

The Omnibus Magazine

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

Hon. Editor:

K. W. SWALLOW, 1 Meldrum Road, Liverpool 15.

Hon. Publications Officer:

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

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Price 2s. 6d.

PRESIDENT of THE OMNIBUS SOCIETY for 1961

President of The Omnibus Society for 1961 is Mr. W. M. Little B.Sc. A.M.I.C.E., A.M.I.E.E., M.Inst.T., General Manager of Edinburgh Corporation Transport.

Society Notes . . .

FORTHCOMING EVENTS

HEADQUARTERS

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

Tuesday, January 31st.—Annual general meeting, followed by the Presidential Address by Mr. W. M. Little, B.Sc., A.M.I.C.E., A.M.I.E.E., M.Inst.T., General Manager, Edinburgh Corporation Transport.

Tuesday, February 23rd.—"Transport scenes in Europe" a travel miscellany in colour by Messrs. J. G. Bruce, E. N. Osborne and L. M. R. Nicholson.

Tuesday, March 29th.—The speaker will be Mr. L. H. Balls, General Manager of Eastern Counties Omnibus Co. Ltd., but the title of the talk will be announced later.

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.

Saturday, January 21st.—Annual general meeting followed by a film show, which will include the following films:—

Wheels of the World—how Leyland vehicles are produced, operated and help to solve transport operators' problems.

Enchanted Isles—a David MacBrayne travel film of the Outer Isles.

Motorway—the Laing film of the construction of the M1. *Shepherds Bush to Zurich*—London Transport buses sent to accompany the "Made in England" exhibition.

Cine-Gazette No. 10 (BTC)—a visit to Acton repair depot, Chiswick skid patch and Croydon food production centre.

Cine-Gazette No. 14 (BTC)—a film on lost property.

Cine-Gazette No. 16 (BTC)—the parade in 1956 held to celebrate the centenary of L.G.O.C. buses on London's streets.

Ford Goes to Moscow—London to Moscow by Thames coach (1,713 miles in under 45 hours).

Bandwagon—another Ford film, dealing with the many sales features of the 10/12 and 15 cwt. range.

The two parts of the programme will be separated by a break for refreshments, which will be available. At the International Club, 64 George Street, Manchester 1, 4 p.m. (George Street is off Oxford Street).

Saturday, February 18th.—It is hoped to arrange for a film show in Leeds.

Saturday, March 18th.—Morning visit to the coach-building works at Blackpool of H. V. Burlingham Ltd.

Sunday, April 16th.—Study tour in Lancashire. This tour will originate in Yorkshire and Lancashire members can join in Manchester. It is planned to use a vehicle of outstanding interest.

Arrangements are being made for the rest of the 1961 programme, full details of which will be announced in due course.

MIDLAND BRANCH

Saturday, January 21st.—It has been decided to experiment by holding a Saturday afternoon meeting, and accordingly there will be a joint meeting with the Light Railway Transport League at the Victoria Room, Imperial Hotel, Temple Street, Birmingham at 2 p.m., when Mr. Clayton of the Tramway Museum Society and Mr. P. J. Marshall will each give a talk on the preservation of trams and buses. **NOTE THE CHANGE OF VENUE.**

Saturday in March.—Annual general meeting in the afternoon followed after tea (which can be provided) by a film show in the Imperial Hotel, Temple Street, Birmingham. It is hoped that a stay in Birmingham of about seven hours or so will be attractive to members outside Birmingham.

NORTHERN BRANCH

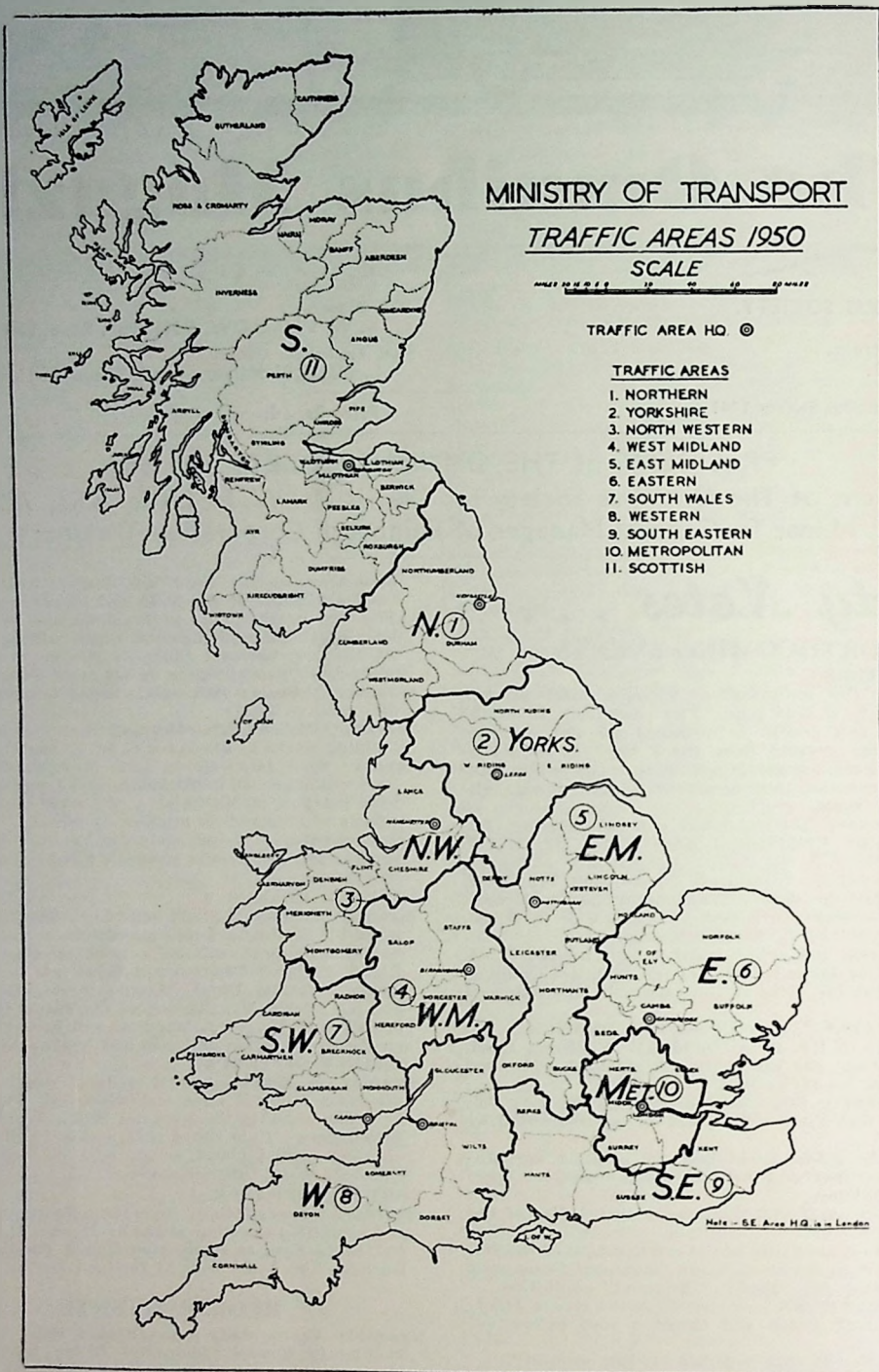
Saturday, January 28th.—"Norwegian Journeys"—a talk and exhibition of colour slides by Messrs. M. G. Dixon and R. L. Kell, at Harlington House, Saddler Street, Durham, 2.30 p.m. Meet at Durham Market Place.

RECENT EVENTS

Hampshire Group study tour—October 30th

The newly formed Hampshire Group held its first study tour on Sunday, October 30th and visited two local independent bus and coach operators. Commencing from Fareham Station, a quick visit was made to Glider & Blue Motor Services Ltd at Fareham before we went

(Continued on page 6)



The collection of news for "The Omnibus Magazine" is based, as is its arrangement, on the Ministry of Transport's traffic areas and on the opposite page there is a list of the Correspondents to whom news should be sent. We are reproducing this map (by courtesy of the Ministry) so that you can more easily decide to which Correspondent your news should be sent. Note, however, that in many cases, in particular the Metropolitan and Yorkshire traffic areas, the boundaries of the traffic areas are not always those of the geographical counties.



A former Devon General London-type A.E.C. Regent III with Weymann body operated by Green & Griffin, of Leamington, on hire to Midland Red to cover an acute staff shortage. (Block by courtesy of "Bus & Coach").

THOUGHTS . . .

This month we are printing, on the opposite page, a map of the country's traffic areas. We are doing this, in conjunction with the list of *Magazine* Correspondents which appears below, so that more members can help in providing news for the *Magazine*. There are many other people besides those listed who play their part in preparing the *Magazine* and it would be impossible to name them all, but though their praises go unsung their part is nonetheless invaluable to the publication as a whole. These good people can take comfort from the fact that without them the *Magazine* could never hope to be as comprehensive as it is and we hope they will accept this anonymous tribute to their good work.

* * * * *

However, it is with the *Magazine* Correspondents that members should concern themselves when they have news of interesting developments to pass on and the following list will be repeated from time to time for ease of reference:—

NORTHERN

Mr. R. L. Kell, 13 Munslow Road, East Herrington, Sunderland, Co. Durham.

YORKSHIRE AND NORTH WESTERN

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

WEST MIDLANDS

Mr. B. Ware, 209 Court Oak Road, Harborne, Birmingham 17.

EAST MIDLANDS

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

EASTERN

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

SOUTH WALES

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

WESTERN AND SOUTH EASTERN

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

METROPOLITAN AND LONDON TRANSPORT

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

SCOTTISH

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

CHANNEL ISLANDS

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

ISLE OF MAN AND IRELAND

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

to the Editor . . .

Country clubs

Sir,—The question of annual subscriptions which you raised in the October *Omnibus Magazine* on behalf of Mr. Goodman is one which I have often considered myself.

The problem is, of course, a very real one. I live less than 50 miles from the nearest Omnibus Society centre—Southampton—but it is impossible for me to attend any regular meetings. I can therefore quite see Mr. Goodman's point—from the far west! Numerous attempts have been made by various people to organise meetings at different places in Hampshire, Wiltshire and Dorset, but I think I am right in saying that they have very largely been unsuccessful, by virtue of the fact that, except in Southampton itself, the few members in the area are widely separated. I have found it convenient to attend only a couple of Omnibus Society meetings or visits since I joined in 1953, although I must admit that domestic circumstances prevented me from joining a couple of others. One of the visits I attended was, in fact, to my own company—Wilts & Dorset.

I think the idea of a "country" and "town" subscription is not unreasonable in spite of administrative difficulties. The problem lies in drawing the line. A simple mileage radius drawn from each Society centre would alone be insufficient as it is travelling time to and from the centre that largely decides whether attendance is practicable. I have not yet thought of a foolproof answer, although I quite honestly think that some attempt should be made to overcome the difficulties of "country" members. Otherwise, I feel, their numbers will rapidly diminish!

Figheldean, Salisbury, Wiltshire. DAVID J. N. PENNELS.

Sir,—I am writing in answer to your request in the October issue of *The Omnibus Magazine* for further comment on the proposal to increase the annual subscription to the Omnibus Society. May I say that the differential suggested by Mr. R. L. Goodman which could be introduced for "town" or "country" members of the Society deserves the greatest consideration on account of the special difficulties imposed upon him due to his unfortunate geographical location—and he may be sure that he is not on his own!

For myself the difficulties are even more marked. I happen to be a "town" member in the true sense of the word, living as I do within three miles of the centre of Manchester—yet it has been impossible for me to attend any of the Society's various functions except the Annual General Meeting since 1952! The explanation is a simple one. I work at night on a newspaper, and the inability to take full advantage of the Society is merely part of the price to be paid for working the hours I do, and therefore I have never complained.

However, since the matter has been raised, I would like to say that I consider 30/- to be much too much to pay for the privilege of attending only one function in 12 months, and receiving the various issues of *The Omnibus Magazine* as they appear. Nevertheless, if this excessive rate is eventually introduced—and I am certain it will be—I shall pay up on demand to maintain my interests in the goings-on of the Society,

but I would like my feelings to be noted, and my sympathy extended to Mr. Goodman and the legions of the lost who exist in "country" areas.
Salford 6, Lancashire. ALEC P. KING.

One-man operation part way

Sir,—In view of Mr. Keith Morgan's letter published in the October issue, it may be of interest to your readers to know that from October 1st this company is one-manning the Halifax-Burnley service between Church Lane, Hebden Bridge, and Burnley.

The reason for this arrangement is that it is necessary for a conductor to supervise the reversing of vehicles at Church Lane, Hebden Bridge, and the time-table has been adjusted to ensure that the vehicles meet at this point.
Halifax, Yorkshire. F. A. J. WOODWORTH,

Traffic Manager,
Hebble Motor Services Ltd.

Sir,—I would like to draw your attention to another service which is operated in part by a vehicle crewed by a driver and conductor and in part by a driver only.

The service concerned is Lincolnshire Road Car's 35 running between Newark and Sleaford via Leadenham and Cranwell. The section of route between Newark and Leadenham is operated by a variety of vehicles, both single and double-deck, and invariably crewed by both drivers and conductors. A one-man operated Bristol SC saloon serves the remainder of the route between Leadenham and Sleaford. On leaving either terminus the vehicle shows the final destination on its indicator. The indicator is changed at Leadenham as the vehicle does not operate over the complete route.

A point of further interest about this working is that on the section between Cranwell and Sleaford the OMO SC saloon is duplicated by a double-decker, naturally crewed by a driver and conductor. I believe that this must be one of the few services in the country where a one-man operated saloon is regularly duplicated by a double-deck vehicle.
Nottingham. C. F. RILEY.

[*Lincolnshire's service 20, from Grantham to Spalding via Bourne, also provides on Saturdays an instance of part one-man operation at the moment. It is now worked by saloons, mostly one-man operated from Bourne outstation, but on Saturdays the driver of the OMO 6.30 p.m. from Spalding to Grantham exchanges vehicles near Grimsthorpe with the Grantham depot driver and conductor of the 6.30 p.m. from Grantham to Spalding.—Editor.*]

The Loline and its maker

Sir,—With your October issue, there was enclosed an article "The Loline and its maker," being largely a history of Dennis Brothers of Guildford. In that article, I noticed a statement that "Dennis made the first motor-bus that plied the streets of London."

I wonder whether the author could give his authority for this statement as, according to my records, at the end of 1904 (the date which the article claims

Dennis started their association with the road passenger transport industry) there were 17 motor-buses running in London of the following makes:—

9 Scott-Stirling
5 Milnes-Daimler
1 Germain
1 Durkopp
1 Orion.

London, N.W.5.

JOHN BIRCH,
Managing Director,
Birch Bros. Ltd.

[This has been referred to the Editor of Passenger Transport, but in the meantime perhaps our other authorities on early motor-buses in London would turn up their records.—Editor.]

The Rednal Service

Sir,—I was very interested to receive your *September Selection*, but I cannot let pass the reference to the Birmingham Corporation Rednal bus on page 26 without a protest at the fantastic statement that "the crews ran a tram-load of passengers from the city to Selly Oak, unloaded, ran the tram back to Bournbrook depot, changed over to a motor-bus and returned to Selly Oak so that their passengers could resume their journeys."

What were the passengers supposed to do whilst all this was going on? And why not run the tram into depot and effect the transfer there?

No! When the Rednal service first started, it was a normal feeder service to the tramway, and not only did it cater for the week-end traffic to the Lickey Hills but it also served the Austin motor works at Longbridge. It soon became heavily loaded with works traffic, and more so after the outbreak of the 1914-18 war. The first schedule was 6.55 a.m., 7.50, 8.0 and then hourly until 10.0 p.m. When the Rubery branch service was commenced, this operated hourly on the half-hour, thus providing a 30-minute headway to the Longbridge works where the routes bifurcated. The trams normally operated a 7-minute headway between the city and Selly Oak with additional cars at peaks.

These Daimler buses had electric lighting—it was the 1912 Midland Red Tilling-Stevens buses that had acetylene lighting in spite of the fact that they were fitted with an electric generator for driving the road motor. There was no tank on the Daimlers—the dark

panel at the side of the driver was the front bulkhead. I have no recollection of candles being carried on the Midland Reds and never heard of the acetylene apparatus freezing up. Emergency parking lights were, however, carried on the trams in Birmingham in 1916 during the period of power cuts when trams were stranded in the streets in the black-out, sometimes for several hours, and these may have had candle lamps.

The Daimler chassis were commandeered in October 1914 and the bodies were transferred to Tilling-Stevens chassis (not favoured by the War Office) in January 1915, but meantime the Corporation had in October acquired the thirty Tilling-Stevens buses from Midland Red when they took over the Edgbaston, Harborne and Moseley services under the historic 1914 agreement, and were able to maintain the Rednal and Rubery services without a break.

Kingston-upon-Thames,
Surrey.

ALEC C. JENSON.

[The information for the caption of the photograph of the Birmingham Corporation Rednal bus which appeared in *September Selection* came from one of the Corporation's "old stagers." Perhaps the passengers for beyond Selly Oak had to wait there and if no other bus arrived in the meantime they would be carried on by the same crew on a bus making the next departure time. Apparently some duties, but not all, did entail work partly on the trams and partly on the buses. Mr. Jenson, who is a leading authority on early Birmingham Corporation days, must be right about the Daimlers having electric lights. However, Mr. B. Ware, the Midland Branch Editor, states that the ex-Midland Red TTA2s did carry candles in case the acetylene lighting failed due to frost.—Editor.]

The Leopard badge

Sir,—I note that in your *Thoughts* in November you queried the existence of a separate badge for Leyland's Leopard model. It might be of interest to you to learn that the Leopard exhibited at the 1959 Scottish Motor Show (McDowall, Glasgow, 5 YGA517) bears what I believe to be the only Leopard badge so far produced. The Leopard itself struck me as a rather pathetic, sickly looking beast—not quite in keeping with the performance of the chassis!

Joppa, Edinburgh 15.

GAVIN A. BOOTH.

AROUND THE TECHNICAL PRESS — NOVEMBER 1960

Bus & Coach
(2/6 monthly)

Almost the end of British trams (Sheffield Corporation); modern bus design—1. Standardisation may not be cheaper—2. Front stairs leave much to be desired; personal service pays (City Bus Co., Ann Arbor, U.S.A.); well-designed stations, depots improve efficiency (Bombay State Road Transport Corporation).

Annual extra number—Design and development surveyed.

(A new feature in **Bus & Coach** gives a list of recent orders).

Coaching Journal
(monthly)

On the road in an air-cooled bus (Magirus-Deutz); recent trends in passenger chassis design.

Commercial Motor
(1/- weekly)

4th Refineries present transport problems (Pembrokeshire).
11th Sales of buses rise in Italy (Turin Motor Show)
18th Blowing hot and cold (heating and ventilating systems).
25th Scottish Omnibus open new £90,000 garage (Baillieston).

Modern Transport
(1/- weekly)

12th London trolleybuses before 1930.
19th Buses for trolleybuses (conversion of Uxbridge Road routes).

Motor Transport
(6d. weekly)

4th Italy gets double-deckers (Turin Show).
11th Road transport as a career—company bus transport.

Transport World
(2/- monthly)

Centralised transport brings economies (Southend Corporation); retrenchment on England's highest bus route (Wright Bros., of Alston); set fair for 1961 (Duple group developments); modern terminal for a small town (West Yorkshire's station at Wetherby).

(The new Editor of **Transport World** is Mr. John W. Taylor).

NEW ISSUES OF TIME TABLES

The appeal with the previous list produced results, and Mr. Hibbs wishes to thank the small but growing band of loyal contributors to this feature. Information should be sent to him at 15 Brooklands Avenue, Cambridge.

Name and address of operator	Date	Price	Postage
Leeds City Transport, 1 Swinegate, Leeds 1	-	3/60	2d.
Keighley-West Yorkshire Services Ltd., East Parade, Harrogate, Yorks.	-	3/60	2d.
Jersey Motor Transport Co. Ltd., Weighbridge, St. Helier, Jersey, C.I.	-	10/60	4d.
Guernsey All Island Time Table; Copies from Guernsey Railway Company, Piquet House, Guernsey, C.I.	-	/60	8d.
East Yorkshire Motor Services Ltd., 252 Anlaby Road, Hull	-	9/60	9d.
North Western Road Car Co. Ltd., 120 Charles Street, Stockport	-	9/60	1/3
Trent Motor Traction Co. Ltd., Uttoxeter New Road, Derby	-	9/60	6d.
Lancashire United Transport Ltd., Atherton, Lancs.	-	10/60	6d.
Mansfield District Traction Co. Ltd. (including Midland General and Notts & Derby), Sutton Road, Mansfield, Notts.	-	7/60	6d.
United Welsh Services Ltd., Singleton Street, Swansea	-	6/60	6d.
Rhondda Transport Co. Ltd., Rheola Road, Porth, Glam.	-	6/60	6d.
Eastern Counties Omnibus Co. Ltd. (2 area books), 79 Thorpe Road, Norwich, NOR.81.A.	-	9/60	2/-
Gosport & Fareham Omnibus Co. Ltd., Hoeford, Fareham, Hants.	-	6/60	6d.
Cardiff Corporation Transport, Wood Street, Cardiff	-	6/60	9d.
Ribble Motor Services Ltd. (4 area books), Frenchwood Avenue, Preston	-	9/60	2/-
United Automobile Services Ltd. (including Durham District), Darlington, Co. Durham (2 area books)	-	6/60	2/-
Isle of Man Road Services Ltd., Station Buildings, Douglas, I.O.M.	-	7/60	2d.
Sheffield Transport Department, Division Street, Sheffield 1	-	10/60	Free
Mulleys Motorways Ltd., Old Market Place, Sudbury, Suffolk (including Corona, Combs Coaches, Letch, Chambers and Jennings)	-	9/60	6d.

IF YOU FIND THIS LIST INCOMPLETE, DON'T BLAME THE EDITOR!
SEND IN YOUR CONTRIBUTION, REGULARLY!

(Continued from page 1.)

on to their main garage at Bishop's Waltham where we were shown round by the manager, Mr. Candish, and by a member of his staff, Mr. Wheeler, who was also our driver for the day. This was a good opportunity for photographs to be taken of the fine fleet displayed. We travelled on one of their Duple-bodied A.E.C. Reliances, but had to change to a Guy Vixen with a Wadham body to negotiate the narrow lanes on the company's route to Dean. The next break was at Winchester, where we saw something of the buses using this City, and after leaving we carried on to West Tytherley for a visit to A. E. Budden & Sons. No fewer than nine of their vehicles were available for inspection and Mr. C. Budden showed us the garage and offices, which we found to be very interesting. We then proceeded to Porton Down, but unfortunately we were not able to visit Silver Star Motor Services Ltd. because most of the fleet was on forces week-end express services, but we followed one of Silver Star's routes to Salisbury. Our hopes of having a fine day were dampened here when we found that the coach station was under several inches of water and we had to park in Blue Boar Row instead. After half an hour in Salisbury, where we were fortunate enough to see both Silver Star's Leyland Atlanteans, we proceeded back to Fareham through Romsey and Southampton. Although this was the Group's first tour and it was held rather late in the year, everyone enjoyed the trip and it is hoped to organise something similar next year. (C.W.M.)

East Lancashire Coach Builders, Blackburn—November 16th

A very interested North Western & Yorkshire Branch party was shown round this small, almost family concern on a dull, wet afternoon. Inside, however, all was warmth and light. The premises were converted from a cotton mill many years ago, and range from a timber store in the cellars to an upholstery shop on the top floor. Each body produced is virtually hand-made. Here is no standard mass-produced product; no assembling of bodies on a flow line basis. A Guy Wulfrumian for Wolverhampton stood alongside an A.E.C. Regent V for City of Oxford; and a Leyland PD2 for Widnes was beside a Leyland PS2 Tiger from Burnley which was in for one-man conversion. Each body, or batch of bodies,

has its own set of drawings in which the operator's ideas have been incorporated. No parts are made in advance. Only when an order has finally been placed does production commence and thus each part is earmarked for a particular batch of vehicles. On the other hand, as plans are not destroyed it is always an easy matter to make a replacement if one should be necessary. The output is only two or three bodies per week and consequently repeat orders for, say, five or six vehicles each year are much preferred to a large batch for one operator. Besides building new bodies, old ones are rebuilt and at the time of our visit two Burnley, Colne & Nelson single-deckers were being converted from rear to front entrance for one-man operation. Repainting is also done and a job for Haslingden was receiving its finishing touches in the paint shop.

Our chairman, Mr. J. E. Eaton, suitably expressed our thanks for the very helpful way in which the party was shown round and for the welcome cups of tea in the canteen which began and ended the visit. (C.G.W.)

Meeting in Newcastle-on-Tyne—November 26th

It was a great pleasure to welcome Mr. D. S. Giles to give his talk on "Irish Buses." Mr. Giles brought out extremely well both the lighter side of bus operation in a less hurried country and the sobering financial state of much of the transport system. It was obvious that the speaker's enthusiasm had added Ireland to quite a few people's lists of those places which "I really must visit soon." (R.L.K.)

NEW PUBLICATIONS

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

Thames Valley Traction Co. Ltd. Fleet History (4s. 6d.).

This is the latest in the series of fleet histories jointly produced by The Omnibus Society and the P.S.V. Circle and it includes Newbury & District and South Midland.

Feathers in their Cap, by Robin N. Hannay (5s. 4d.).

No fewer than 52 photographs are included in this authoritative history of Guy and Sunbeam which the Society has just published. A fuller notice will be given in the next issue.

SLIGHT ACCIDENT

Why an obstinate bus-driver held up the traffic in India

From *The Times**

SUDDENLY ahead of us we caught sight of a collection of people and vehicles near one of the innumerable hairpin bends of which the road was composed. It did not require great powers of deduction to appreciate that there had been an accident. A bus had been involved in a collision with a Studebaker driven by an American tourist. He was driving in the same direction as we were. Behind him was another bus which had been held up by the accident.

When James and I arrived on the scene the preliminary charges and counter-charges seemed to have been exhausted. Stalemate had set in. It was clear from what the American told us and what we could perceive for ourselves that the driver of the bus was to blame. He had taken the corner much too far over on the wrong side and his vehicle remained on the spot marked X for all to see.

NEGLIGIBLE DAMAGE

The actual damage entailed was negligible. The car's bumper was slightly askew; there was a small hole in the side of the bus. An impassive gaggle of Indians stood around philosophically awaiting the arrival of a distant policeman whom the bus-driver's friends had set out to find.

Now, while we sympathised with the American and were secretly glad that, in this land of intricate subtleties and chronic mendacity, it was not we who might be involved in a court case, we urgently wanted to be on our way. For his part the American cheerfully made his driver back his car to give us room. But the bus still blocked the narrow road. We might have got past had it not been for a deep ditch on the nearside. We could not circumnavigate this on account of a massive shoulder of rock.

As for the bus-driver, he adamantly refused to budge. With folded arms and an enigmatic smile he stood there, not even shaking his head at our importunings. We pointed out that he was clearly in the wrong. One would have imagined that he would be only too glad to move his bus out of its incriminating position.

Nothing would induce him to move. Mark the spot, then. Measure the distances and then you can put the bus back exactly where it was. We might not have been there for all the response we received.

With commendable patience in one who, before Independence, had been used to raising his voice and getting his way, James reasoned with the man. Reason turned to veiled threats. Neither availed. James ostentatiously got out his camera and photographed the driver. The photograph would be filed together with a detailed complaint. The driver remained unmoved by this subtle approach.

GROWING CROWD

By now the original crowd of spectators, composed of two lots of passengers, had been considerably augmented and this, incidentally, was always one of the most astonishing features of India: the speed with which a crowd would collect. No matter in how remote a part of the country you might decide to have a picnic, say, within a matter of moments you were surrounded by staring, silent, brown faces.

A herd of pack-donkeys had pattered to a halt along the road while their drovers spat betel-juice and stared at us. Bullock-carts with tinkling bells lurched to a halt while their drivers smoked long bidis and stared at us. They all had even more to stare at presently.

Desperate circumstances demanded desperate measures. Unless we took the initiative we should never get through. The nearest police-post might be miles away. Together James and I inspected the ditch. We decided we might be able to fill it in sufficiently for the car to be driven through with extreme care.

James fetched a mommetty—that essential tool for dealing with monsoon damage—from the boot and we set to work. While I clawed up stones and rocks, James wielded the mommetty with a savagery that suggested he would have liked to cleave the driver's skull with it.

It was laborious, perspiring work made infinitely harder because we had an audience. In the trees the noisy clatter of cicadas rose and fell like some intense electric current. Black-footed monkeys whooped desirively.

EAGER TO GET AWAY

Spurred by irritation and a desire to get going, we laboured strenuously. Drill trousers and white shirts began to show signs of our exertions. But we did not care. We were too eager to get away from this enervating passivity in which some 40 people were prepared to allow one man's obstinacy to cause them considerable inconvenience.

Meanwhile, the watching spectators had drawn closer to witness the astonishing sight not only of someone taking the initiative but also of white men stooping to do manual work, work fit only for sweepers and the like! To anyone who has not been to India the sensation we had caused will be difficult to convey.

Unabashed by a running commentary of sarcasm in Tamil from the puffing James, who was swelling almost visibly with effort and indignation, they stood there in silent wonder, punctuating their silence with gobs of betel-juice. Then, suddenly, one man, one scrawny little man could stand it no longer. It was all wrong

that white masters should degrade themselves in this way.

He seized the mommetty from James's hands and began to cut away the soil into the ditch. His example was infectious if only to the extent of persuading one other man to start chucking stones in. As for the rest of the assembled passengers, babus, shopkeepers, merchants, and whatever else they might have been, they remained as unmoved as the bus-driver.

SCRAPING PAST

At length, dusty, sweating, crumpled, we decided the ditch was full enough to give us passage. Inch by tremulous inch we drove the car between the bus and the rock-face. The proverbial coat of paint had nothing in it. Lurching and crashing like a corvette in an Atlantic storm, we got through.

We now felt it incumbent on us to get the American through the gap as well. Now and only now was the

bus-driver galvanised out of his passive role. As soon as he realised what was afoot he placed a large rock under each of the Studebaker's front wheels and himself against the bonnet of the car, "Ils ne passeront pas" inscribed in his every movement, albeit in Tamil.

There was nothing further we could do. We went on our way, hoping that the American would eventually extricate himself from the impasse he was in. We saw him the following day at our hotel. We compared notes about the affair, assured him that he had a clear case as the bus-driver was so palpably in the wrong.

"Ah, brother," he retorted wryly. "You didn't wait till the end of the story. You see, the policeman was a cousin of that durn driver. I don't fancy my chances if they take it to court."

That may or may not have been apocryphal. But we knew only too well how true it could have been.

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ANNUAL DINNER 1961

This year the annual dinner of The Omnibus Society will be held in Scotland on Saturday, June 3rd. Further details will be given in the February *Omnibus Magazine*.

PHOTOGRAPHIC PRICE LIST

The Society's Overseas Corresponding Member, Mr. F. Schultz, of 43 Johnston Avenue, Bootle 20, Lancs., has very kindly offered to members the bargain prices for developing and printing listed below.

Development of film		9d. (if film failure, no charge)
Development of film + 1 print	1s. 3d.	} to sizes 3½in. x 3½in. from square negatives, or 3½in. x 4½in. from long negatives
.. + 2/3 prints	1s. 6d.	
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.. + 6/7 prints	2s. 6d.	
.. + 8/9 prints	2s. 9d.	
.. + 10/11 prints	3s. 0d.	
.. + 12 prints	3s. 6d.	
.. + 13/14 prints	4s. 0d.	
.. + 15/16 prints	5s. 0d.	
.. + 17/20 prints	6s. 0d.	
.. + 21/25 prints	7s. 0d.	
.. + 26/36 prints	9s. 0d.	
e.g. roll of film with 8 good negatives + 1 print	from each costs only 2s. 9d.	
roll of film with 36 good negatives + 1 print	from each costs only 9s. 0d.	
Fine grain developing only (35 mm or special)	1s. 6d. each	
Reprints from square negatives to 3½in. x 3½in.	4s. 0d. per dozen	
from long negatives to 3½in. x 4½in.	4s. 0d. per dozen	
Postcards—glossy	5s. 0d. per dozen; stipple 5s. 6d. per dozen	
Enlargements—6½in. x 4½in. glossy or stipple	1s. 0d. each	
8½in. x 6½in. glossy or stipple	1s. 9d. each	
10in. x 8 in. stipple only	2s. 9d. each	
12in. x 10in. stipple only	4s. 0d. each	
Colour films		
Details supplied on request		

All the above plus 3d. only for return postage.

All members of the Society can avail themselves of this opportunity.

Mr. Schultz will also be pleased to quote for other photographic equipment.

AROUND THE TRAFFIC AREAS . . .

NORTHERN TRAFFIC AREA

CUMBERLAND

The first 30ft. long Bristol Lodekkas with forward-entrance 70-seat bodies are 404-6.

DURHAM DISTRICT

The first new Bristol-E.C.W. semi-coaches to be delivered since Durham District Services was formed are DBE17-9. Unfortunately, displaced as a result is a vehicle that was unique in the British Transport Commission-controlled fleets—a Raine-bodied Leyland Comet coach (DLC106) which has been sold to N. Fox, the Falstone operator, who receives a B.T.C. subsidy for the Bellingham-Steele Road Station service.

MIDDLESBROUGH CORPORATION

During September, there was an increase in the number of passengers travelling on the buses. This is the first increase for some months and the figure is higher than for September 1959.

NORTHERN GENERAL GROUP

The delivery of the Leyland Atlanteans to the group has caused some interesting transfers to Northern General. This is not the first time that "middle-aged" buses have been sent to Northern from the subsidiary companies before disposal. The vehicles concerned are:

- 1900-12 Guy-Park Royal (ex-Gateshead 1-13)
- 1934/5 Leyland PS1 - Duple coach (ex-Sunderland District 216/7)
- 1936-42 Guy-Park Royal (ex-Gateshead 14-20)
- 1943-8 Guy-N.C.B. (ex-Gateshead 21-6)
- 1949-51 Leyland PD2-Leyland (ex-Tynemouth 31-3, originally Tyneside 31-3).

Route 91 (South Shields-Hyllon Castle) is to be varied between Cleadon and East Boldon to travel via Boldon Lane, Cleadon Lane and Station Road instead of via Whitburn Road and Station Road. Gateshead & District have applied for extensions to their interesting service 15 which at present runs from Teams to Felling Square via Holly Hill. All journeys would be extended southwards from Felling Square along Coldwell Lane, then alternate buses would follow NGT 82 westwards along Windy Nook Road, then to Sodhouse Bank to terminate at Queen Elizabeth Avenue. The other variant would be eastwards via Albion Street, which is not served by any route, almost to Heworth Colliery, then north to West Colegate at the entrance to Leam Lane Estate.

PERCIVAL BROTHERS (COACHES) LTD., Richmond

The passenger side of the business of Sunter Bros., of Northallerton and Catterick, was taken over in November. The main operations were week-end leave journeys for troops although other excursions and tours licences were held for both Northallerton and Catterick Camp. On Wednesdays and Saturdays a group of rural services is operated by variously linking up the three stage licences which are:—

- Darlington to Danby Wiske via Dalton and Atley Hill.
- North Cowton to Northallerton via Atley Hill, Scorton, Little Longton, Yafforth and Danby Wiske.
- East Cowton to Northallerton via Atley Hill, Scorton, Little Langton and Yafforth.

Sunter Bros. started coach operation when British Road Services took over their lorry fleet but once again they have built up substantial road haulage interests.

SOUTH SHIELDS CORPORATION

The delivery of buses 122-4, Daimler CSG6s with 65-seat highbridge Roe bodywork, marks a return to this

chassis builder. Daimlers were standard buses from 1934 to 1939 but only one, 145, has entered service since the war.

Motor buses are now being substituted for trolley-buses on the peak period service 9 (Tyne Dock-The Lave).

UNITED AUTO

The first forward-entrance 30ft. long Bristol Lodekkas, BL57-65, have entered service, mainly on 24 (Darlington-West Hartlepool). All the other Lodekkas have now been fitted with doors apart from those on the Scarborough town service (BL3-5, BL7/8). New buses also include the first designed specially for p.a.y.c. operation (BU603-5). Notable withdrawals are those of the Harrington-bodied Bristol L6B coaches (BBT1-6), the last of a famous line of vertical-engined coaches operated in the olive green and cream Tyne-Tees-Thames livery.

Route 41 (Durham-West Hartlepool) is to be diverted between Hart Station and West Hartlepool through the West View Estate now that New Road has been opened to link the A1086 with King Oswy Drive. United also propose to turn their Alnwick town service, still unnumbered, into a cross-town route by linking the present run to St. James Estate with a new one to Barrasdale Estate.

YORKSHIRE TRAFFIC AREA

BRADFORD CITY TRANSPORT

With the re-entry into service of Karrier W trolley-bus 705 on August 1st after rebodding by East Lancs., the latest rebodding programme was completed. It is interesting to reflect that until January 1956 there were only 20 8ft. wide vehicles in service; now there are nearly 120. Twelve of the recent acquisitions (5 ex-Doncaster BUTs, 5 ex-Grimby Karrier Ws and 2 ex-Ashton Sunbeam Ws) are all due to be rebodied by East Lancs. before entering service.

Fleet numbers are to be allocated as follows:—

- 820/1 FTJ400/1—ex-Ashton
- 822-5/7 AEE 22-5/7—ex-Grimby-Cleethorpes
- 831-5 LHN781-5—ex-Doncaster.

The sixth ex-Doncaster vehicle (LHN780) has been used for spare parts. The finance committee has issued a list of likely capital commitments which reveals that the transport committee hopes to buy 12 trolleybus bodies (see above) and 10 motor-buses in 1961/62, and in some future year 50 new motor-buses, 10 new trolleybuses and 49 new trolleybus bodies.

The ex-London RTs (401-25) are receiving overhauls and are being repainted in the standard Bradford livery. The first of the 1947/48 A.E.C. Regents with N.C.B. bodies (536) was withdrawn in July and consideration is being given to using the chassis as the basis of a tower wagon.

EAST YORKSHIRE

With the sale of Leyland PD1As 433-40, the double-deck fleet strength is reduced from 167 to 159. New arrivals are one-man operated Metro Cammell-bodied 41-seat Leyland Tiger Cubs 688-91 which were licensed at Pocklington from November 1st. The nine vehicles equipped with illuminated advertisements are 606-12 and 630/1.

HULL CORPORATION & EAST YORKSHIRE

On October 30th the joint services between Hull and Paull and the winter-only workmen's service between Preston and Saltend were withdrawn and replaced by re-routing certain journeys on the Hull-Hedon service;

some now operate outward from Hull direct to Hedon and return via Paull, and others operate outward via Paull and return to Hull direct. On Mondays to Fridays throughout the year one morning journey operates outwards from Hull via Preston to Hedon and returns direct, and one evening journey operates in the reverse direction. Passengers between Preston and Saltend must now change at Saltend Lane where connection is made with the Hull-Saltend service. The East Yorkshire service number is 19 and the Corporation's numbers are 49 for the direct route, 84 outwards via Paull returning direct, 86 in the reverse direction, and 92 for journeys via Preston.

LEDGARD, Leeds

Four ex-Bristol Leyland Titan PD1s (KHW631, KHY395, LAE2 and LAE121) were acquired from the Leeds dealer, W. North Ltd., in October. LAE2 has a Bristol body built at Brislington and the others have E.C.W. bodywork. All are highbridge.

LEEDS CITY TRANSPORT

On October 30th, a new service, numbered 9, was introduced between Whitkirk (Selby Road) and Pudsey (Bradford Road). It is intended that this service will operate along the Leeds ring road, but as a section of it at Cross Gates is not yet completed the present route at Cross Gates is via Barwick Road and York Road. Operation is daily. Consequent upon the introduction of this service, the Whitkirk-Cross Gates section of 39 has been withdrawn.

C. G. LITTLEWOOD LTD.

The application for a new express service to Weymouth has been granted (see page 115 of the November issue). It is expected that it will commence next Whitsun.

MEXBOROUGH & SWINTON

Application has been made jointly with Rotherham Corporation for licences for motor-bus services to replace the Rotherham-Mexborough (Adwick Road) and Rotherham-Conisborough trolleybus routes. It is proposed to extend the route at Conisborough and run some journeys to Windmill Estate and others to Ellershaw Estate. It is understood that Rotherham-Mexborough-Conisborough will be operated with Leyland Atlanteans from March 27th and that the Manvers-Conanby trolleybus route is to be abandoned this month.

SHEFFIELD TRANSPORT

A new daily service 28 was introduced on November 27th between City (Pond Street) and Herdings via Rolleston. Application has been made for a new service between Sheffield and Chesterfield via Eckington with certain journeys then running via Staveley and others via New and Old Whittington. Joint operation with Chesterfield Corporation and East Midland is proposed.

The Tenter Street tram depot is to be made suitable for garaging 40 buses. Sheffield public works department will carry out the necessary work to this 31-year-old building, and included in this will be re-flooring at a cost of £29,000. A double-deck bus which is on order will be experimentally equipped with fluorescent lighting.

SHEFFIELD UNITED TOURS

The application to take over the excursions, etc., of G. E. Whiteley has been granted (see page 115 of the November issue). Operation is being continued under the name of Whiteley. Two Bedford coaches were acquired with the business (UYG252 and 312DTE). For this year's season will be delivered Plaxton-bodied Fords (315-7) and A.E.C. Reliances (318-25), of which the Earl's Court Show model (319) was licensed on November 1st.

WEST RIDING

Route 18 (Leeds-Rothwell) was re-routed on September 5th so as to run over a circular route in Rothwell via Woodlane Estate, Rothwell (Abraham Hill) and Haigh Road. Buses show 18 on journeys via Woodlane Estate and 19 on journeys via Haigh Road. In May route 150

(Willow Park-Pontefract) and the un-numbered route from Pontefract to Knottingley were linked as 149 but now this route has been divided again and the Willow Park section is numbered 150 and the Knottingley section is not numbered.

A new time-table was issued in October, the first for 22 months, and most of the former Bullock routes remain un-numbered. There is some duplication of route numbers and in most cases the two routes having the same number operate over the same road or between the same two places for some part of the way:—

- 98 Lupset Bar and Wakefield
 - Overton, Middlestown, Horbury, Thornes and Wakefield
 - 150 Ferry Fryston, Castleford and Leeds
 - Pontefract and Willow Park School
 - 151 Alredale and Castleford via Glass Houghton
 - Cutsyke Crest, Castleford and Ferry Fryston via Glass Houghton
 - 156 Alredale and Castleford via Queens Park Drive
 - Ferry Fryston, Alredale and Castleford
- A total of 50 Guy Wulfrunians is on order.

WEST YORKSHIRE

As from September 25th all services into and out of Wetherby have used the new bus station. It is proposed to reorganise the Harrogate local services and application has been made for ten new services to replace the eleven existing ones.

YORKSHIRE TRACTION

The bus business of Camplejohn Bros., of Darfield, with two routes between Thurnscoe and Barnsley, an express service from Thurnscoe and Darfield to Blackpool, and a group of excursions and tours starting from Darfield, is being taken over. The bus fleet consists of four single-deck buses and six coaches:—

- 3 Sentinels (HAW577, LWT880, 775ERF)
- 1 Atkinson service bus (TTC880)
- 1 Atkinson coach (XTD665)
- 2 Bedford SBOs (NWU194, NWW514)
- 1 Dennis Lancet III (JWT842)
- 1 Commer TS3 Avenger (TWX 40)
- 1 Ford Thames Trader (XWY376).

It is understood that January 1st is the date of the transfer and further that the fleet is included. The haulage side of the business is not affected.

New Metro-Cammell-bodied Leyland Tiger Cub buses are 1163-85 but 1173-85 are in store. 1186-9 are the forward-entrance Northern Counties-bodied Leylands using PS2 chassis already mentioned in the *Magazine*. The remaining three Leyland PS2-Windowver coaches were withdrawn in October and are to become 1190-2 with forward-entrance double-deck Roe bodies, whilst 1193/4 will be similar vehicles constructed on the chassis of County Motors (Lepton) 83/4. These five PS2 rebuilds will be re-registered VHE190-4. Following on these registration numbers will be 11 Leyland Titan PD3/1s with 73-seat Northern Counties forward-entrance bodywork (1195-1205) and 6 Leyland Tiger Cub PSUC1 coaches with 37-seat Burlingham Seagull 70 coachwork (1206-11). Only 12 Leyland PS1s remain (985-96) and of the recent withdrawals one (781) has been sold as a service vehicle to the Eastbourne Tramway Company, which runs a narrow-gauge railway on the shore at Eastbourne.

YORKSHIRE WOOLLEN

Nine Leyland Titan PD3A1s have been ordered. The "A" denotes the use of the new structural plastics front end instead of the normal steel structure.

NORTH WESTERN TRAFFIC AREA

BLACKPOOL CORPORATION

On October 18th, one service was extended and two new services were introduced. 5 (Half Way House-Grange Park Estate, Easington Crescent) was extended further along Dinmore Avenue to Pilling Crescent. 9A

is the number of a new service from Talbot Road bus station to Collins Avenue in Ingthorpe Estate, operating via 9 to Bispham Clinic then via Allhallows Road, Ingthorpe Avenue and Ashfield Road (due to road works not being completed the service is temporarily terminating at Allhallows Road/Ingthorpe Avenue). 9B is the other new service, from Talbot Road bus station to Russell Avenue/Fleetwood Road, via service 9 to Bispham Clinic and then along Devonshire Road and Fleetwood Road. 9A runs daily but there is no Sunday service on 9B.

A request for a five-day week to replace the eleven-day fortnight for both drivers and conductors has been turned down. This arrangement would have resulted in the expenditure of over another £40,000 annually.

Tramcars 272/5/7/80 have been adapted to haul Metro-Cammell trailer cars T1-4.

BOLTON CORPORATION

The overhauls of bus bodies are to be carried out by commercial firms as a result of a recommendation approved by the transport committee.

CROSVILLE

From November 5th, three journeys on Saturdays on M26 (Rhyl-Ffynnongroew) were extended to Pen-y-Fford, and from November 24th the Thursday and Saturday journeys between Corwen and Bryneglwys on D9 were diverted to operate via Maes Afallen housing estate, Corwen, in both directions; both revisions are for the usual experimental 8-week period. A new Sunday service, C53, was introduced on November 6th between Chester (Market Square) and Hoole (Kingsway) on an hourly frequency from 12.15 p.m. to 10.15 p.m.

Due to lack of support, service F16 (Birkenhead-Willaston-Neston-Ness, via Hadlow Road) was withdrawn after operation on December 2nd. There was one journey in each direction.

Because of congestion in Birkenhead in the area of the Mersey Tunnel entrance, from November 7th all inward buses from Parkgate, Heswall and Meols on services F17 to F24 and F27 arriving at Birkenhead Central Station between 8.15 and 9.15 a.m. on Mondays to Fridays are re-routed via Argyle Street and Hamilton Square South, in place of the Haymarket and Hamilton Street. On occasions when it is necessary, the period of diversion extends beyond 9.15 a.m.

LANCASHIRE UNITED

Apparently complementary to the allocation of numbers to express services by North Western, the numbers X97 and X99 are now carried by the Tyne-Tees-Mersey services from Liverpool to Newcastle-upon-Tyne and to Middlesbrough respectively. Three school services in Atherton have also been given route numbers:—

90 Hag Fold (Somerset Road/Warwick Road)-Car Bank Street -Chowbit School (Bolton Old Road)

91 Hag Fold (Somerset Road/Warwick Road)-Mayfield Street (R.C. School)-Howe Bridge School (Leigh Road)

92 Hag Fold (Somerset Road/Warwick Road)-Lee Street School (via route 30).

LIVERPOOL CORPORATION

For some considerable time, 30 Leyland Titan PD2/20 and PD2/30 chassis with body shells by Crossley, for which fleet numbers L280-309 were allocated, have been in store at Edge Lane works. Tenders have now been invited for the completion of the bodywork by outside bodybuilders.

LLANDUDNO & COLWYN BAY ELECTRIC RAILWAY
Ex-Southdown Guy Arab 3 GUF159 has been converted into an open-topper for summer operation.

The result of 1959's working was a profit of £662 compared with a loss of £1,711 in the previous year.

LYTHAM ST. ANNES CORPORATION

A sub-committee is considering a complete reorganisation of the "internal" services, 1, 2, 3 and 4.

ST. HELENS CORPORATION

The 40 buses for which tenders were invited recently will be made up of 25 Leyland Titan PD2A30s (with the

new front which was originally introduced at St. Helens) and 15 A.E.C. Regent Vs. Bodywork will be by M.C.W. (28) and East Lancs. (12).

From October 29th the Saturday extension of seven journeys on 317 (Liverpool-St. Helens) to Wigan via Billinge was dropped.

WALLASEY CORPORATION

Two experimental services were introduced on October 31st. 22 runs from Haydock Road to Town Meadow Lane, Moreton, and is designed to provide the Seabank Road district with direct contact to Liscard, Wallasey Village, Leasowe and Moreton. It runs on Mondays to Saturdays between 9 a.m. and 5 p.m. on a 40-minute frequency. 23 operates from Seacombe Ferry to Mill Lane/Woodstock Road along Birkenhead Road, Dock Road, Poulton Bridge Road and Mill Lane and serves all centres of shipping activity from Alfred Dock to Bidston Dock. This runs at peak periods on Mondays to Saturdays on a 20-minute frequency. The number 22, incidentally, clashes with Birkenhead Corporation in Moreton; all would have been well if these two services had been numbered the other way round.

WIGAN CORPORATION

New style plastic front ends will be fitted to 14 Leyland Titan PD3A2s on order.

WEST MIDLAND TRAFFIC AREA

BIRMINGHAM CITY TRANSPORT

The transport committee has invited tenders for 20 72-seat 30ft. x 8ft. front or rear entrance vehicles to enable experience to be gained before placing orders for fleet replacement. The tender of the Daimler company for the supply of ten Daimler Fleettlines has been accepted, and that of Leyland Motors for the supply of ten Atlanteans. 42 Daimler COG5s are offered for disposal.

MIDLAND RED

Most of the pre-war ONC coaches have now been sold, relegating some C1s to permanent bus work. A serious staff shortage at Leamington depot has resulted in the hiring of vehicles and drivers from Green & Griffin, of Leamington. Ex-Maidstone & District Beadle-A.E.C. NKT953 and ex-Devon General A.E.C. Regent III HTT332 (see picture on page 3) were fitted with Midland Red Leamington area destination displays. Mr. Green and Mr. Griffin used to be Midland Red drivers until they set up in business on their own a few years ago.

Statistics announced for the first twelve months operation of the Birmingham-London express service via the motorway include the following:—

5,118 journeys operated.

623,201 miles run.

86.97 per cent of available seats occupied.

17 drivers employed.

12 late arrivals—7 because of fog, 2 because of ice, and 3 because of traffic congestion in London.

There have been no accidents, and mechanical failures numbered two—a partially seized piston and a faulty fuel pump.

POTTERIES MOTOR TRACTION

From November 5th, the journeys between Derby and Uttoxeter, formerly advertised as short journeys on 23 (Hanley-Derby), were revised and extended to and from Longton (service 90). The 3.30 p.m. from Longton, which arrives in Derby at 5.20 p.m. and leaves again for Longton at 6.5 p.m., frequently works as a duplicate to the Trent 5.30 p.m. from Derby to Moorgate (on the northern side of Mackworth estate), even if the P.M.T. vehicle is an Atlantean and the Trent vehicle a saloon, and this has been the practice for some time before the recent revision.

A Dawson washing machine is being installed in the Burslem depot, which is being reconstructed. When completed next year, the depot will have room for 93 vehicles—an increase of 53.

WOLVERHAMPTON CORPORATION

Reconstruction of the River Severn bridge at Bridgnorth has caused the width of road open to traffic on the bridge to be reduced to 9 feet. Although it is safe, a wall exists on one side only and precautions have been taken by the Corporation to avoid a mishap by operating smaller buses during the daytime and suspending services in the hours of darkness. When the buses are not running, passengers cross the bridge on foot and they have two alternatives to reach the town—to walk up the steep hill or travel on the Cliff Railway. No Midland Red buses are running over the bridge.

INDEPENDENTS

Further to the note on A. Grainger (Smethwick) Ltd. in the last issue, the Grainger business has been taken over by T. W. & G. G. Leadbetter with four coaches. A new company—Reddieroft Luxury Coaches (Sutton Coldfield) Ltd.—has also been formed with Sutton Coldfield and Smethwick addresses, but only one vehicle is so far owned.

The business of A. Wright, of Cradley Heath, with two coaches has been acquired by Hadley Bros., of Quarry Bank.

Two vehicles were also involved in the transfer of some routes from the Corvedale Motor Co. Ltd. to W. & C. A. Griffiths of Leintwardine (see November issue).

"Motor Transport" of November 18th stated that Samuel Johnson (Supreme) Ltd. had been re-named Birds New Sales Ltd. Behind this brief announcement lies a complicated story. When Samuel Johnson (Senr.) died, control of Samuel Johnson (Supreme) Ltd. was obtained by W. T. Bird, the well-known Stratford-on-Avon dealer. The company then carried on its normal coach operations as before. In 1959 Don Everall (Stourbridge) Ltd. took over the licences of the Supreme company, whilst the vehicles were retained and sold off slowly by Supreme. Three of these (Commer Avengers) went into the fleet of Don Everall. The premises of Samuel Johnson (Supreme) Ltd. thus having become vacant, they were used by W. T. Bird for the storage of second-hand vehicles and Everall's operations were transferred to the former C. & V. garage at Wollaston. Everall re-painted a number of his vehicles in Johnson livery and these are still running. Now has come the latest chapter—the re-naming by W. T. Bird of the Samuel Johnson company Birds New Sales Ltd.

EAST MIDLAND TRAFFIC AREA**BARTON**

Further to the notes in the last issue, 862-8 are to have Panorama-type coachwork and 869-74 have the new Embassy body. Fleet numbers 876 and 877 are reserved for two more Leyland PD1 Titans from Leicester Corporation. The last ex-Allen Daimler (756) has been withdrawn from service.

Application has been made to the traffic commissioners to operate double-deckers "of the Dennis Loline type" on the routes through Sawley Junction. The licences concerned cover the following services:—

- 3/3A Nottingham-Castle Donington
- 3B Long Eaton-Aston on Trent
- 3C Nottingham-Swadlincote
- 5C Beeston-Spondon (Celanese) via Old Sawley
- 10 Nottingham-Loughborough
- 10A Kegworth-Loughborough via Sutton Bonington
- 10C Kegworth-Loughborough via West Leake Lane End
- 11 Nottingham-Coalville
- 15 Ilkeston-Old Sawley
- 17 Sandiacre-Old Sawley
- 39 Long Eaton-Derby
- 43 Nottingham-Aston on Trent.
- 44 Nottingham-Sutton Bonington.

DERBY CORPORATION

From December 11th, routes 46 and 47 (Market Place-Grange Road and Boulton Lane respectively) were linked in the Boulton estate to form a circular service—

46 out via Grange Road returning via Boulton Lane; 47 out via Boulton Lane returning via Grange Road. The Market Place-Coronation Avenue service (40) is now worked entirely independently of the Grange Road service.

An unusual application by a firm of manufacturing chemists in Derby, F. W. Hampshire & Co. Ltd., to run their own stage carriage services from Derby bus station to their factory in Sinfyn Lane was granted in part by the East Midland traffic commissioners on November 29th. The part granted related to a bus leaving the bus station at 7.15 a.m. and operating via The Spot and Normanton Road. There are four picking-up points. From The Spot the route is the same as Derby Corporation's peak period service 38 (Market Place-Sinfyn Lane via Normanton Road), and the fares are the same. A saloon bus and crew hired from Trent is being used, but fares are not collected on the vehicle. The service started on December 5th.

GRIMSBY-CLEETHORPES TRANSPORT

A replacement programme has been announced involving the purchase of seven buses in each of the next two years. The Earl's Court Show Reliance (20), which entered service in the middle of November, is included in the 1961 programme and six buses are therefore shortly to be ordered. There are now 97 vehicles compared with 114 when the committee was formed.

LEICESTER CITY TRANSPORT

After having on hire 398JTB, a Leyland Atlantean demonstrator, from October 8th to 22nd, an order has been placed for five A.E.C. Bridgemasters and five Leyland Titan PD3/1s.

CITY OF OXFORD

The five forward-entrance East Lancs.-bodied Dennis Loline IIs expected shortly will be numbered 301-5.

SOUTH NOTTS

An Alexander-bodied Leyland Titan TD5 (72), and subsequently two Titan PDIs with Brush bodies, have been acquired—all formerly belonging to the Ribble fleet.

TRENT

A new Fridays-only service with one journey in each direction is 20B from Chellaston (Snelsmoor Lane/Aston Lane) to Derby. The route in Chellaston is Main Road and High Street to Aston Lane.

The last of the current orders for Leyland Atlanteans (1090-5) were recently placed in service. In anticipation of next year's deliveries, all the remaining unrebuilt A.E.C. Regal Is have been withdrawn from service.

INDEPENDENTS

The Northampton business of M. E. Knight was taken over with effect from July 1st by York Bros. (see June issue). The vehicles involved were two pre-war A.E.C. Regals with post-war bodies (Harrington and Whitson), two Regal Is with Harrington bodies, a Regal III and a Maudslay Marathon III, both with observation-type Whitson coachwork, and a Yeates Riviera-bodied Reliance. The one and only Dennis Pelican (530BFG) has been acquired from Trimdon Motor Services by Datsy, of Broughton, and what is thought to be the Bedford J2 with Duple Midland 15-seat coachwork exhibited at the Show in September is now with Machin, of Ashby, registered WJU695. Recent second-hand double-deckers include Shelton (Wollaston) FXT259 ex-Progressive (Cambridge)—a pre-war London RT, a former North Western Bristol K5G-Willowbrook with Worth, of Enstone (JA7723), and ex-Chesterfield Leyland PD1 JRA650 which is now with Hambridge, of Kidlington.

EASTERN TRAFFIC AREA**H. C. CHAMBERS & SON, Bures**

Additional journeys between Bures-Sudbury-Long Melford-Bury St. Edmunds have been granted for introduction when and if rail services between Long Melford and Bury are withdrawn.

EASTERN COUNTIES

From October 3rd, certain journeys on 123A (Cambridge-Chatteris) were diverted in St. Ives to operate via Scotney's Factory. In consequence journeys on 127 (Somersham-St. Ives) now terminate at the Market Place instead of continuing to the factory. On 9A from Norwich to Wroxham, because of extensions to the runways at Coltishall airfield, journeys operating thereto are re-routed via Hautbois instead of Scottow. From October 30th the section of route on 118 (now Cambridge-Great Gransden) beyond the latter village to Waresley was withdrawn.

EASTERN NATIONAL

Certain Saturday journeys on 319 (Braintree-Wethersfield) were extended to Cornish Hall End from August 27th.

A new time-table booklet was published on November 27th. The ex-Mawdsley and Brown service has been numbered 76A and incorporated with 76 (Colchester-Fingringhoe). Revisions in the Basildon area included the introduction of a third service between the Town Centre and Pitsea Station (241 weekdays only) via Long Riding, which brought about the virtual withdrawal of 233 (Gardiners Lane-Pitsea Station), a former Campbell service. 243 (The Knares-Pitsea Station or Kenneth Road) was extended further into the Lee Chapel South housing area. 258 (Laindon Station-Vange) was drastically revised and now operates between Laindon Station and Church Road (Basildon Road) only via High Road and Wash Road. All Sunday journeys on this service and on 259 (Laindon Station-Langdon Hills) are withdrawn.

Single-deckers have now reached 519 with the delivery of more Bristol MW5Gs and double-deckers 1572 with the arrival of two Bristol FLF6Gs (forward-entrance 70-seat Lodekkas). 1023 is a former Brighton, Hove & District open-top Bristol K5G (CAP131).

GREAT YARMOUTH CORPORATION

The two 30ft. and three 27ft. long Daimlers on order will have Roe bodies seating 73 and 65 respectively.

IPSWICH CORPORATION

Now this year were East Lanes.-bodied A.E.C. Regent Vs 37-40.

MULLEYS MOTORWAYS, Ixworth

There has been no alteration to the condition imposed by the traffic commissioners (see November issue) on 67 which still operates as stated in the August issue.

C. S. PEGG, Caston

The Cranworth-Norwich service of D. Goff, Hingham, has been taken over along with an Albion-Duple coach. Mr. Pegg does not intend to keep the vehicle.

PREMIER TRAVEL

Subject to approval, it is planned to introduce a flat fare of 3d. (children 2d.) on the Haverhill town service for an experimental period of three months from January 1st. The present through fare is 7d.

SOUTHEND CORPORATION

During the construction of a new bus garage on the site of the existing one in London Road, some 20 buses are parked overnight in Southend Victoria Station goods yard.

INDEPENDENTS

Other independents, apart from those already dealt with under separate headings, who are in the news include several who wish to increase fares. A. Brown, of Guyhirn, has applied for an increase on the Wisbech-Murrow/Thorney Toll services, and F. G. Carter, of Northwold, for an increase on the Northwold-Watton/Downham Market and Foulden-Kings Lynn services. The Ashen-London (Kings Cross) service of B. K. Jennings, Ashen, and all the services of C. J. Smith, March, and of D. R. MacGregor, Sible Hedingham, are the subject of applications. In Mr. Smith's case coordination with Eastern Counties is desired. Mr. MacGregor has acquired a Bristol L6B, formerly with the Bristol Omnibus Co., and this is painted in the new

dark blue and cream livery with the fleet name Hedingham and District in a Tilling-style transfer and the fleet number LZ1 on a Tilling-style number plate. Other operators' second-hand vehicle acquisitions include two double-deckers—a former Plymouth Corporation Leyland TD5 with Ferrers Coaches, South Woodham, and a Devon General A.E.C. Regent III with Culling & Son, of Claxton.

SOUTH WALES TRAFFIC AREA**CAERPHILLY U.D.C.**

A new Massey-bodied lowbridge Leyland Titan PD3/4 is 28.

CARDIFF CORPORATION

Five Leyland Titan PD2A30s with the new glass-fibre reinforced plastics front ends are on order.

C. COLLIER, Abertillery

A new local service on weekdays is proposed between High Street (The Arcade) and Windsor Road (Six Bells) via Richmond Road, Bryngwyn Road and Llwynon Road.

GELLIGAER U.D.C.

14 is a new Longwell Green-bodied Leyland Titan PD2/40.

NEWPORT CORPORATION

The 1947 Daimler CVG6s have now all been withdrawn since the remaining two (135/6) came off in July. It is understood that the Leyland PDIs of the same vintage (137-45) are not due for withdrawal for some years.

SOUTH WALES

Commencing on September 26th, 80 (Bonynmaen Estate-Class Estate) was extended from Clase Estate roundabout via Long View Road to the junction with Ystwyth Place. This is only a very short distance and there is still a considerable area in the estate unserved by buses.

SWANSEA VALLEY SERVICES

Circumstances at Godrergraig have changed once more. Due to the relaxing of the weight limit to 10 tons (including passengers), normal operation has been resumed. However, 30ft. long double-deckers are used very little and South Wales Transport in particular are utilising their lightweight double-deckers on these routes wherever possible.

WESTERN WELSH

The additional hourly Saturday journeys on 219 (Bridgend - Aberkenfig - Brynmenin) between Bridgend and Aberkenfig are to operate during the afternoon only, and not during the afternoon and evening as hitherto.

WESTERN TRAFFIC AREA**BATH ELECTRIC TRAMWAYS**

One of the few routes still operating under the above heading rather than under the more usual Bath Tramways Motor Company, 5 from Bath (Guildhall) to Twerton (Shaws Way) is to be extended to Wedgwood Road.

BRISTOL OMNIBUS

136A, the railway replacement service brought into operation in November 1959 from Bristol to Frome via Clutton, is to be diverted between Midsomer Norton and Radstock via Welton Cross instead of operating direct between these two mining communities. Previous to 1959, this route consisted of one Sunday return journey only, covering 136 (Frome-Bristol via Marksbury) as far as Radstock and then following 88A (Radstock-Bristol) via Paulton.

A leaflet has been issued which is designed to encourage the use of the bus service between Bristol bus station and Bristol airport. On the cover a Bristol forward-entrance Lodekka and an aeroplane are depicted with the words "Visit Bristol Airport by Bus."

DEVON GENERAL

Following the opening of the new depot at Newton Abbot, adjoining the bus station, in September, the depot it replaces, Kingsteignton, has been sold and the allocation transferred to the new depot, which uses the yellow code discs instead. The lengthy 16 service from Newton Abbot to Okehampton, which has been mainly operated by double-deckers, is to be split to operate in two sections—Newton Abbot-Chagford and Chagford-Okehampton—throughout the year.

SOUTHERN NATIONAL

The second of the 1960 series of amendment leaflets has been issued for the Somerset & Dorset area, incorporating the following alterations:—

The new Seaton local service already referred to, which commenced on September 19th and not 13th as previously reported, was numbered 46.

93A (Crewkerne-Severalls housing estate) has journeys to the secondary modern school in Crewkerne from October 10th.

302, the works service from Weymouth to Portland (Underwater Weapons Establishment), now operates entirely on Portland itself from The Grove (Borstal Institution) to U.W.E. via Easton from October 17th.

305, a rush-hour route from Weymouth to Fortuneswell via Lynch Lane, was extended to Easton on October 31st.

35-seat and 36-seat one-man operated bus versions of the Bristol SUL4A have been delivered to Western and Southern National, and also some 33-seat coach versions. In due course Totnes will receive some SUL4As to take the place of its five SUS4As, 600-4, which are under consideration for use on the Penzance-Mousehole service where they will supersede the Bedford OBs. It has been the practice to draft the surviving Bedford OB buses to Penzance for this service and although a Bristol L saloon has been tried on the service it has been found that something much smaller than this is required. Both independents on this route, Harvey and Hitchens, have run Bedford OBs for some time.

SOUTH EASTERN TRAFFIC AREA**BRIGHTON CO-ORDINATION SCHEME**

January 1st is the date on which the co-ordination scheme embracing the five towns of Brighton, Hove, Portslade, Southwick and Shoreham becomes effective.

EAST KENT

A new local service 47 commenced on October 2nd from Westwood Garage via Rumfields Road to Broadstairs and St. Peters operating three times on Mondays to Fridays only.

HANTS & DORSET

The once-weekly service 92 (Bere Regis-Warham) is to be extended to Carcy housing estate in Wareham, the extension being entirely in the Western traffic area.

MAIDSTONE & DISTRICT

New vehicles are A.E.C.-Harrington coaches CO429-38, which are allocated to various depots, and the first Albion Nimbus, SO305. Also arriving are the first Leyland Atlantians of the DH551-70 batch, which have an illuminated offside advertisement and which are most likely to be based on the Luton depot at Chatham for operation on local services. "Trolleybus" 3A, the ex-Hastings Guy, was re-licensed at Silverhill on November 1st.

PORTSMOUTH CORPORATION

Leyland Titan PD3s 123-7 have been operating on Southdown 49/68 with Southdown crews during October. The 1934 A.E.C. 661T trolleybus which is being preserved (201) has been given an overhaul at Eastney and been repainted with single gold lining and grey roof before its removal to Beaulieu.

READING CORPORATION

A new route has been applied for to operate outside the town boundary hourly from the Station to Silverdale Road, near Loddon Bridge on the Ascot road.

SOUTHAMPTON CORPORATION

Daimler-Willowbrook demonstrator VKV 99, with Gardner 6LX engine, has been here on trial.

SOUTHDOWN

60A, the railway replacement service introduced in February 1955 from Petersfield to Harting, is to be re-routed in Petersfield via Heath Road and Pulens Lane to re-join its existing route at Sheet on the London road.

About 20 vehicles can be accommodated in a garage built to the rear of the bus station at Bognor, and the old garage near the railway station has been sold to a contractor.

THAMES VALLEY

In addition to the application by Reading Corporation (see above), the company proposes a new service from Reading Station via the Ascot road to Loddon Bridge and thence to Woodley (roundabout), joining up with 1A which runs to this point from the London road. Subsequently, it would be diverted via the Silverdale Road estate.

METROPOLITAN TRAFFIC AREA

(Coach Operators)

BANFIELD, S.E.17

Application has been made for the London-Great Yarmouth service of the associated company Grey Coaches Ltd., who are the legal owners of two Leyland PS1s and two Royal Tigers. Julius & Lockwood Ltd. have two PS1s (one of which is in the Empire's Best livery) and one Royal Tiger, and W. King & Sons Ltd. have two PS1s and two PS2s. The fleet of the whole Banfield group comprises 5 Leyland TS6, TS7 or TS8 coaches; 40 Leyland TS7 or TS8 buses (26 ex-P.M.T. and 14 ex-Lancashire United); 1 Leyland TD7 with a coach body; 17 Leyland TD4, TD5, TD6 or TD7 double-deckers; 30 Leyland PS1 and 6 PS2 coaches; 21 Leyland Royal Tiger, 16 Tiger Cub and 2 Leopard underfloor-engined coaches; and 1 Tilling Stevens coach. Carrying the Empire's Best livery are a PS1, a Royal Tiger and three Tiger Cubs; while four Royal Tigers carry Eagle Airways' name (three of these being former Venture machines).

LONDON TRANSPORT

On November 9th, another stage was reached in the trolleybus conversion with the withdrawal of 607 and 655. Taking their place are three new bus routes. 607 has been replaced by a new bus route 207, and there is also a new weekday 207A from Chelsea to Hayes Station via South Kensington, Kensington High Street, Shepherd's Bush, Acton, Ealing, Hanwell, Southall and Coldharbour Lane. There is no service between Chelsea and Shepherd's Bush during the evening. The 655 is replaced by bus route 255, running all day Mondays to Fridays between Acton (Bromyard Avenue) and Hammersmith with buses to Clapham Junction during the rush hours. On Saturdays it runs between Hanwell and Hammersmith. On Saturday evenings and on Sundays buses run between Hanwell and Brentford only. At the same time, bus route 120 was withdrawn between Southall (Delamere Road) and Hayes Station. Following this stage of the conversion (Stage VIII), the disused overhead junctions at the Half Acre, Brentford, have been taken out and replaced by plain wire since this point continues to be served by the 657 and 667

trolleybuses which, although not being retained as originally intended, will be amongst the last services to be converted.

On November 23rd, a number of changes in Country and Green Line routes took place in connection with the introduction of electric train services on the Eastern Region in the area bounded by Letchworth, Bishops Stortford, Epping and St. Albans. Variations in timetables took place on 310, 310A, 327, 331, 339, 350, 350A, 372, 384, 384B and 393 on Mondays to Fridays.

Other changes from the same date include:—

377 This is a new route from Apsley Mills to Redbourn via London Road (Two Waters), Two Waters Road, Marlowes, Queensway, Alexandra Road, Midland Road, Adeyfield Road, Wood Lane End, Maylands Avenue, Swallowdale Lane, High Street Green, Hemel Hempstead Road and Fish Street, Redbourn. Route 377A has been incorporated in it and this number is no longer used.

384 & 384B

All buses operate through the bus station at Stevenage.

386 Buses have been diverted in Stevenage away from Almonds Hill, Walkern Road and Letchmere Road to run via Fairland Way, St. George's Way, Southgate, Danestrete, Stevenage bus station, Great North Road and back to the normal route at Stevenage High Street. Also as an experiment, buses will run between Hare Street and Cromer via Ardeley, as Smith (Buntingford) buses have run for some time.

388 This is re-routed in Welwyn North between New Road and Hertford Road to operate via Station Road to serve the Woodside Road estate.

In the Harlow area, to serve the new Harlow Town Station 805 and 806 run via Fifth Avenue, Burnt Mill roundabout, Elizabeth Way, River Mill and the Hornbeams. The works journeys operate via Fifth Avenue, Burnt Mill roundabout, Elizabeth Way to the Pinnacles instead of through Fourth Avenue. On 805 an hourly Sunday service operates between Little Pardon (Canons Gate) and Potter Street, and further hourly journeys between Harlow bus station and Potter Street. An hourly Sunday service has also been introduced between Latton and Harlow bus station. Adjusted timetables on 396A to Pinnacles give improved train connections at Harlow Mill Station at Monday-Friday mid-day and evening peaks and also at Saturday peaks to help factory workers.

801 has had journeys extended to Gunnels Wood Road South.

809 Sunday journeys have been extended to Hitchin (St. Mary's Square) via Danestrete, Great North Road, High Street, Hitchin Road, London Road, Queen Street, southbound via Hermitage Road, Bancroft, Market Place, Sun Street and Bridge Street.

The following revisions have taken place to Green Line coach routes from November 23rd:—

712 Diverted between Radlett and St. Albans to run via Colney Street, St. Julians (North Orbital Road), Driftwood Avenue, Watford Road to St. Albans as bus route 321 and on to Luton as formerly.

713 Diverted southbound (in St. Albans) via Folly Lane instead of Verulam Road.

716 Diverted between Welwyn High Street and Stanborough (Bull) to run via Prospect Place, Hertford Road, Bessemer Road, Digswell Road, Bridge Road, Peartree Lane, Broadwater Lane, Stanborough Road and then as formerly. This

gives the north-western area a direct coach service to London.

717 Diverted between Welwyn Garden City and Hatfield via Bridge Road, Ludwick Way, Cole Green Lane, Hollybush Lane, Howlands, Chequers and Hertford Road, then as formerly.

A new guide recently published is intended to help visitors to London who have no knowledge of the travel facilities provided. As well as giving details of how to get to places of interest, it introduces the bus and coach stop signs by means of coloured diagrams and the vehicles with the aid of pictures. Other information concerns fares and tickets, maps and the Underground. This free guide is later to appear in French and German.

"Compulsory" and "request" bus stop signs were sent to Paris with trolleybus 796 (see last issue).

The bus and trolleybus time-tables are to be revised early this year so that the number of scheduled journeys will be almost equivalent to the number actually being operated, which is about 10 per cent fewer than scheduled on account of the staff shortage. This revision should result in the maintenance of the timetables and the elimination of the existing irregularities in the service.

SCOTTISH TRAFFIC AREA

GLASGOW CORPORATION

Buses on 38, which cover the withdrawn 32, carry 38A when proceeding to Clarkston. Following the replacement of tram 23 on November 6th, Dennistoun depot was closed, its trams being allocated to Dalmarnock, Maryhill and Partick depots, these now being the only tram depots in use. Dennistoun's trolleybuses have been transferred to Govan and Hampden. Forward-entrance Leyland-Albions are working from Parkhead and Possilpark and the first of the 89 forward-entrance A.E.C.s has gone to Knightswood.

SCOTTISH OMNIBUSES

Fares on sections of route within the City of Edinburgh have been increased to 8½d, thus restoring the protection to the Corporation services which was lost with the recent increase in the latter's fares. The new garage at Bailliciston was put into use on November 14th, with an allocation of some 90 vehicles formerly at Airdrie.

ALEXANDER

The PB class (Leyland Tiger OPS2/1s) are having the 0/600 engines and synchronesh gearboxes replaced by 7.4 engines and crash gearboxes removed from Leyland Tiger PS1s which have been withdrawn from service. The bodies of the latter are being scrapped and the chassis rebuilt with the parts from the PBs and lengthened to 30 feet, after which they will be fitted with new Alexander lowbridge double-deck bodies.

THOS. COOK & SON LTD., London

A notice of revision of route calls to mind that this company operates an express service from Edinburgh to Glasgow which takes six days. Presumably an express licence is held in order to permit passengers to be carried for only part of the distance. The route takes in Queensferry, Linlithgow, The Trossachs, Killin, Pitlochry, Perth, Ballater, Grantown, Inverness, Ullapool, Ardgay, Fort William, Tyndrum and Oban.

HUTCHISON'S COACHES (OVERTOWN) LTD.

The business formerly carried on by the late Isaac Hutchison of Overtown has been acquired by this company.

JOHN KEENAN, Coalhall

New services for employees of the National Coal Board are proposed from Prestwick (Shaw Road) and Tarbolton to Killoch Colliery.

J. LAURIE & CO., Hamilton

The licence for the Blantyre-Whitrigg Colliery service operated by Laurie Brothers has been applied for.

CHANNEL ISLANDS

JERSEY

Work has commenced on the demolition of the Caledonia Place premises of the Jersey Motor Transport Co. Ltd., on the site of which a new combined bus station, garage, and workshops are to be erected.

The existing garage and workshops, situated at the eastern end of the Esplanade and once the running sheds and terminus of the Jersey Railways and Tramways line to Corbiere, are built on land which belongs to the States of Jersey. The States have made it known that they require the site for their own purposes when the present 25 year lease expires, and J.M.T. have accordingly been given notice to quit on Christmas Day, 1962.

The existing bus station at Caledonia Place is an open-air one, so the opportunity has been taken to incorporate it into the new building. For the time being, a large mobile showroom trailer, belonging to the Jersey Electricity Co., has been borrowed for use as a temporary office and waiting room.

A further headache for J.M.T. is the fact that they have also been given notice to quit their Green Street garage and workshops on Christmas Day, 1961. These premises are privately owned and were once the running sheds of the former Jersey Eastern Railway; Green Street garage is used by buses running out of Snow Hill

bus station on J.M.T.'s eastern routes. At the moment no alternative accommodation has been found.

The winter service commenced on October 7th and the time-table booklet is the first one to be produced under the direction of J.M.T.'s new general manager, Mr. E. S. Leach, A.M.Inst.T., and in consequence it has undergone several changes. The cover is now green instead of yellow, whilst the journey timings all read vertically instead of horizontally which has been standard practice in Jersey since 1928.

A new route commenced operation with the introduction of the winter time-table. Numbered 12B, it runs from the Weighbridge to Corbiere via St. Aubin, Portelet Corner, Ouaisne, St. Brelade's Bay and La Moye. It only operates during off-peak hours and in the evenings, and in practice is a combination of three other routes—12 (Weighbridge-Corbiere), 14 (Weighbridge - St. Brelade's) and 16 (Weighbridge - Ouaisne), all of which, for much of their distance, run over roads common to all.

GUERNSEY

Guernsey Motors no longer operate a separate service on behalf of B.E.A. between St. Peter Port and La Villazze Airport. Instead, airline passengers are requested to travel on routes 10, 11, 12 or 13, all of which pass the Airport, the combined headways giving practically a 15-minute service throughout the day.

IAN ALLAN ABC's

All the latest editions of the Ian Allan bus ABC's are available from the Hon. Publications Officer, Mr. L. Bull, 91 Malvern Road, Thorton Heath, Surrey and your attention is drawn to the following new issues in particular:—

ABC of British Bus Fleets—Lancashire Municipalities (3s. 10d. post free)

ABC of British Bus Fleets—East Midlands area (2s. 10d. post free)

ABC of London Transport, 18th Edition (2s. 10d. post free).

You will be helping the Society if you order all Ian Allan publications, and those of the Oakwood Press and other commercial publishers, through the Society. The trade allowances, however small, help to swell the Publications Fund to the benefit of all members as a means of endeavouring to maintain the standard of the Society's publications.

SUBSCRIPTIONS

Subscriptions fall due on the first of this month and your attention is drawn to the 1961 Membership Renewal Form enclosed with the November issue of *The Omnibus Magazine*. Your compliance with the instructions on the form and prompt forwarding of your subscription, if it has not already been forwarded, will be of considerable assistance to the Hon. Treasurer and his Assistant. This issue is **THE LAST ISSUE OF THE OMNIBUS MAGAZINE** that will be sent to any member who has not renewed his subscription.