Regent IIIs with lowbridge Roe bodies (AJX245/81) for their Bulwell Market-Bestwood service—they have four double-deckers in all—and a few hundred yards away BTDS (Sisson) have one of the recently-released Bristol Omnibus Leyland PD1s with an ECW highbridge body (LAE 8).

EASTERN TRAFFIC AREA

COLCHESTER CORPORATION

Further to the note in our February issue, Leyland PD2/31 28 was fitted with power-assisted steering before delivery to Colchester and the delay in its delivery brought about the reinstatement of one of the vehicles withdrawn on the arrival of the new batch (39).

EASTERN COUNTIES

Application has been made to divert 244 (Ipswich-Melton) in Woodbridge to serve the Peterhouse estate and 201 (Ipswich-Felixstowe) to serve the Gainsborough estate in Ipswich. Express service N (Birmingham-Lowestoft) will be operated jointly with Midland Red this summer between Birmingham and Great Yarmouth. As reported elsewhere in this issue, the third partner, United Counties, will operate from Northampton to Lowestoft.

On order for 1961 are 19 double-deckers (LFS-class), 9 single-deckers (LM-class) and 9 coaches (LS-class). LL431-61 have been re-classified LM431-61 to provide easier identification of 45-seater vehicles.

EASTERN NATIONAL

Recent withdrawals have included the last of the Seddons (215) and the last AECs in the fleet (1166/9), all of which came off at the end of December.

Additional stops at Basildon, Pitsea and South Benfleet on summer express service K (Enfield-Southend) have been applied for. 233 (Pitsea-Basildon) now operates via Long Riding instead of Church Road.

GREAT YARMOUTH CORPORATION

Application has been made to operate a circular tour of the town on Sundays, Tuesdays and Wednesdays or Thursdays from June to September using double-deckers. Summer service alterations due to commence on May 20th include:—

2 (Newtown-Fishwharf) to operate to Barrack estate only during weekday evenings and on Sundays as at present.

12 (Gorleston-North Denes) Saturdays only, to operate on Mondays to Fridays as well between Market Place and North Denes during the peak holiday period.

When the new coach station on the site of the former Beach railway station is open, C (Theatre Plain-Gorleston Cliffs) will start from there on Saturdays. Also 4 (Newtown-Harbour Mouth) and 12 (outward journeys only) will be re-routed via Nelson Road North, coach station and Sandown Road.

MOORE BROS., Kelvedon

Withdrawal of weekday operation on the Baintree-West Mersea via Kelvedon service is contemplated and is the subject of a recent application; the service would then run on Sundays only.

PREMIER TRAVEL

Joint application with Yellowway Motor Services has been made for two new summer express services between Blackpool and Clacton and Blackburn and Clacton, both operating via Manchester and Leicester. At present connecting facilities exist at Leicester between Premier Travel's Birmingham-Clacton service and Yellowway's Blackpool/Blackburn-London services. Further details appear in the North Western traffic area notes.

FARE REVISIONS

Increased fares have been applied for by Whippet Coaches, Hilton, on the Hilton-Ramsey service; N. Cropley (this is Mrs. N. Cropley, who is continuing the services licensed to the late R. Cropley) wants to co-ordinate with Lincolnshire Road Car on the Fosdyke-Spalding service; and Easton & Bingham, of Newborough, also want to put up their fares on their service to Peterborough. In the Colchester area, Eastern National, Moore Bros., Osborne and Blackwell seek revised fares to co-ordinate with the Corporation within the borough.

INDEPENDENTS' VEHICLES

Premier Travel have four ECW lowbridge-bodied Bristol K5Gs from West Yorkshire (CWX667, BWY988, FWX821 and BWY985) numbered 125-8, and Chambers (Bures) now has a Guy Arab II with East Lincs body ex-Southdown (GUF 37).

SOUTH WALES TRAFFIC AREA

CARDIFF CORPORATION

Authorisation has been given for the purchase of five Sunbeam 2-axle 30 ft. double-deck trolleybuses in lieu of 6 BUT 3-axle chassis which have been on order since the end of the war.

The joint service between Cardiff and Merthyr Tydfil, operated jointly with Merthyr Corporation and Rhondda, is to have increased fares for the first time for about six years. It is to be diverted between Tongwynlais and Cardiff via Manor Way instead of Whitchurch. It will be recalled that in the March 1960 issue of *The Omnibus Magazine* under this heading, the new service via Manor Way was mentioned and it was thought that it would be covered by diversion of the Cardiff-Pontypridd route. After a year of stalemate and discussion, this diversion of the Cardiff-Merthyr buses has been agreed on. Cardiff Corporation and Rhondda are still involved of course, but Merthyr Corporation are in and Western Welsh out. The service will now be hourly and it will mean that, as at present, the joint service will cease to pick up after leaving Gillyfydd on its way to Cardiff, but when it reaches Manor Way, about 11 miles on, will recommence picking up for about 13 miles before reaching the city boundary, where it is again restricted. It will also have the effect of letting Merthyr Corporation pick up local passengers in the Cardiff Corporation operating area of Manor Way—quite an innovation in itself.

CROSVILLE

On the Aberystwyth-Pontrhydfendigaid services (S9 and S10), it is proposed to withdraw the section of the Brynafan Village branch between Rhydygarreg Cross Roads and Brynafan Village on Mondays and Thursdays. This section will continue to operate on Saturdays, and the branch will still be operated as far as Rhydygarreg Cross Roads each weekday.

The Aberystwyth terminus on the Liverpool-Aberystwyth summer express service is to be moved from the municipal car park to Park Avenue (Crosville depot).

D. J. EVANS, Penrhynoch

On the new Aberystwyth (Station)-Tanybwch hospital service (see February issue), a Tuesday service has been introduced in connection with visiting hours.

C. G. HILL & SONS (TREDEGAR) LTD.

Hill's are to operate express carriages (subsidised by the ROF) between Rhymney and Glascoed (Royal Ordnance Factory) via (a) New Tredegar, (b) Pengam and (c) Deri and Bargoed. These services will replace a train service between the Rhymney valley line and the factory which is being withdrawn by British Railways as uneconomic.

DAVID JAMES, Llangeltho

Modifications to two services are proposed. A revised timetable is proposed on the service between Llangeltho and Aberystwyth via Penuwch, Bethania, and Llangwryfion. The service will operate on Mondays, Thursdays and Saturdays throughout the year, and on Fridays from April to December. The Llangwryfion-Lampeter service will operate between Llangeltho and Lampeter only, via Capel Bettws, Llwynogros, Lluest and Denmark. This service will operate on market Tuesdays and fair days.

DAVID JONES, Ffoshelig, Newchurch

A revised timetable is proposed on the Abernant-Carmarthen route, providing for the service to operate on schooldays and Saturdays only (one return journey each day). The Wednesday market service will be withdrawn.

LLOYD JONES BROS.

The service between Pontrhydygroes and Aberystwyth via Llanfihangel-y-Creuddyn is to be discontinued on Thursdays, and will thus operate on Mondays and Saturdays only.

MERTHYR TYDFIL CORPORATION

A new service is proposed between Merthyr (Victoria Street) and Caeracca (Tair Twynau) via Penry Street, Dynevor Street, Bethesda Street, Penydarren (High Street), South Street, Victoria Street, Pant Road and

Gwladys Street, returning via Edward Street, Pant Road, Victoria Street, South Street, Penydarren (High Street), Merthyr (High Street) and Victoria Street. An hourly frequency will operate on weekdays, and also on Sundays commencing 2.18 p.m.

PRECELLY MOTORS

A revised timetable is proposed on the Login Cross-Whitland route. This service will operate every Friday and for special events at Whitland.

RHONDDA

A new summer express service is to commence from Pontypridd to Saundersfoot and Tenby, picking up at Pontypridd and points to Maerdy, Aberdare, Hirwaun, Rhigos and Glyn Neath. This service will operate on Saturdays only, from mid-July to early September. Economics will presumably be obtained by working this service in conjunction with the existing one which proceeds via Tonypany, Treorchy and Treherbert. Western Welsh, Red & White and British Railways were listed as objectors in this case, but the application was granted subject to day return fares from Aberdare, Hirwaun and Rhigos being deleted.

SAGE, Burry Port

It is proposed taking over the tours business of John James, Burry Port. Excursions and tours licences from Pontyates, Burry Port and Llanely are involved.

SOUTH WALES

A new weekday service (L13) commenced on February 20th between Llanely station and Penygraig estate, via town centre, Pemberton and Maes-ar-ddafen. The frequency is every two hours, and there is a corresponding decrease in through journeys on the existing service L1 (Llanely station-Loughor Bridge).

Several journeys on the winter timetable for route 95 (Oystermouth-Limeslade) have been retimed slightly. This now permits the operation of many daytime journeys by route 77 vehicles, which lay over at Oystermouth on alternate trips, and on most occasions eliminates the necessity of sending a special vehicle from Swansea to Oystermouth to operate the Limeslade service. The winter service on 40 (Morrison-Cwmbwrla-Sketty-Caswell Bay), which operates between Morrison and Sketty only, has been extended from Sketty to the new Singleton hospital on Mondays to Fridays (morning and afternoon), and on Saturday mornings. The summer service passes the hospital en route to and from Caswell Bay.

Commencing on November 14th, 80 (Bonymaen estate-Class estate) was re-routed in the Swansea town area, in the Bonymaen-Class direction, to proceed from Quay Parade via Harbour Road, upper Victoria Road, Victoria station (new roundabout) and the entire length of Princess Way to Kingsway roundabout, instead of via Harbour Road, lower Victoria Road, Mount Street, Wind Street, Caer Street and upper Princess Way. The daytime frequency (weekdays) between Bonymaen Inn and Bonymaen estate has been increased from hourly to alternately 20/40 minutes. (A 20-minute service operates between Bonymaen Inn and Class). At the other end of the route, it is proposed to extend the service from Class (Ystwyth Place) via Long View Road, Clasmont Road and Pentrepoeth road to Morrison Cross.

The new depot at Pontardawe (Tawe Terrace) has now been in use for many months. With the closure of the old depot at Brecon Road, the enquiry office and administrative section have been transferred to premises in High Street, near Pontardawe Cross.

The latest batch of 45-seater AEC Reliance saloons includes eight equipped as one-man vehicles, but no routes have as yet been converted to one-man operation.

UNITED WELSH

Route 19 (Swansea-Penydre-Craig Cefn Parc-Velindre) is to be re-routed in the Sunnybank area. Journeys proceeding to and from Craig Cefn Parc, Graig Cwm or Velindre will proceed via Sunnybank P.O., Carlton Road, Hillside Square, Carlton Road, Kelvin Road and Tanyrallt Road instead of direct via Vardre Road and Lone Road. Journeys to and from Penydre will proceed via Vardre Road, Lone Road, Tanyrallt Road, Kelvin Road, Carlton Road, Hillside Square and Tanycedd Road.

It is proposed to extend route 8 (Pontardulais-Penllergaer-Swansea) from its present terminus at Swansea (coach station) to Duvant (Parish Hall), via St. Helens, Mumbles Road, Sketty Lane, Singleton Hospital, Sketty (Top Cross), Gower Road and Killay (Siloam). The frequency will be half-hourly over the whole route on weekdays during the daytime, and on Saturday evenings. On Monday-Friday evenings, the frequency will be 45 minutes between Pontardulais and Swansea, and hourly between Swansea and Duvant (Parish Hall). On Sunday, only four journeys will proceed through to Duvant (Parish Hall). The section of route operated on weekdays between Pontardulais (Dulais Square) and Pontardulais (Fforest) will be discontinued, except for certain early morning journeys on weekdays and evening journeys on Mondays to Fridays.

Commencing on December 19th and for a period of approximately one month, the Duvant-Three Crosses road was closed between Killan Farm and Three Crosses (Manse), and the following arrangements were brought into force:—

7 (Gorseinon-Three Crosses) was curtailed to operate between Gorseinon and Duvant (Laburnum Terrace) only.

58 (Swansea-Duvant-Three Crosses-Wern) was divided into two sections: the normal service bus operated between Swansea, Killay (Siloam) and Laburnum Terrace, while an additional vehicle (usually one-man operated) proceeded between Killay (Siloam) and Three Crosses and Wern via Upper Killay, connecting with the Swansea bus at Killay (Siloam).

The Traffic Commissioners have not made any order altering the route or stopping place on 25 (Neath-Old Road-Briton Ferry, Villiers Hotel) (see November issue).
WEST WALES, Ty Croes

For delivery by the middle of February was a Guy Wulfrunian with East Lances 77-seat body (42 XBX350).
WESTERN WELSH

A new service is proposed in Penarth between the town centre (in winter) or the Esplanade (in summer) and Cwrt-y-Vil estate (Castle Avenue) to replace the present Penarth-Cedar Way service and also to serve a new area of the estate. A new route has been commenced between Bridgend (bus station) and Tremains estate (shopping centre) via Coity Road, Morfa Street, Acland Road and Minerva Street. The service operates hourly on weekdays (no Sunday service). 223 (Maesteg-Llangynwyd) is to be extended from Llangynwyd (post office) via Heol Cadrawd to Heol-y-Ysgol.

It is planned to provide picnic lunches for coach passengers this summer.

WESTERN TRAFFIC AREA

BRISTOL OMNIBUS

We have further details of the fleet numbering mentioned in the last issue; the following renumberings have taken place:—

6000-3 (Bristol MW 45-seaters) now 2500-3.
LC8540/51-61 (Bristol FLF 70-seaters) now LC7000-11.
GL8562-4, L8565-7 & LC8568-75 (Bristol FSF 60-seaters) now GL6004-6, L6007-9 & LC6010-7.

It seems that the numbers 6000-3 must have been omitted from the new scheme because they were first used as recently as last November for the MW5Gs that are now 2500-3. The scheme apparently began from the beginning of this year as 2503 was originally licensed on December 1st as 6003 but 2504 came on January 1st as 2504. New Lodekkas 6023/4 are reported to be operating from Hanham, and it is interesting to note that they do not carry L prefixes; they would be Hanham's first Lodekkas. Both have fluorescent lighting, as on all new double-deckers in future, but no illuminated outside advertisement panel.

The hydraulic accelerators in the FS, FSF, FL and FLF types are being replaced by the normal rod type. All Gloucester vehicles have been modified. Attempts are being made to introduce one-man-operated vehicles

at Wotton-under-Edge. The fitting of flashing trafficators and T-type destination equipment continues, mainly on the vehicles in Bristol itself. The 50 Leyland PD1s bought in 1947-49 are being withdrawn and by January the halfway stage had been reached with only 25 remaining in service.

It was incorrectly stated in the December issue that certain short workings of the Bristol City services would carry route numbers such as 2AD and 4AB. It now appears that such routes that have a regular appendage, e.g. 2A and 4A, now show either 2D or 4B etc. when operating shorts. Thus all 2s or 2As when operating to Eastville only show 2B and all 4s and 4As to Staple Hill show 4B.

PLYMOUTH CORPORATION

20 (Centre-Woodford estate) is to be extended to Highbury Crescent, north of Plympton.

SOUTHERN NATIONAL

The Wednesday-only 125 (Holworthy-Sheepwash) is to be partly diverted to operate via Dunsland and Halwill en route for Black Torrington. This is the first time, at least for very many years, that the Halwill area has been served other than by an independent, mainly Ashton's services.

WILTS & DORSET

A new Salisbury city service has been introduced employing one-man-operated single-deckers. Although one-man buses are in use on many of the company's single-decker services, this form of operation has previously only been in use during off-peak hours in Salisbury.

SOUTH EASTERN TRAFFIC AREA

BRIGHTON POOLING AGREEMENT

Following the pooling agreement that came into force on January 1st between Brighton, Hove & District, Brighton Corporation and Southdown, the following revisions are to be made: 2 (Kingston Lane-Rottingdean) and 4 (Southwick-Rottingdean) are to be licensed under the joint heading and alternate journeys on 4 (which carry 4A) will be curtailed at Castle Square instead of Arundel Road. 7 (Downsway-Rottingdean and Ovingdean in the evenings) is to be truncated at Arundel Road. 7B (Hove, Lagoon-Ovingdean) will commence at Brighton station and operate to Ovingdean all day. To cover most of the withdrawn sections of the foregoing, a new 39 is to be introduced from Hove (Lagoon) via Brighton station to Saltdean Mount, and consequently the existing 12B of Southdown from Brighton station to Saltdean Mount will be withdrawn.

BRIGHTON, HOVE & DISTRICT

As anticipated, forward-entrance Bristol Lodekkas 26 and 27 entered service on 3A on February 1st. They have triple route number blinds between decks on the nearside forward of the entrance. The three similar vehicles on order, 28-30, were to enter service on March 1st. As an experiment, Lodekka 23 has been fitted with a divided rear platform. The front part of the forward half of the platform has been lowered so that there is a small step before the lower saloon is reached.

CAMPING, Brighton

A new trio of 41-seat Bedford-Duples consists of 3900CD, 3900CD and 4000CD, and they have been joined by second-hand machines of a similar type—XAD 31 from Kearsley (Cheltenham) and 853EHY from Feltham (Bristol).

EAST KENT

It is understood that the next batch of AEC Reliances will be WFN501-18.

GOSPORT & FAREHAM

The single-deck service 15 (Fareham-Bridgemary estate) is to be extended to Gosport ferry. A new summer-only 9 is to be introduced as from Whitsun from the Elson section of Gosport to Stokes Bay.

MAIDSTONE & DISTRICT

For the fourth time since the war, the service number 123 is now in use again with the introduction of a new

service on February 13th from Tunbridge Wells station to the Manor Road estate at Southborough. It is normally operated by double-deckers from 97 (Tunbridge Wells-Ashford) during their layover. 27 (Gravesend-Valley Drive estate) is to have a further section to Leander Drive, the far end of which is at present served by 56 from Gravesend.

PORTSMOUTH CORPORATION

On city routes, double-deck buses have an average speed of 11.41 mph and single-deckers average 11.26 mph. Official tests show that there is not much difference in the time occupied at bus stops by double-deckers and one-man-operated single-deckers, and that the traffic flow is not obstructed by o.m.o. vehicles. The tests were carried out, with the aid of stop watches, when an objection to the employment of one-man-operated buses on a busy city route was lodged by Portsmouth trades council, who thought these vehicles would reduce traffic speed.

READING CORPORATION

The town council has authorised the purchase of eight Dennis Loline III low-height double-deckers to a special 18ft. wheelbase with 28ft. 6in. long East Lancs 68-seat forward-entrance bodies for delivery in 1953, subject to the granting of loan sanction.

SOUTHAMPTON CORPORATION

Another order has been placed with Park Royal for bodywork, this time on ten AEC Regent V chassis.

SOUTHDOWN

Details of the chassis orders for 1952 delivery are now to hand:—

40 Leyland PD3/5 (pneumocyclic gearboxes).

20 Leyland Leopards (15 for ordinary touring work, 5 for continental "Beacon" tours).

20 Leyland Tiger Cubs (10 for "Beacon" tours, 10 buses).

The 1961 batch of 50 PD3s, following on from 863 (which was at the Commercial Motor Show last year), is now entering service in increasing numbers. The latest routes to receive them are 31 and the 12 group, which means that forward-entrance double-deckers are now using Pool Valley bus station regularly for the first time.

The diversion of 94 (Eastbourne-Hailsham circular) via Copple Avenue, mentioned in the February issue, took place on February 5th. On the following day, the relatively new Crawley new town 79 (to Gossons Green) was increased to an hourly headway for most of the day but still does not operate during the peak period when the bus is required for 76 to the industrial estate.

SOUTHERN VECTIS

As from January 16th an additional ferry journey was added by the Southern Region of British Railways from Portsmouth to Ryde on Mondays, Tuesdays, Wednesdays and Fridays, connecting with the 8.50 p.m. from Waterloo. As a result an additional journey on 1 (Ryde-Cowes) now operates to Newport only at 10.35 p.m.

The former proprietor of Pioneer Bus Service, of Ryde, which was acquired by the forerunner of Southern Vectis about 1927, a Mr. A. Harvey-Hunter, died in January. He commenced his service about 1923 after leaving the services where he had been a regular soldier.

THAMES VALLEY

From March 1, advance booking has not applied to the Reading-Ascot-London service (A) and all fares are now collected on the coaches. Established in 1928 with Brush-bodied Tilling-Stevens B9 saloons, the service later had to meet competition at first from Safeway, and then from Thackray's Way. In 1930 Thames Valley provided an hourly service, using Tilling-Stevens B9B all-weather coaches; in post-war years double-deckers were introduced, but three or four years ago there was a reversion to one-man operation with single-deckers.

LONDON TRANSPORT

Of the 88 trolleybuses sold to Spain, 20 were due to leave Dagenham Docks in January and the remainder in February. The vehicles are for fleet replacement in the Spanish operators' fleets and are being shipped complete, although the overhead wiring is too low to permit double-deck operation in some places.

The three RW buses are to be transferred from Hemel Hempstead to Addlestone garage for experimental operation on services 427, 437 and 456.

RM 546, which has been in service from Hanwell garage, was to be at Basle, Switzerland, for British Weeks held between February 6th and 18th. This is the first occasion on which a Routemaster has been on the Continent.

SCOTTISH TRAFFIC AREA

ABERDEEN CORPORATION

Plans for alterations to routes when the summer timetables start in May are announced. The King's Cross-Castle Street section of 8 will be withdrawn and covered by an improved frequency on 11 (Summerfield-Castle Street via King's Cross). 18 will be extended at Seafield to Craigiebuckler Place via Springfield Road and Craigiebuckler Avenue. The Broomhill terminus of 21 will be moved to Auchinyell Terrace. It is also stated that the Mastrick service will be diverted and extended to Scatterburn but it is not clear whether this refers to 13 or 22/23.

The last pre-war buses have been withdrawn from service, some of these having gone to Aberdeenshire independents, Simpson of Rosehearty and Burnett of Mintlaw. A 1937 Weymann-Daimler (formerly 111) survives as a learners' bus.

GLASGOW CORPORATION

The bus service replacing tram 16 (Keppochhill Road-Scotstoun) runs via North Street instead of Elmbank Street. Terminal points are Keppochhill Road (at Millarbank Street) and Scotstoun (Earl Street).

SCOTTISH OMNIBUSES LTD.

Buses at Dalkeith will have hot air pumped into them by a machine which has been installed as an experiment, before they depart from the garage early in the morning. The first boarding point is 50 yards from the depot thus giving the ordinary type heater insufficient time to warm the vehicle before the first passengers are carried.

CENTRAL SMT

The traffic commissioners propose to vary the routes of 70, 71, 73, 77, 78 and 79 within the new town of East Kilbride.

JAMES LAVERTY (t/a Eagle Coaches), Holchouse Garage, Neilston

Works services from Govan and Paisley to Thornliebank Industrial estate have been taken over from Cunningham's Luxury Coaches, Elderslie, M. & A. MACPHEE, Shagarry, Dunvegan, Skye

The Dunvegan-Portree express service and tours from Dunvegan formerly operated by Duncan Macgregor, of Dunvegan, have been taken over.

IRELAND

CORAS IOMPAIR EIREANN

Since February 1st, Guy Wulfrunian demonstrator 7800DA has been on loan from Guy Motors. New in June, it is a 78-seater with air suspension and bodywork by Roe. It has been running on 8 (Nelson Pillar-Dalkey) and will be tried out on Dublin City routes. It is working from Donnybrook garage.

All pre-war CIE buses have now been withdrawn with the exception of R1 (Leyland Titan TD4 ZC 714) which is now the property of the Transport Museum Society of Ireland.