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The Omnibus Magazine

THE OMNIBUS SOCIETY,
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Price 3s. 0d.



*May Christmas 1961 be a time of blessing for all
members and the New Year a happy one.*

THE EDITOR.



Society Notes . . .

FORTHCOMING EVENTS

HEADQUARTERS

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

Wednesday, December 27th.—Film show.

Tuesday, January 20th.—Presidential address by Mr. T. W. H. Gailey, M.A., M.Inst.T.

Tuesday, February 27th.—"Road passenger transport in Europe" (illustrated) by Mr. C. F. Klapper, editor, *Modern Transport*.

Tuesday, March 27th.—Talk by Mr. C. S. Wickens, M.Inst.B.E., M.Inst.T., general manager, Luton Corporation Transport. The subject will be announced in due course.

Evening in April.—Mr. W. T. Lambden, assistant editor, *Bus & Coach*, will give a talk on the Isle of Man.

Tuesday, May 29th.—Mr. T. McLachlan, A.M.Inst.T., will speak on the history of George Ewer & Co. Ltd.

LONDON & SOUTHERN COUNTIES COMMITTEE

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

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

NORTH WESTERN & YORKSHIRE BRANCH

Saturday in January.—Annual general meeting in Manchester. A speaker is being arranged for the second half of the meeting.

Saturday, February 10th.—Talk by Mr. R. J. S. Wiseman, B.A., of the Tramway Museum Society, on the

Crich museum, illustrated by slides, YWCA, 45 Division Street, Sheffield 1, 6.30 p.m.

MIDLAND BRANCH

Full particulars from Mr. S. E. Letts, 52 Stanley Road, Birmingham 32.

NORTHERN BRANCH

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

Provisional dates for meetings for the 1962 winter season are Saturdays, January 20th, February 17th and March 17th. Full details will be given in the next issue. For further information on Branch activities members should contact the Branch Secretary, Mr. C. S. Marshall, 16 York Terrace, Willington, Crook, Co. Durham, enclosing a stamped addressed envelope.

SOUTH WALES BRANCH

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

SCOTTISH BRANCH

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

EAST MIDLAND GROUP

Full particulars of activities in the Nottingham, Leicester and Derby areas from Mr. D. M. Bailey, 6 Mantle Road, Leicester.

HAMPSHIRE GROUP

Full particulars from Mr. C. W. Munt, 49 Frogground Road, Hedge End, Southampton.

P.S.V. CIRCLE

Omnibus Society members will be welcomed on a tour on the last Manchester Corporation Leyland TD5 on one of its final days in service, December 17th, leaving the centre of Piccadilly bus station at 1.30 p.m. The cost is 5s. 0d. payable on application. Further particulars from Mr. M. Eyre, 28 Tyndall Avenue, Manchester 10.

GLASGOW HEX-DASH TRAM FUND

This fund was formed some time ago with the object of raising money to preserve at Cricin Glasgow Hex-Dash car 22. A news sheet has now been produced, the first issue of which is available price 1s. post free from Mr. A. K. Terry, 18 Lidgett Place, Roundhay, Leeds 8.

NEW PUBLICATIONS

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

The Tramways of Accrington 1886-1932, by R. W. Rush. The Light Railway Transport League (17s. 6d.). 88pp.

This is fully illustrated, with a map. The chapters are: The age of steam, the age of electricity, rolling stock, tickets, adjoining tramway systems, a brief survey, and Rawtenstall Corporation. At the back is a schedule of electric cars and appendices on destination blinds, fares list 1928-32 and the progress of the electric tramways (gross revenue, car mileage, passengers carried and capital value of the undertaking at 1928).

Survey of Widnes Corporation (NW & Y No. 51) (52d.)
Survey of Lancashire United Transport (NW & Y No. 36/2) (1s. 8½d.)

(distributed under the 11 publications scheme)

These are the latest in the North Western & Yorkshire Branch series of Surveys. Widnes Corporation has not been tackled before; Lancashire United is a re-issue. Each gives a brief history, list of routes with details of joint operation, and current fleet list.

Through a typing error, the reference number 50 appears on the top of the Widnes Survey; this should be 51.

RECENT EVENTS

North East Hampshire study tour—October 1st

This year's Hampshire Group tour was to north east Hampshire. The journey, which was made in Glider's Albion Nimbus, commenced at Fareham and lunch was taken in Basingstoke. At Odiham, where Mr. C. Stacey has had the recently closed Regal cinema converted into a garage and booking office, the party was shown the former "Stalls," now housing his seven Bedford's. Apparently Mr. Stacey's business, better known as Odiham Motor Services, has improved since he took over this building, doomed by television but now serving a useful purpose once again. At the Alton depot of Aldershot & District, two members of the company's staff, Mr. Treviskis and Mr. Singleton, conducted the party round. From there, the next call was at Bordon, the headquarters of Creamline Motor Services, where the managing director, Mr. H. C. Wilkins, played host at his modern garage and provided an excellent tea. The tour then took to Liss & District's route to Petersfield, calling at that operator's garage situated in Liss Forset, before continuing to Fareham through some remote but picturesque countryside.

Newcastle City Transport—October 8th

A record number of Northern Branch members and friends met at Byker to visit the main depot and works of Newcastle Transport. Members were conducted through the various shops and through the main motor-bus and trolleybus sheds by the chief engineer and his staff, and later the traffic manager, Mr. Little, outlined the working of the traffic side and compilation of rosters, etc. To end the visit, our hosts kindly provided most welcome tea and light refreshments in the canteen.

A gratifying sight for trolleybus enthusiasts was several trolleybuses undergoing extensive chassis and body overhaul, and similarly vigorous stripping and reconditioning of motors, electrical equipment, etc. While it is unlikely that any new trolleybuses will be purchased there is no intention, unless politics intervene, of scrapping the system at present, and the whole fleet is undergoing overhaul to p.s.v. certificate of fitness

standards, although not legally required for trolley-buses. One trolleybus which is unlikely to run again however is Sunbeam/MCW 469 which was badly smashed up and has been cannibalised. Delivery of a further batch of Alexander-bodied Leyland Atlantians was expected by the end of November, to be followed by MCW-bodied machines. The new buses, to be numbered 214-238, will replace AEC Regent III buses which are to be withdrawn from service.



Shropshire Independents—October 22nd from A. D. Southgate

Although this was booked as a visit to Shropshire operators, our first two visits were to Worcestershire operators. First, we made a brief stop at A. Moore & Sons Ltd., at Great Willey, to have a look at the vehicles, and of course many photographs were taken of what surely must be the last AJS (even though it now has a Leyland engine). Our second Worcestershire operator was Yarranton Bros., of Eardiston. Mr. Yarranton very kindly getting his recently acquired ex-LTE Guy Special out of the garage for the photographic enthusiasts. The first Shropshire operator visited was Corvedale Motor Co. Ltd., at Ludlow. Mr. Williams showing us round his fleet, including the latest arrivals which included some more Guy Specials (ex-LTE), a Bedford service bus with a Leyland engine and a 13-seat Trojan bus. The next call was Valley Motor Services Ltd., of Bishop's Castle; here Mr. Lewis had a chat with us for about an hour on the problems of rural transport, and then let us have a look at his fleet, moving one Bedford to allow the camera lads to take better photos. Our final call was A. J. Boulton, of Cardington, near Church Stretton; here again we were made very welcome and vehicles were moved for photographs to be taken. Before we left, Mrs. Boulton had us all in her house and gave us refreshments which were very welcome. This was quite a well-attended trip, and all the operators were very co-operative, answering questions about their vehicles and their services. The point that some raised was that at present there is not a vehicle on the British market to replace the Bedford 29-seat Vistas which are not getting younger, with the possible exception of the Albion Nimbus; but as this costs nearly three times the price of the Vistas, would it ever pay on country stage services?



Morecambe & Heysham Corporation—October 22nd

A party of 37 members and ladies met Mr. A. V. Rigby and his staff at the Morecambe & Heysham Corporation depot on a cold, but dry, day, to hear about the difficulties of operating in a seaside town, built on a narrow coastal strip, most of the services running along the seafront for part of their journey. The Battery-Happy Mount Park section is particularly heavily loaded during the season and the "lights," but traffic congestion causes many disruptions to the services. The scheduled time for this 3½-mile journey is 14 minutes; during the illuminations this journey was taking up to 1½ hours. The depot is built over several springs and difficulties were encountered when the pits were constructed. In the end, special engineers had to be called in to stop the seepage. The cellars still flood to a depth of 2ft. For the same reasons, it was found impossible to use a mechanical washer—the springs would fill the drains. For the first time, forward-entrance double-deckers have been introduced into the fleet. In eighteen months' operation there has not been one platform accident on them. Leylands were chosen because of their economy in maintenance. It was decided that a 30ft. long vehicle would not pay its way, as was seen when one was loaned from Edinburgh Corporation, no extra passengers being carried when run alongside the smaller vehicles. The old age pensioners form a large proportion of the resident population and the ideal vehicle would be a 36ft. single-decker with a high seating capacity, possibly one-man-operated.

After a distribution of timetables, fare tables, fleet lists, maps and guides, together with samples of old and current tickets, tea was provided at the Hatch Club.



★
A Sheffield Corporation
AEC Regent V working
a former tram service.
(Block by courtesy of
Sheffield Transport).
★

THOUGHTS . . .

Since publication of *An Autumn Collection*, we have been asked for further information on the Roadway timetable mentioned by Mr. Dunabin in his article. Mr. Dunabin tells us that, so far as he is aware, the Roadway motor coach timetable had an existence of some ten years, from 1930 to 1939 (No. 21 appeared in September 1932, No. 29 in March 1934 and he remembers no signs of it after August 1939). Other coach guides had been produced, sponsored by the owners or managers of London coach stations, such as the Claremont guide, and the Highways guide published from the Central London Station in Cartwright Gardens. London Coastal Coaches also issued a booklet covering the London services of their associates. The Claremont and Highways guides did include services starting from points in London other than their own stations, with some connecting services to Scotland from Liverpool, Manchester and Newcastle-on-Tyne, but the Roadway timetable was much more comprehensive in its route coverage. It also showed intermediate timings, whereas the other guides mentioned apparently did not. Its intended scope was not stated, but it included almost all the daily all-the-year-round long distance services (express, limited stop and ordinary stage) operating in England, Scotland and Wales. Services of some of the London seasonal operators, such as Orange Luxury, United Service, etc., were also shown, with details of feeder connections, but coverage of this type of operation was not complete and summer seaside services, whether daily or week-end only, from provincial towns did not appear. Green Line services were given in full. The Scottish section, separated from the rest, consisted largely of long-distance ordinary bus services, such as Glasgow-Ayr (Midland), Wick-Helmsdale (Robertson) and Aberdeen-Rosehearty (Sutherland).

The layout of each timetable was simple with, in most instances, one route per table, but compactness was achieved by using one set of place names, with times down on the left and up on the right, where there were up to two or three departures each way per day. Normally, fares from one terminal (London where appropriate) were shown. Addresses of terminal agencies were printed at the foot of each table, or alternatively a note was included to the effect that "tickets are issued on the coaches."

* * * * *
Soon after Guy's were taken over by Jaguar's, Sydney Guy's two sons, Robin and Trevor, were dismissed. Robin Guy was technical director and was responsible for the Invincible Mk. II range and also the Wulfranian. Trevor Guy was service director. This leaves only one Guy still with the company—Tony Guy, a nephew of Robin and Trevor, who is general sales manager and who rejoined the company in Wolverhampton recently after several years with their South African business. Jaguar's are, of course, continuing the Guy range.

A London Transport service that has yet to earn its place in our *Around the Traffic Areas* feature is the 164B. This should have been introduced on October 11th. In the spring of this year, people in the Nork area of Banstead, which lies to the south of Fir Tree Road, held a referendum to see if they wanted a bus service through their area. The LTE had already twice rejected an application from Banstead Coaches Ltd. to extend their service from Woodmansterne to cover part of Nork Way. A majority favoured the provision of such a service and the result was sent to the LTE, to Banstead Coaches, to Banstead u.d.c., and to the local police, without any comment. In the middle of September, London Transport announced that as from October 11th, service 164 was to be diverted at Drift Bridge (Reigate Road, Fir Tree Road) via Reigate Road and Nork Way and so back to Fir Tree Road near Banstead station. A new service, the 164B, would run direct via Fir Tree Road as the present 164 during rush hours only. The terminal points of this route seem to be obscure. The residents (as the present 164) then protested that their referendum had not been a mandate for the LTE to operate a regular 20-minute service of red double-deckers along their quiet, residential road. This was a totally different thing from the "candyfloss" service of Banstead Coaches that they had voted for. London Transport have agreed to postpone the new services until a new referendum has been held to see if the residents want the 164 or not. In these politically troubled days, it all sounds too much like democracy to be true.

Derek Giles, of Southend-on-Sea, has sent us a delightful extract from *Omnibuses and Cabs*, written by H. C. Moore, and published in 1902:—

An eccentric person, well known to 'busmen in one part of London, is a gentleman who stands, almost every night, at certain corners where omnibuses stop and gives a searching look at each one as it comes up. When he started that practice, ten or fifteen years ago, the 'busmen thought that he was some omnibus official, but they soon discovered that he was not. Who or what he has been looking for all these years neither 'busmen, policemen, nor anyone else, know. Sometimes conductors say to him, "Coming our way, sir?" Whereupon he answers sharply, "Take your departure." Usually he allows about a hundred omnibuses to pass before he enters one, but sometimes he lets the last go by and then walks home.

Mr. Giles wishes he were an early member of The Omnibus Society. So do we: his records would be worth having.

The Society's assistant editor, H. G. Chambers, spent a short time in Spain recently. In San Sebastian he discovered some blue double-decker trolleybuses with jackknife doors fore and aft—unmistakably ex-LTE. At a depot on the Tolosa line, several miles out of the city, he gave a farewell salute to five more of them, still in London Transport colours and standing in the open.

The *Daily Express* reported on October 27th that trouble was brewing between Mexborough & Swinton and the Swinton council. It seems that agreement had been reached for the company to contribute £1,250 to each of four local councils in the area towards the cost of bus shelters, although under no obligation to do so of course. Now, three of the councils will receive their contributions—Swinton will not. Swinton has disgraced itself in the company's eyes because it is refusing to lop 54 trees lining one of the bus routes in the way the company wants it to. "The council is perfectly willing to have the trees trimmed in a reasonable manner," said the clerk to the council, meaning that it would spoil their whole appearance to lop the branches off to the edge of the kerb. The paper reports that Swinton must either abandon the scheme for bus shelters or find £2,700—the full price. And £2,700 means the equivalent of a 5d. rate.

In recent years, the coach industry in the Lancashire cotton towns has undergone some changes. New companies have been registered; take-overs have been legion; and The Omnibus Society's records have seen many alterations. One of the Oldham coach operators, George Barlow—of G. Barlow & Sons Ltd.—does not intend to sell out. "Well, what about it?" you may say. The point is that Mr. Barlow recently won £150,356 on Littlewood's treble chance, and then just two weeks afterwards another £8 10s. on the same pool. Perhaps we are due for some more changes!

A new and improved timetable was issued for Kingston-upon-Hull in October, including certain alterations that will come into operation when trolleybus route 61 is withdrawn. It has a new cover, finished in the Corporation's fleet livery of blue and white, incorporating an arrow pointing to the city coat of arms with an Atlantean travelling along the shaft. Previous timetables included only the Corporation services and those operated jointly with East Yorkshire, but the new one shows three principal groups of services—those operated by the Corporation, those operated jointly with East Yorkshire, and also those co-ordinated with East Yorkshire. (The co-ordination agreement has been in force for 27 years and is a model of its kind). The tables of the same route, with the ultimate destination of the company's buses, the times of all East Yorkshire services over routes is very irregular, so in order to save space the departure times for one hour are shown wherever possible followed by the unusual phrase "pattern repeated each hour until." There is a fourth group of tables lettered A to E; these are composite ones showing all services between the coach station and selected points in the city centre and the East Hull housing estates. A complete route map is included and also on a larger scale one of been included. The price is 6d.

September holiday

Some notes and comments at random concerning a week's holiday in September 1961, with particular reference to day visits from Brighton to BRAINTREE & COLCHESTER, FOLKESTONE & DOVER, OXFORD, CANTERBURY, plus a short visit to Brighton Races.

G.M.G.

FOLLOWING a highly successful and enjoyable visit—my first—to Colchester in April this year, I eagerly anticipated a second visit during this holiday and duly headed in that direction on Monday, September 11th.

This served to confirm my belief that, for its comparatively small size, Colchester has a greater variety of p.s.v. interest than almost any town I have yet visited; furthermore, I even found much of interest at Colchester (formerly Colchester North) railway station, which was still in the course of complete reconstruction during my visit. Diesel locomotives and diesel multiple-units may be fairly commonplace generally on British Railways nowadays but the Great Eastern section undoubtedly makes a very refreshing change for one who lives deep in the "Southern Electric" area!

One would hardly expect a Monday to be anything like as busy as a Saturday in a country or market town, and Colchester's huge "bus park" looked even bigger with the scarcity of buses at times. But there was still plenty of interest to be found in the smaller number of vehicles present, particularly as some were apparently having a lengthy lay-over between morning and evening peak-hour trips. The big municipal and company operators frequently complain of having numbers of buses standing idle in their garages for a large part of the day, but it must be even worse for independent operators in Essex and elsewhere who find it necessary to leave their buses standing in the open in all weathers in towns such as Colchester, waiting to bring the factory workers and others back to their homes in the villages.

Amongst these vehicles idling their revenue-earning hours away were two representatives of the fascinating Osborne (Tollesbury) fleet: 402BYO, an SB with a Mulliner RAF bus-type 41-seat body, and 2211MK, the ex-demonstrator AEC-Park Royal Bridgmaster with a forward-entrance 72-seat body.

Later in the afternoon, following my "inspection" of the railway station, I diverted my attention to the municipal fleet and stood in the High Street for a time pondering on an interesting vehicle in which to have a local trip. The arrival of a "utility" Bristol K6A/Duple double-decker soon settled this query, as the opportunity of a ride in this now quite rare type was certainly not one to be missed. As with all other vehicles in the fleet it possesses a very fine clock—fitted on the lower saloon front bulkhead—and thus has a luxury which, for example, Southdown confine solely to their touring coaches.

The return trip to the town centre was made in one of the 1961 Leyland PD2/Massey double-deckers and the contrast between these handsome, well-equipped vehicles and Brighton Corporation's "tinny" Weymann PD2s has to be seen—and heard—to be appreciated.

The pleasant hours in the warm sunshine were swiftly slipping by and soon it was time for some tea and a walk back to the bus park once more for my return journey to Chelmsford. I had just ten minutes

or so for a last look-round before boarding the Moore Bros. (Kelvedon) Massey-bodied Guy Arab 30ft. 5LW double-decker, but this proved to be most rewarding with the sudden arrival of none other than CAP230, an ex-BH & D convertible open top-type Bristol K5G now owned by J. D. Best (Catt & Swinn), Great Bromley. For a Brightonian, this was a most fitting climax to a very absorbing end enjoyable visit to Colchester.

IT will no doubt come as a surprise, perhaps even a shock, to the reader to learn that neither the city of Oxford nor its buses came up to my expectations.

My first visit to this world-famous city was on Wednesday, September 13th, a visit which I had anticipated for months—even years—following numerous reports and comment from enthusiasts and other persons in general, and whilst one cannot judge any city or large town from just one or two main streets, I did not find quite so much charm and beauty of architecture as perhaps I had expected. I walked along the High Street and two or three other main roads in the Carfax district but, unfortunately, at least an hour of valuable sightseeing time was taken up with sheltering from some exceptionally heavy rainfall; perhaps on a future visit—with more favourable weather conditions—I may be able to see a larger portion of the city centre, and possibly revise my opinions of it all.

Bearing in mind that I saw the COMS fleet on a day which was very dull and overcast at times, I found their buses to be somewhat drab! I quite like the three colours used—maroon, dark red and duck-egg green—but *not* the way in which they are applied, especially on the double-deckers. However, I definitely agree that the fleet appears to be generally a very smart and well-kept one.

Despite the setbacks occasioned by the weather in Oxford, I succeeded in finding time for a trip in one of the new Lolines operating on the city services; it was in fact quite a lengthy journey out to Headington via Cowley, the return trip being made on a much shorter direct route, which was just as well, seeing that the bus was an Orion-bodied Regent V—hardly a vehicle of my choice!

In addition to the heavy rain—at times—at Oxford, it had also been very wet in London earlier in the morning and again during the evening en route from Victoria to Brighton; yet, strangely enough, both journeys between Paddington and Oxford were made in bright sunshine. To my delight, fine GWR steam locos provided the motive-power between these places, recalling pleasant memories of numerous journeys between Paddington and Taunton—where I was stationed in HM Forces—in the summer and autumn of 1946. Even in those difficult days the GWR managed to have an atmosphere about it which somehow made it seem different to other railways, and even today, 13 years after nationalisation, there is something about the appearance and performance of its locos that commands respect and admiration.

ON each of the two Saturdays of my holiday, September 9th and 16th, I travelled eastwards from Brighton on an early morning train to Hastings, thence by East Kent Reliance far across the pleasant county of Kent. Canterbury was my destination on the first date, while a visit to Folkestone and Dover concluded my holiday travels on the latter date. This time I had a friend with me.

Canterbury, like York, does not have to rely on its fine cathedral as its sole attraction for visitors; there are in fact quite a number of very interesting and pleasant buildings in or near the city centre and we had an enjoyable sightseeing tour for an hour or two—including the district around the East Kent garage and central workshops—before travelling on one or two of the local (city) services. In marked contrast to my visits in 1958-60, when 99 per cent of the city buses were ECW- and Park Royal-bodied Leyland TDs, only three or four of these fine old buses are thus used now, and only one was actually allocated for service on the day of my visit. We managed, however, to time its arrivals and departures and eventually succeeded in having a trip in JG7015 out to the village of Bleau on the Whitstable road.

Folkestone, of which the harbour district in particular has long been one of my favourite rendezvous, once again provided much interest; however, the absence of steam locos (especially the grand little ex-GWR pannier tanks used there in more recent years) was somewhat sad, we thought. We spent quite a bit of time here; then, following a good lunch, walked up the hill to the bus station to find a bus—a new Park Royal-bodied Regent V, as it happened—for Dover.

The sixteen years since my last visit to this famous harbour town have seen quite a remarkable transformation, and with my friend acting as guide I found much of interest and fascination, and indeed charm, during the leisurely three-hour tour we had there.

An item of particular interest in the local transport scene is the bus service operated by Dover Harbour Board on the Prince of Wales Pier. This is of quite appreciable length and a good 3d. worth of ride if one lacks the energy (and time) to walk to the end and back. The pier bus is UJG543, a Morris with 14-seat Kenex body; externally it is more like a van than a bus but with a surprisingly good specification internally, including smart, comfortable seating, sliding vents on some windows, ash-trays, and various other features, all of which provide a higher standard than almost any 11-13 seaters I have seen at the Commercial Motor Shows in recent years.

DEALING now with certain other p.s.v.s seen and—in some cases—travelled in during the holiday, my visit to Brighton Racecourse (or rather the vicinity of it) on September 14th provided a very good opportunity of studying operation and performance, as quite a representative selection of vehicles of the three operators was used on the Race specials from Old Steine and the station. BH & D supplied six or seven buses, including five from the station, whilst the remaining six or seven were shared by the Corporation and Southdown. Although a number of extras are operated on certain routes serving the Race Hill, notably the 2/2A/2B services, the specials all operate via Elm Grove, a very long and quite formidable hill on which almost any bus—even unloaded—can scarcely tackle in anything higher than second gear.

It was thus quite interesting to stand at the upper end of this hill and see (and hear!) the various types and classes laboriously making their way up—the deep

and by no means unpleasant whine of BH & Ds PS88, Lodekkas; the business-like roar of their 6LW-engined KSWs; the noisy and decidedly unpleasant sound of Brighton Corporation PD2s (certainly more noisy than Southdown's, and even if one was hard of hearing they could easily be identified by the "smoke-screen" emitted from the exhaust!)

Southdown's allocation consisted of a PD2/12 and two PD3s, one of the latter distinguishing itself by coming up in first gear on one occasion, much to the dislocation and harassment of overtaking and passing traffic owing to its very slow speed! On the other hand, some of the best performances were somewhat surprisingly provided by two of BH & Ds ex-LTE K6As. In between the specials were the normal service buses operating on 41/42, 43/A, 44/A, these consisting of the usual allocations of BH & D KSW6Gs and Corporation pre-war and post-war Regents plus some of the 1959 PD2s. The AECs provided a marked contrast in the quiet, smooth pleasant-sounding FUPs as compared with their noisy harsh post-war counterparts. In all, this period of observation proved to be quite enlightening and interesting.

Amongst a number of new vehicles encountered during my travels into Essex, Kent and Oxfordshire were two Guy Arabs which have not so far received very much publicity, despite the fact that they are amongst the first such buses to be fitted with the so-called Jo'burg-type front grilles. These are Moore Bros. (Kelvedon) 372/3 WPU, 1961 Arab IVs with Massey 67-seat lowbridge bodies; I had a brief glimpse of one of these vehicles during my journeys between Braintree, Colchester and Chelmsford, and I think that the new-style grille definitely enhances the general appearance, particularly in this case with the Massey Bros. bodywork, which is well up to the fine standards set by this builder.

Further evidence of good design and specification from the Pemberton builder was found in Colchester Corporation PD2s, as already stated earlier, whilst examples of another north-western bodybuilder were seen in the East Lancs City of Oxford Lollines. These—somewhat regrettably—incorporate the style of front dome originally introduced on the MCW Orion body but a more robust and much neater job has been made in this case.

With regard to other features of these interesting vehicles, which are, I believe, the first Lollines to be equipped with AEC engines, externally the characteristic sound-effects are fairly easily identified, although the make and type of engine is not so evident when one is actually travelling in the bus. Having also travelled in Lollines with Gardner 6LW and with Leyland engines, I would say that there is not a lot of difference in the inside sounds of all three engines; furthermore, the gearbox sounds in the forward-entrance Loline have quite a marked similarity to those of the forward-entrance Bristol FS Lodekkas.

In their body design for the new 30ft. Regent V (WFN-batch) double-deckers for East Kent, Park Royal have continued the extremely angular and altogether quite unpleasant trends first introduced on their bodies for Southampton Corporation PD2s earlier this year, followed by Roe in the case of some Daimlers for Swindon Corporation.

Finally, there was the Bristol MW5G single-decker, No. 487, on which I travelled on Eastern National service 30 from London (Bow) to Chelmsford, and which has an ECW "semi" or dual-purpose 41-seat body.

Although the riding qualities are rather below the standard of the FS-type Lodekka, this attractive-looking vehicle did in fact provide the best road journey of all during my holiday with its comfortable seats and —to me—most pleasing engine and gearbox sounds.

I may add that, in this case, the 5LW engine is quite capable of good speed and swift acceleration in fast traffic when the occasion demands, in spite of the adverse criticism one reads and hears about 5LW-powered vehicles from time to time.

Steam omnibuses

P. L. HARDY

I AM beginning to wonder how many steam omnibus companies there were about the country in the early years of this century. Researches into other things have brought to light a few, and I should be most interested to hear of others.

What started it all was the discovery of the registration particulars of the vehicles of the Brailes, Shipston-on-Stour and Stratford-upon-Avon Steam Omnibus Co. Ltd. (G. S. Martin—Secretary), of Church Street, Shipston-on-Stour. The first steam omnibus for this company arrived from the works of the Straker Steam Vehicle Co. Ltd., of Bristol, on September 3rd, 1903. This was painted in a dark green livery and had accommodation for 18 passengers. In December 1903, it was allocated the registration number AB 53 under the provisions of the Motor Car Act. A somewhat similar vehicle with 20 seats (AB 199) arrived early in 1904. Under the Heavy Motor Car Order, 1904, the two Straker steam buses were re-registered in Warwickshire instead of Worcestershire as AC 11 and AC 10 respectively in August 1905. AC 10 (ex-AB 199) was sold to Edward Mead & Co., Chelsea Flour Mills, London, in 1906, by which time the Brailes, Shipston-on-Stour and Stratford-upon-Avon Steam Omnibus Co. Ltd. had presumably ceased operation.

In May 1904, two Chelmsford steam buses were registered in the name of E. R. Nash, of Cheltenham. These were an 18-seater, AD 303, and a 16-seater, AD 304. Most likely they ran between Cheltenham and Gloucester, but I know not for how long.

In 1906 there was a steam bus service from Wrexham to Dolgelly. This was operated by the Vale of Llangollen Engineering & Motor Bus Co., who started off with the two Clarksons which had originally belonged to the Sussex Motor Road Car Co. (South-

down's ancestor). These were augmented by two more Clarksons, one of which, CA 150, was exhibited at the Liverpool Motor Show of February, 1906. (The late Mr. A. V. P. La Croix told me one of the Sussex Clarksons was registered BP 319, but what was the other?).

Torquay had two steam omnibus companies in succession—before Devon General arrived. The Torquay Motor Omnibus Co. Ltd. commenced operation on November 2nd, 1903 with a 16-seater Clarkson. This was followed by another (or possibly two more) in January 1904, and again another two in the summer of the same year. Three 20-seaters followed in 1905. Known registration numbers are T 106 and T 468. At the end of 1906, the directors took fright at the proposal to introduce trams and the company went into liquidation. The fleet of Clarksons was sold complete to the Harrogate Road Car Co. in January 1907.

In February 1907, the Torquay Road Car Co. Ltd. was formed, and to commence operation, the fleet of the aforementioned Vale of Llangollen Engineering & Motor Bus Co. was purchased. To these were added the two Eastbourne Corporation Clarksons, which I have recorded as AP 369 and AP 415. This company probably was driven off by the trams.

There was also a steam omnibus company at Crewe, of which I do not have all the details. This company purchased its steam buses from the Harrogate & District Company, so it would be interesting if they ever managed to get one of the old Torquay buses.

Perhaps somebody knows of other similar services about the country. For example, can anyone throw any light on the statement that: "in the summer of 1898, the inhabitants of Blackpool were given the opportunity of making use of what was the first public motor service in the provinces. . . .?"



★

An annual event of that time, the May Day parade of some thirty years ago in St. Helens included on one occasion amongst the decorated carts in which the local traders displayed their wares this Corporation Bristol B, DJ3649, carrying a suitable slogan above the front indicator box. The picture was taken outside Bishop Road entrance to Victoria Park, and the man standing by the side of the bus is Mr. J. L. Chorley, the present rolling stock superintendent. DJ3649 had a Bristol 32-seat re-entrance body and was placed in service in June 1928 as No. 18 for the Warrington-Southport service which began on the 28th of the same month. On the re-numbering of the bus fleet in November 1929 it became 64, and it was again re-numbered 84 in June 1937, being withdrawn in the same month. (Block by courtesy of St. Helens Corporation Transport.)

★

John T. King: On route recording

I AM not an egghead. The title of this dissertation might suggest from its slightly sonorous tone that it is a sine qua non for any bus enthusiast who desires to indulge in route recording to be a product of the musty archaeological precincts of the Bodleian Library, be he only Ph.D. (Failed) or an angry young anti-this or that from the unrealistic portals of the London School of Economics. I repeat—I could not be an egghead if I tried; even less a bearded look-back-in-anger statistician. In my simple words I am simply interested in where that bus goes.

I cannot recall when I was first attacked by the wanderbug but I surmise it was a result of my regular uplifting literature of the 'twenties, to wit Tiger Tim and the *London Bus Map*. The latter was all-absorbing to the 1920-odd equivalent of the present day welfare state little horror—except I was not so little as all that. Until the mature age of six I was certain that all the world beyond the border of the *London Bus Map* was infinite space as the surrounds of the map were full of balloons stating intriguingly that such and such a route continued to such exotic places as Croydon and Sutton; some routes, presumably operated by the 1920-odd equivalent of sputniks, were entirely shown in these balloons as they did not or could not enter earthbound London. Thus for some while Mars and Venus had to remain just Mars and Venus until one glorious day (it was raining hard) I spied a bus a continent or two afield (actually at Brixton one mile away) which had something else than *General* on the side—and it was my birthday too. My birthday present opened up hitherto unlimited horizons, which up till then had borne the notice "Achtung! Thou shalt not pass." The present was a scooter, foot-type, not the current motor model which requires a skid lid and a little triangular flag on an enormous aerial.

One morning very shortly afterwards, the bug became rampant and I informed my betters and elders (I did not consider them either) that I was about to take a turn around the block to satisfy myself my steed was souped up correctly; off I went armed with the three, and only three, necessities for Empire Building, viz., a scooter (foot-type), a *London Bus Map* and my wanderbug. All I remember now is that I scooted here, I scooted there and I scooted well nigh everywhere and finished up triumphant at my Shangri-La, Croydon, where I beheld strange sights from beyond the edge of beyond. Croydon trams; East Surrey buses (which constellation is that?); SMET trams (what does this word SMET mean?—probably another name for Mars), and those buses I had previously espied in Brixton near the prison called Tillings (the bus not the prison). I discovered later when I added "lolly" to my library of Tiger Tim and the *London Bus Map* that their clients inside (inside the bus not inside Brixton prison) were solemnly informed that this bus did not jerk when starting. I wondered what part of a bus housed the jerk; it must be a close relation of the sprague but I never located that either. But I am wandering!

Unfortunately Marco Polo - Columbus - Hillary's memory of this epic adventure was severely overshadowed by the awful fate that awaited him on his return to civilisation. His elders and betters had been

doing their nuts in the somewhat extended meantime and now the vivid impression was the reception committee when it was discovered, in addition, that I had scooted right through my left shoe (or was it the right?).

Since then I have always wanted to know what is around any corner and why and consequently I took up route recording. As my pennies grew, and as the *London Bus Map* grew, I explored new hitherto uncharted regions and this progress has gone on ever since, although my boundaries are now almost unlimited. As far as the Omnibus Society is concerned I offered to cover the line from the North Foreland to Lands End with all Southern England thrown in for good measure and I now have a record of every known stage service alteration since 1948, when the scheme commenced, entered on to nearly 11,000 cards, ranging from minor deviations because Lady Fitzwiddle has the ear of the general manager and objects to buses down her street (in any case she never uses them as the redoubtable Jenkins always chauffeurs her in the Rolls) to the wholesale slaughter of a route which is now baldly entered up as "withdrawn." I used the word "abandoned" but at nights I had nightmares of buses discarded mercilessly at some remote terminal gradually being covered like the Babes in the Woods by the falling autumnal leaves.

My methods of acquiring information since those early pioneering days has become a little less haphazard, and now, having mapped out a route in detail, I set out with the barest essentials for the cause such as a suitcase full of time-tables, fare-tables, Ordnance Surveys, town plans, sketch plans and of course the indisputable Notices & Proceedings, plus my pjamas if there is any room left. By being on the right spot at the right time—even though the bus has arrived eleven minutes early—I elicit that that Fridays-only journey on 123D does double-run via Muckspreading Lane to Hogsnotton (Cabbage & Cowpat) despite the irrefutable proof of all the paraphernalia I have carried around with me. The driver is becoming awfully rattled as this is the third double-run I have tailed him, only to turn at the same time as he, at nowhere in particular. This step is known as a "pas de deux." I can almost hear him thinking aloud—"Once more of this and we strike." Undaunted I transfer my Sherlock Holmesing to that school journey which is annotated in the timetable with that Russian word NSCHO, having successfully dealt with that suspicious WFSO fellow on the 123D. Ah! there's the bus—or is it? It should be carrying 345 **BARCHESTER** on its indicators but it gaily displays on the front for all the world and me to see 456 Blank and on the back 000 and that ubiquitous terminal **DUPLICATE**. No, it must be the other vehicle on the stance which blithely shows **WORKS SPECIAL**. The clock at Barchester says ten-to-four, the school bell clangs out and an interminable ooze of mothers' darlings extrude just like that advert for toothpaste you goggle at on the telly (the one that pops up in that unnatural break half-way through Rawhide just before that omniscient woman who always picks out the whitest bundle). Surely they can't all get on to both those long-suffering buses, the

rear platforms of which bob up and down resembling a yo-yo with hiccoughs. Off the entourage goes with me tacked on behind like a tin can tied to the tom-cat's tail, hoping that the duplicate is a relief to the duplicate. We all bowl along the back streets; I am driving with one hand and making notes with the other. Then I want a cigarette, so I hold the steering wheel with my knees, light up with the disengaged hand, still making notes with the other.

Every few hundred yards the buses with their precious loads stop and spew their youthful jetsam and then disappear through that pre-fab estate. Thank goodness I can watch from the main road the upper decks careering along in fits and starts above the flat roofs just as if they were one of those moving Aunt Sallys at fun fairs which I can never hit with those suspicious rifles proffered by the engaging young man in his Italian-styled suiting and heavy duty oiled hair. The school buses have disgorged the last of our hopes for the future as if the buses were sperm whales blowing off. The whole route was less than a mile but I suppose the present generation are not provided with legs for the purpose of walking or saving the taxpayer money. Now for that rush hour route!— and so on it goes.

On returning home, tired, jubilant and satisfied, I record all these details; note further queries carefully for the next foray; insert the date of the alterations; bring the one inch map of the whole of Southern England up to date (it is thirty feet long); mark off the cross-reference index to the N & Ps and finally scribe a precis of the more important and interesting for *The Omnibus Magazine*.

The whole case history is now built up, and from the brief statement of facts on the cards one can trace quite a story in many instances. Here the repeated small extensions of the town service inexorably pushing out as the town dweller searches for lebensraum like the roots of a tree searching for new land on which to thrive; there the contraction of a route culminating with the obituary "Withdrawn" showing that the higher standard of living on the advent of that new car factory has won the battle and now instead there is a long line of shiny new cars with radiators reminiscent of Japanese generals' teeth (all very nice except that the cars are all jammed solid in a traffic block of their own making).

I could go on reminiscing, but "they" say it is the first signs of something or other. Perhaps at least I may have made my point that Route Recording is not just an automatic and unromantic pastime.

The February 1962 issue of *The Omnibus Magazine* will include an article in similar vein on ticket collecting by R. J. Durrant



A letter on page 215 mentions Aldershot & District's Mark I Dennis Loline, which have 68-seat rear-entrance East Lancs bodywork. The company is now taking delivery of an order for 57 Loline 111s with 68-seat forward-entrance bodies by Alexander. By the beginning of last month, ten had been completed but only one (394) was in service. Since it came at the end of July, 394 has been used on services 1, 2, 3c and 4 (Aldershot/Camberley/Egham and Camberley/Old Dean estate). (Block by courtesy of Aldershot & District Traction Co. Ltd.)

to the Editor . . .

Indicator blinds

Sir,—I read with interest the article entitled "Forward" in the October issue and would like to make some observations on the question of numbering and indicators generally.

There are, of course, many ways of indicating the operations of p.s.v.s. by the use of numbers and/or letters, and of showing the information on the vehicle. The basis of the system is that a number or letter is applied to a service or route, although each undertaking adjusts the method to suit its requirements. Normally, one of the two systems are used but an example of an operator having both is provided by the City of Oxford Motor Services Ltd. The company numbers its services, e.g. 33 Oxford-Wallingford-Henley, but there is an exception to this rule—the 5/6/7/7A group—which are numbered on the route basis. This exception was created when four separate services were combined and adjustments made. It appears that an alteration in frequency to some points is responsible for the numbering, the position being as follows:—

Services prior to alterations.

- Service.
 5 North Hinksey Turn—Cowley—Headington (Green Road).
 6 Cumnor Hill Foot—Morrell Avenue—Headington Quarry.
 7 Third Acre Rise—Risingshurst—Sandhill estate.
 7A Third Acre Rise—Morrell Avenue—Wood Farm estate.

Frequency (number of buses per hour during day on weekdays).

Service 5	4 buses
Service 6	4 buses
Service 7	2 buses
Service 7A	2 buses

Services after alterations (as at summer 1961).

The timetable has the heading:—

Services 5, 6, 7, 7A			
Proceeding eastward			
Headington, Green Road	5	Headington Quarry	6
Sandhill & Risingshurst estates	7	Wood Farm estate	7A
Proceeding westward			
North Hinksey Turn	5	Cumnor Hill Foot, Arnold's Way	6
Dean Court estate	7	Elms Rise estate	7A

Frequency (number of buses per hour during day on weekdays).

The eastern terminals remain unchanged and slight alterations have been made to those at the western end. The frequency to the eastern terminals remains the same but instead of the western terminals having the same service interval as those in the east each of the four terminals have three buses an hour. This results in buses from more than one terminal contributing towards the service at the other end of the route as illustrated below.

Proceeding eastward			
Service No.	No. of buses per hour	Ex-westbound terminal	
		5	6 7 7A
5	4	1	1 1 1
6	4	1	1 1 1
7	2	—	1 1 —
7A	2	1	— — 1
	12	3	3 3 3

Proceeding westward			
Service No.	No. of buses per hour	Ex-eastbound terminal	
		5	6 7 7A
5	3	1	1 1 —
6	3	1	1 — 1
7	3	1	1 — 1
7A	3	1	1 — 1
	12	4	4 2 2

Consequently, as the buses do not work between the

same terminals a "service" number is not given but a "route" number is used. At one point on the route it is possible to travel to the city direct or by a longer route via Cowley. However, the buses travelling by the latter route are distinguished as shown by this quote from the timetable:—

All buses proceeding via Cowley Road (in both directions) are prefixed by the letter "C" on destination screens. Owing to this "route" numbering system it is possible to go from Cowley to the city by a C5, C6, C7 or C7A but return only by a C5 as the C6, C7 and C7A travel in one direction only. On the other hand, a 7 travels from Morrell Avenue to the city and returns—but not via Morrell Avenue! The man accompanying the timetable indicates the numbers of this group operating on various parts of the route showing "to city" and "from city."

The latter terms bring Birmingham back to mind. The policy of not changing the indicator on inward journeys and the use of numbers and suffix letters to indicate the terminal point on outward journeys results in the destination indicator not being required! With the numbering system in use coupled with the "to city" and "from city" signs at the bus stops it should only be necessary to display numbers on the buses. A point in favour of the BCT blinds is that they are of an acceptable size as far as legibility is concerned.

The mention of legibility recalls the recent experiment which London Transport conducted with small letters on the intermediate point blind (November issue). Although tests showed that the revised layout is not more easily read than the existing one, the new style is to be introduced as it is becoming fashionable. The final destination will remain in capitals for emphasis. This will not overcome the fact that the "via" blind is confusing, as may be seen from a typical example. The "via" blind on a number 91 bus reads:

HOUNSLOW WEST STATION
 GREAT WEST ROAD
 TURNHAM GREEN
 HAMMERSMITH

A passenger at Chiswick wishes to go to the Great West Road and waits at the westbound stop. The bus arrives with the destination indicator showing *Hounslow West Station*. Naturally, he reads the "via" blind downwards and concludes that the bus goes as far as Hounslow West Station and not to the Great West Road; the vehicle does in fact serve this road entirely! Should the bus be showing *Lampton Black Horse* on the destination indicator he will have absolutely no idea whether the bus will take him to the Great West Road or not. This terminal is situated at a point along the Great West Road so it is partially served.

Whenever strangers are travelling they have to make prior enquiries and included in their directive information should be the service number and destination of the buses that take them where they desire to go. Every bus should be equipped with number and destination indicators only (all that is needed by regular travellers anyway). Incidentally, this has been the practice on new City of Oxford buses since about 1952.

Isleworth, Middlesex.

G. G. BROCKINGTON.

Sir,—In the October issue, Mr. Standen makes Birmingham's route numbers and destination indicators seem positively simple. Let me assure the casual visitor that, if he thinks that a "29A" will turn out to be a short working of "29," he will soon find himself lost. Admittedly, the two services cover the same parts of the city in a general way, but they start from different terminals in Kingstanding, and run to different points in the Hall Green area, only the central parts of the routes being common. These routes display the one number and the two destinations all the time, e.g., 29A Kingstanding (Pheasey Estate) and Baldwins Lane, Hall Green, but even if your bus stop sign is marked "To City" or "From City," a stranger still does not necessarily know where the route is actually going at the time.

Accepting the same principle, it might be imagined that a bus displaying 12 Harborne and Bartley Green would be working a similar cross-city service, but Harborne happens to be on the way to Bartley Green, and the bus is probably coming from there anyhow.

But when we come to another cross-city service, from Portland Road to Perry Common, we find all the buses going from Portland Road to Perry Common show 5A, while all those from Perry Common to Portland Road show 7. You can probably guess what happens on a short working from Perry Common to the City—it shows 5A Perry Common.

The following true story is a perfect illustration of the sort of confusion that can occur. A certain young lady, staying with friends in Sandon Road, was told that any bus but a "No. 11" would take her into town. The first to appear, which emerged from Barnsley Road, showed 00 Service Extra, which certainly wasn't "11," so she hopped aboard. By the time it had turned into City Road, the conductor appeared and explained that this wasn't the bus for town, as it was a "No. 11," but, if she got off at the traffic lights and waited for a "No. 7," she would be all right. She duly waited by a stop marked "To City," and a procession of buses showing 5A duly drew up at the stop and departed. After some time, our friend decided she would ask the next conductor of a "5A" when a "No. 7" would be along. Much to her amazement, she was scooped aboard with the, to her, inexplicable comment: "This is a No. 7." Moseley, Birmingham 13. P. L. HARDY.

Dennis Loline variations

Sir,—The purpose of this letter is to comment on the caption and illustration appearing on page 10 of *An Autumn Collection*. This refers to the Dennis Loline that were exchanged for a short while between Aldershot & District and North Western. The actual powers quoted for the engines are wrong. The Gardner 6LW engine develops a maximum of 112 b.h.p. and this was the setting for the Aldershot bus, which was a Mk. I Loline. The North Western Loline—a Mk. II model—had the Gardner 6LX engine derated from the maximum of 150 b.h.p. to 115 b.h.p. because of the limitations of the gearbox fitted. Similarly the twelve chassis fitted with Leyland 0.600 engines, were derated to the same figure.

The reason for this restriction of engine power goes back to 1956 when Bristol gave Dennis Bros. Ltd. permission to build the Lodekka under licence. The

Loline, as it was called, followed the Bristol specification very closely, but to keep the price as low as possible, certain standard Dennis components were utilised wherever possible. The major items used were front axle, a two-plate clutch and the gearbox.

The gearbox—known as the 6/5 type—was originally designed for use in the Hefty, a 14 tons gross goods vehicle, being a constant mesh unit having six forward speeds and an offset output line. This latter feature was eminently suitable for the Loline as it enabled an almost straight line for the propeller shafts, from the gearbox to the rear axle which had the diff. on the off side. This gearbox was also made in 5-speed form, having the top gear as an overdrive ratio, and in this form was fitted to the Loline type Y1. Later a 4-speed direct top gear was available, chassis so fitted being type Y1A.

When the gearbox was designed, it was to be used with the Dennis 0.6 oil engine which developed a maximum torque of 420 lb. ft. and to give a reserve of strength, the box catered for a limit of 370 lb. ft. This limit was quite acceptable for use in the Loline as it was only intended to fit the Gardner 6LW engine which has a maximum torque of 358 lb. ft.

With the introduction of the forward-entrance version of the Loline at the 1958 Show, much interest was aroused among operators for whom the 6LW engine was not powerful enough.

Accordingly, it was decided to fit the Leyland 0.600 for North Western Road Car Co. Ltd. and they ordered 15 of the new forward-entrance Mk. II model. This engine normally develops 125 b.h.p. and a torque of 410 lb. ft., but this had to be reduced to 115 b.h.p. and 370 lb. ft. as mentioned previously.

Design of a new gearbox was started in 1960, which would take the full torque (485 lb. ft.) of the Gardner 6LX engine. Known as the V-type, it became the standard unit, in 4- or 5-speed form, on the Mk. III chassis introduced at the 1960 Show. Prototypes were however fitted to an Aldershot Loline Mk. I and to the Barton low-Loline also exhibited at the 1960 Show.

A further difference between the Aldershot Loline and the exchanged North Western was the suspension. The former, like all Mk. Is, had the conventional leaf spring suspension on the front and rear axles, whilst the Mk. II version (North Western's) had air suspension fitted to the rear axle.

One result of the trials, which were mainly to see if a 30ft. long bus powered by a 6LW engine was suitable for North Western's terrain, was the fact that of their repeat order for 35 Loline Mk. III chassis, 25 of them will have 5-speed gearboxes. The engine, incidentally, will be the 6LX developing 120 b.h.p. with a torque of 430 lb. ft.

I hope you will forgive me for going into technicalities over the small point of the output of the engines quoted in your booklet, but I thought it might explain matters to readers who may travel on the North Western Loline and wonder why they may seem a little less powerful than other chassis fitted with the same engines. Incidentally, many operators de-rate engines below their normal maximum output on the grounds of fuel economy.

R. N. HANNAY,

Guilford,
Surrey.

P.S.V. Representative,
Dennis Bros. Ltd.



Model

notes

READERS will be pleased to hear, particularly judging from the letters I have received, that Meccano have at long last decided to produce a modern double-deck bus. No further information is available, but it will be a welcome relief from the poor model that they have had in production now for over 21 years.

Airfix, who have recently introduced a series of modern cars, to a scale of 1/32, are working on a model of an old double-deck bus. If this contains as much detail as their other products, it should prove extremely popular. Incidentally I have learned that Woolworth's have the first million (yes, million!) of any new kit that they produce. This accounts for the low price of their various ranges, especially when one considers the intricate details that are faithfully reproduced and the good fit of the pieces due to the high standard of the dies used.

Another firm, who at the present moment only produce railway models, is developing a kit of a 00 scale bus. It is only in its early days yet, so I do not expect to see any results before next summer.

Through friends and relations visiting the continent this year, I have added further models to my collection. One is a die-cast Renault coach produced in France, by Cij. It is similar in size and finish to English Dinky Toys. The entrance is in front of the front axle and would therefore seem to indicate that the original is an underfloor-engined design, although an imitation grill is fitted. A pressed steel ladder, at the centre rear, leads up to a luggage rack on the roof, rather like those

fitted to older Royal Blue coaches, but extending three-quarters of the length of the roof. White tyres were on the bus but I have replaced these by black ones from a Dinky.

The French subsidiary of Meccano do not manufacture any p.s.v.s at present. The last two on sale were a Paris bus and a Chausson coach. The former is a Somua Panhard underfloor-engined chassis with a special body to meet the operating conditions in Paris, and with the exit at the front and entrances on both sides at the rear. No chassis or body interior details are incorporated but the exterior is fairly accurate. Grab handles, stop lights, filler cap and the destination boards are shown. It is 5 $\frac{1}{2}$ in. long and 1 $\frac{1}{4}$ in. wide. The Chausson again has separate entrances and exits, but only on one side. Again they are right at the front and right at the rear, with folding doors. Curved quarter lights are indicated in the roof, and like the Panhard, it has left-hand drive. The exterior is highly detailed and has a motif on the centre panel on each side. Regrettably it is to a different scale to the other and measures 6 in. overall and 1 $\frac{1}{2}$ in. wide. If only manufacturers would adopt one scale for all their models!

Before ending I must mention the new addition to the Models of Yesteryear range. This is a 1/48 scale type 35 Bugatti racing car. These cars achieved phenomenal successes in races during the middle 1920s. Finished in pale blue, it has gold wheel discs and radiator. The handbrake and gear lever are mounted outside the cockpit. Number 6 in the series, it surpasses the AEC Y-type lorry. (R.N.H.)

AROUND THE TECHNICAL PRESS — OCTOBER 1961

- | | |
|--|--|
| Bus & Coach
(2/6 monthly) | German design settles down (Frankfurt show). An industrial council for coach owners. Big buses and joint consultation (MPTA conference). The bus operator's calendar—October. Station by day, garage by night (new Darlington bus station). Planning and building up an open-top service (Thomas Bros.). |
| Coaching Journal
(monthly) | New bus station at Darlington. |
| Commercial Motor
(1/- weekly) | 6th Virile company overcomes multiple problems (Maidstone & District). Traffic commissioners' reports (summarised).
27th Albion build lowbridge chassis. |
| Modern Transport
(1/- weekly) | 7th PMT extends Burslem garage
14th Golden Jubilee of M & D (Maidstone & District).
21st First 36 ft. long coach (Sheffield United Tours).
28th Leyland-Albion Lowlander. |
| Motor Transport
(6d. weekly) | 6th Consent system denounced (traffic commissioners' reports). Leopard chassis for 36 footers.
27th Double-deckers again from Albion (Lowlander). |
| Passenger Transport
(2/- monthly) | Forceful discussion at MPTA conference. Widnes puts itself on the map. Bristol develops cross-city services. Rebuild PMT depot at Burslem, New Darlington station all under cover. |
| Transport Journal
(2/- monthly—illustrated)
(6d. weekly—news) | 6th Transport in a seaside town (Great Yarmouth Corporation). AEC factory extension. United Automobile Services Darlington bus station. Automation in ticket issuing—new Creed system. London Transport in 1960—annual review. PMT's new Burslem depot. |
| Transport World
(2/- monthly) | It started in a shed (Maidstone & District). Consolidation in the Potteries (PMT rebuild Burslem depot). Large Leopard fleet for CIE. |

AROUND THE TRAFFIC AREAS . . .

NORTHERN TRAFFIC AREA

It is announced that the branch line linking Alton, England's highest market town, and Haltwhistle, where connections are made for Newcastle and Carlisle, is to be closed. There is no direct bus service from Haltwhistle to Alton and due to inferior roads and narrow bridges a bus service following a similar route to that of the railway would not be practicable. It remains to be seen what alternative route, if any, is to be provided, but some of the railway stations are served by Mid-Tyne Transport's Hallbankgate-Haltwhistle route and others by United's Alton-Carlisle service.

BARROW CORPORATION

Ten Leyland PD2A double-deckers with attractive forward-entrance Massey bodies have been put into service. The registration numbers of the new vehicles are HEO 271-80 and it would appear that they were destined to be numbered 171-80 following on from the previous batch. The new general manager, however, has introduced a revised policy in respect of fleet numbers, and the buses have entered service as 1 to 10. As a result of the delivery of the new vehicles ten of the Park Royal-bodied Leyland PD2s delivered in 1949 are offered for sale.

It is understood that another change the new general manager is making is the introduction of one-man-operated buses. He was previously in charge at Lancaster, where there is an appreciable amount of one-man-operated mileage.

BEDLINGTON & DISTRICT LUXURY COACHES LTD.

Buses from the four corners of the British Isles spend their last days with this interesting operator. Running alongside vehicles from the City of Oxford, Maidstone & District and Western Welsh fleets is B & D's latest acquisition, BAG 126—an AEC Regent with Northern Counties bodywork from the Western SMT fleet. B & D have adopted the City of Oxford livery for their fleet, and members visiting the Newcastle area from southern parts receive quite a shock on seeing former Maidstone Bristols in Oxford livery!

DURHAM DISTRICT SERVICES

In course of delivery are ten Bristol MW5G service buses with 45-seat ECW bodies. The first four of the batch (DBU 22-5) have been delivered up to going to press, DBU 22/3 having been in service from Sunderland depot since August 1st. The new buses replace Leyland Tiger PS and Bristol L5G vehicles now withdrawn from service.

MID-TYNE TRANSPORT LTD., Acomb

Sharing the workings on Mid-Tyne's Hoxham-Haydon Bridge route with the Crossley double-decker, JAL 363, is this company's latest acquisition, BCK 417, a Leyland Titan PD1A from the Ribbles fleet. The Leyland has replaced the former Southampton Guy double-decker, DTR 906, which has been withdrawn and sold.

It is rumoured that this business, formed to take over Charlton's services (April issue), is for sale.

NEWCASTLE CORPORATION

The Corporation have been granted a licence to operate a joint service with United Automobile Services between the City (Percy Street) and Newbiggin Hall estate (Whittingham Road) via Westerhope, Newbiggin Hall Lane and Trevelyan Drive. The service, numbered 69, commenced on October 22nd, and is restricted to 7t. 6in. wide vehicles until such time as road improvements are carried out to Newbiggin Hall Lane. Two of the AEC Regent III vehicles with 7t. 6in. Massey bodies (88 and 111), previously withdrawn from service, have been reinstated until further new vehicles have been delivered. Working in conjunction with service 69 is United's route 80 to Throckley which from the same date was re-routed in the city and operates from the same stand in Percy Street.

NORTHERN GENERAL

It is proposed to extend 124 from Parkside Shops to the top of Heathway. Certain journeys on service 13 will be similarly extended.

T. ORD, Alnwick

Application has been made to divert the Alnwick-Shilbottle Grange route into the Farne View estate at Shilbottle Village. Buses would travel via North Side and Widow's Row.

ROCHESTER & MARSHALL LTD., Great Whittington

Following the refusal of Mid-Tyne Transport to provide town services in Hexham, R & M Motors have applied for a very interesting group of four services. The routes chosen avoid as far as possible any roads covered by the services of other operators and in consequence include some rather narrow streets with difficult corners. A circular service to the east end would serve the Peth Head and Round Close council estates returning via Bondgate Close, whilst the Priestlands estate in the south west of the town would have a loop service working via St. Cuthbert's Lane. These two routes would operate every one or two hours. Two less frequent services would serve the private estates in the Elvaston Road and Beech Hill areas respectively. The Beech Hill route is particularly interesting as it is planned to travel via the Market Place and along very narrow streets in the old part of the town. All services will operate every weekday.

SOUTH SHIELDS CORPORATION

The trolleybus service from The Lawe to Ridgeway (5) was replaced by a motor-bus service as from October 1st. The Ridgeway is to form part of the new dual carriageway linking South Shields and Sunderland and due to current roadworks it was found impracticable to continue trolleybus operation on this route. It is somewhat ironic that although the Ridgeway service was the last route to be operated by tramscars it is one of the first trolleybus routes to be converted to motor-bus operation. Three new Daimler CVG6 double-deckers (128-130) with smart composite Roe bodies inaugurated the new service and tenders have been invited for the supply of four more 63-seat motor-buses fitted with six cylinder Gardner engines.

R. TAIT & SON, Morpeth

The headquarters of this old-established Northumberland operator have been transferred from Knowesgate to Morpeth where a new garage and offices have been opened in Union Street. The old garage and filling station at Knowesgate is still in use.

UNITED AUTOMOBILE SERVICES

Work is well under way on the construction of Blyth's new £25,000 bus station to be used by all United and Tynemouth & District routes serving Blyth, and it is hoped to have the work completed by Christmas. The station is in Post Office Square, the site of the existing bus terminus in the town.

A number of route changes are proposed for the Northumberland Area services. The Blyth-Morpeth routes (47, 47A and 48) are now to travel via the new Killy Brewster Bridge and link road between Bobside and the Bank Top hotel near Bedlington station, thus avoiding the very steep and winding approaches to the old Furnace Bank Bridge. Considerable changes are also planned in the Backworth and Whitley Bay areas and if applications are granted 58 will be extended from Backworth to Earsdon via West Holywell and East Holywell which are now served by 18, which in turn would be diverted at Backworth via Shiremoor, Earsdon, West Monkseaton and then along Seatonville Road and Bromley Avenue into Whitley Bay. The latter two roads are not used by buses at present. The diversion of the 18 route will enable the southern part (Ashtree

Gardens) of the Whitley Bay town service 35 to be withdrawn, and it is planned to extend all journeys on this service at both ends. From the Links Avenue terminus buses will be extended into the Cragside estate and from West Monkseaton into the Earsdon Grange and Park estate and Shir-moor areas.

October saw the introduction into service of a number of new Bristol/ECW forward-entrance Lodekkas which are replacing orthodox lowbridge Bristol vehicles and L5G single-deckers. The first five (BL 77-81) of an order for 22 70-seat FLF6B vehicles are in service from Ashington depot and are employed on the Newcastle-Ashington-Newbiggin service. They are fitted with fluorescent lighting and offside illuminated advertisements. Eight 60-seat FSF6B Bristols (BL 99-106) have also been delivered of which BL 100-2 are in service from West Hartlepool depot. The five rear-entrance FS 60-seat buses ordered for Scarborough town services, destined to be BL 107-11, have not been delivered up to going to press. New single-deck MW5G service buses based on the Bristol chassis continue to arrive. Latest deliveries are BU 633-8 which are designed for one-man operation and form part of an order for twenty such vehicles. Ten MW6Gs of orthodox design are also on order. All five of 39-seat luxury coaches BUC 6-10 based on the MW5G chassis were in service for the summer season and received favourable comments from the travelling public.

WEARDALE MOTOR SERVICES LTD.

This enterprising Co. Durham operator is shortly to take delivery of a Leyland Leopard with a 31ft. 6in. Plaxton Highway body seating 47 passengers. Mr. O. S. Gibson, proprietor of both Weardale and Stanhope Motor Services, told our correspondent on a recent visit that it is his company's policy gradually to increase the length of buses so that their drivers can get used to handling larger machines, hence the order for a bus 31ft. 6in. long.

COACH PROPRIETORS

October's interesting acquisitions include two Daimler C0G5 double-deckers from the Birmingham fleet (CVP 183 and CVP 201) which are operating for F. Pickering, of Blackhall, and two former Western SMT double-deckers, a Guy ASD 703 and an Albion CSD 881, which have been purchased by J. H. Henderson & Sons

Ltd., of Alston. Henderson only operates one coach and it is likely that the above vehicles have been purchased for spares for his road haulage fleet. . . .

J. Sayer, of Middleton-in-Teesdale, is operating a former Northern Guy, GUP 114, and Service Coaches, of Bebside, have added another two former Bristol Tramways vehicles to their fleet, MHW 978/9, dual-entrance Bristol L single-deckers. Since early in 1966 no fewer than nine buses from the Bristol fleet have been put into service by this Northumberland operator.

S. Morris, of Kirkby Lonsdale, has sold his business to the well-known Lancashire operator, Ribblesdale Motors Ltd. Morris operated five Bedford coaches on excursions and tours, school contract services and private hire work, and in addition owned the Central Garage in The Square at Kirkby Lonsdale.

Two limited companies have recently been formed in County Durham—Bleanch's Coaches Ltd., of Hetton-le-Hole, to take over the business formerly operated by R. J. Bleanch, and R. & M. L. Bisset Ltd., formerly R. & M. Bisset, of the Primrose combine. The vehicles of the latter will still trade as Primrose Coaches.

YORKSHIRE TRAFFIC AREA

BRADFORD CITY TRANSPORT

Mexborough Sunbeam trolleybuses FWX909/11 have not passed to this operator. JWW376/7, the two newest Mexborough trolleys which were expected to go to Tees-side, have now arrived at Bradford.

CHESTERFIELD CORPORATION

The last remaining Leyland PD1s have been replaced by new Leylands. Registered 61-70SRB, they are PD2/30s with 58-seat lowbridge Weymann bodywork.

COUNTY MOTORS

The second Guy Wulfrunian entered service in October. It may be interesting to record that out of the 25 vehicles in the fleet, 23 go out in service at morning peak hour, leaving only the two Leyland PS2-Windover coaches.

DONCASTER CORPORATION

Four Leyland PD3s and four Daimler CVG6/30s, both forward-entrance, are on order—a complete change from the previous policy of buying AECs. It will now be even more interesting to see what is bought for the proposed trolleybus replacement programme.



★

THE ONLY BRISTOL K6A WITH A BURLINGHAM BODY? The Bristol chassis and AEC 7.7 litre engine date from 1946 and have chugged away on the Leeds-Wakefield-Barnsley-Wombwell-Rawmarsh route of T. Burrows ever since, except for a brief respite in 1956/57 when the vehicle was withdrawn for overhaul and its original Strachans body removed. From then on it has sported a highbridge Burlingham body and was one of the first high-bridge double-deckers to run under a bridge between Wombwell and Scaiffoot which had for many years dictated the use of lowbridge buses on all Barnsley-Wombwell services. Its sister, EWW944, was never rebodied and was scrapped in 1958; meanwhile both EWW943 and its original body (now carried by former London STLBG0161) still carry on. (Black by courtesy of "Transport World")

★

EAST MIDLAND

Four of the Swedish Almix ticket machines are in use on one-man buses. The former Baker Bros. garage at Warsaw is to be closed and improvements are being carried out at Truman's old garage at Shirebrook.

EAST YORKSHIRE

Seven 36ft. long Leyland Leopards on order are with 17-seat dual purpose Willowbrook bodies.

HALIFAX JOINT SERVICES

A further 16 Leyland PD2/37s are on order.

HULL CORPORATION

It is believed that service 61 will be the next to be converted from trolleybus to motor-bus operation, probably late this month when the new Leyland Atlanteans arrive. Editorial reference is made on page 208 to a new timetable.

KIPPAX MOTORS

A new service between Leeds (Central bus station) and Garforth was introduced at the beginning of September. It only operates at peak hours, Monday to Friday.

LEEDS CITY TRANSPORT

From September 17th, 31 was extended at the outer end from Gledhow to New Farnley, and from the same date 47 (Central bus station-Farnley) was altered to run via Cow Close estate, instead of the ring road.

Revised fares were introduced on September 17th on all routes with the exception of 72 (Leeds-Bradford). The 2d. minimum remains and other fares up to and including 9d. were increased by up to 1d.

In September, we reported that amongst 35 new vehicles for which orders had been placed were ten Leyland Titans. These were to have been PD3/5s with exposed radiators, but the order has been changed to one for PD3A/2s with concealed radiators. Pneumo-Cyclic gearboxes will still be fitted.

MEXBOROUGH & SWINTON

At least one Leyland TD5 has been acquired from Southdown to help maintain services until the two new Atlanteans arrive.

ROTHERHAM CORPORATION

YET940/1 are two more AEC Bridgemasters with Park Royal bodies.

SHEFFIELD UNITED TOURS

The new 36ft. AEC Reliance (November issue) is registered 136AWJ and represents a departure from previous practice in that the fleet number (326) does not coincide with the registration number.

TODMORDEN CORPORATION

The Leyland Leopard mentioned in the October issue is owned by the BTC.

WALLACE ARNOLD TOURS

The vehicles hired from Stanley Hughes for the season were returned in September, together with the extra ones hired for a few weeks only. Already operating over 130 AEC Reliances, ten more have been ordered. Seven will be the new Reliance 470 model, 36ft. long, and the others will be 30ft. long. Plaxton coachwork will be fitted on all ten.

WEST RIDING

The first Guy Wulfrunian to be painted in the regular green livery is 904 (THL904) and a further eleven are to be delivered in a similar state. The twelve one-man-operated AEC Reliances entered service in September—they are shared between Belle Isle (Wakefield) and Selby depots, some of the Selby ones working the poorly patronised Leeds-Selby-Gooles service. A new bus station was started in Albion Street, Castleford, during September, and meanwhile excursions have again been run to away matches of Castleford Rugby League Club after a lapse of many years.

WEST YORKSHIRE

After operating since last December on short period licences, due to opposition from the local council, the Harrogate local services are now on full licences.

YORKSHIRE WOOLLEN DISTRICT

On October 2nd, the following routes were converted to one man operation:

- 9 Dewsbury-Black Horse Inn.
- 14 Heckmondwike-Hartshead.
- 49 Morley-Scholes.
- 51/52 Batley-Staincliffe circular.

A new route was introduced on October 6th between Batley and Lady Ann Mills. Numbered 15 and one-man operated, it operates on Fridays and Saturdays only.

YORKSHIRE TRACTION

A bus station for their workers, planned in conjunction with the bus company, has been constructed by Newton Chambers & Co. Ltd., at their Thorncliffe (Sheffield) works.

INDEPENDENTS

A. W. Gleadall, a new operator trading as Gleadhall's Minibus Services, has applied for a licence for a new service between Bircotes and Flrbeck via Maltby, covering a small part of the recently withdrawn Rotherham services 23 and 24. . . . An operator who has progressed from the "minibus" stage is Beecroft, of Fwston, who has a former Heaps Tours (Leeds) Bedford SBG. . . . A new operator with two Bedford SB3s is Alexander, of Scarborough. . . . In addition to two new Bedfords, Wood, of Brighouses, has a new AEC Reliance. . . . Premier, of Stainforth, have a new Trojan with bodywork finished by Yeates. . . . On order for Pennine, of Gargrave, are two Leyland Leopards—one 30ft. and one 36ft. It is believed that Duple (Midland) bodywork will be fitted. . . . Farrhead, of Rossington, has again sold out to Mason, of Scawsby. . . . In the double-deck field, Felix, of Hatfield, have at last placed their new AEC Regent V in service (8176WY): South Yorkshire Motors have ordered two more Leyland PD3s; Everett, of South Kirkby, has replaced a one-time County Motors Guy with an ex-Ribble Leyland PD2. . . . Doncaster Gliding Club have in use at Doncaster airfield Daimler double-deckers (one from Leeds and one from Derby) and a Daimler single-decker (HWT 48 ex-Cooper Bros., South Kirkby). . . . Heaps Tours, of Leeds, have applied for a new express service from Leeds to Oban, to run on four days only in the summer.

NORTH WESTERN TRAFFIC AREA

The two large municipalities, Liverpool and Manchester, introduced increased fares in October, but neither had been granted all it asked for.

ASHTON-UNDER-LYNE CORPORATION

Trolleybus abandonment is under consideration. All three services are joint with Manchester Corporation, two of them with SHMD also.

BIRKENHEAD CORPORATION

We have been asked to detail in full the changes that took place on August 28th (see October issue):

- 10 (New Ferry-New Brighton), as formerly to Central Station, then via Argyle Street, Hamilton Square, Hamilton Street, Canning Street, Taylor Street, Bridge Street, Park Street, Cleveland Street, then as before. In the reverse direction: as formerly to Cleveland Street/Park Street, then via Bridge Street, Taylor Street, Canning Street, Hamilton Street, then as before from Borough Road (Haymarket).
- 10A Short journeys on 10 which used to terminate at Central Station follow the new 13 route (see below) to a new terminus at St. Mary's Gate.
- 13 Terminus transferred from Central Station to King's Square (St. Mary's Gate). The route from Wallasey is now as before as far as Park Street, then Bridge Street, Taylor Street, Canning Street, Bridge Street, Chester Street, Ivy Street, Priory Street to St. Mary's Gate, returning via Chester Street and the reverse of above.
- 24 Inward, terminates at Conway Street/Argyle Street; outward, commences at Hamilton Street (Bernard's Corner).
- 71, 71A, 72 73, 74, 79 Inward, operate via Argyle Street instead of Hamilton Street.
- 94, 95 From Woodside, operate via Hamilton Street, Bridge Street, Argyle Street and Cleveland Street.

At Central Station, all bus stops which were sited under the canopy have been removed. Services 70 to 79 inclusive now stop between Argyle Street South and Rodney Street, and all others between Thomas Street and Hind Street.

BLACKPOOL CORPORATION

A new service 19 was introduced on August 28th, running on weekdays only, from Mereside (Langdale Road) to South Pier, via Clifton Road, Cherry Tree Road, Daggars Hall Lane, Hawes Side Lane, Waterloo Road and Promenade, returning via Station Road, Bond Street, Waterloo Road, etc. The frequency is every 40 minutes. Another new service began on October 30th, replacing the trams between Talbot Square and Squires Gate. It is numbered 12 and runs between Talbot Road bus station and the airport via Talbot Road, Promenade and Lytham Road. On the same date, the evening frequencies on 22, 22A, 23 and 23A were reduced from 20 to 30 minutes, and service 7C was suspended after about 7 p.m.

BURNLEY, COLNE & NELSON

Information is now to hand of a new service which began on April 24th—it should have been started two weeks earlier. Described by our correspondent as a "circular with two handles" it operates as follows: Burnley (Bull Street), Sycamore Avenue (via Metre, Gannow Top and Lockyer Avenue), Rosegrove (via Lowerhouse Lane Ends), Summit (via Rossendale Road), Burnley Centre (via Manchester Road) and Towneley, Rock Lane (via Todmorden Road), returning the reverse of the above route. Several short workings serve Sycamore Avenue only—a new housing estate. No service number appears to have been allocated but buses carry the destination *SYCAMORE AVENUE* on the blinds and a board at the front of the lower deck, *CIRCULAR*.

On order are four Leyland PD2A/27s and six Leyland PSUC1/1s, all with synchromesh gearboxes and air brakes.

LANCASHIRE UNITED

Instead of Guy Wulfrunians, 59 and 60 have turned out to be Arab IVs with 73-seat Northern Counties bodywork. They entered service in October. The original Wulfrunian (58) still spends most of its time on the former SLT Leigh-Bolton service. Recent withdrawals included some Dennis Lancans.

LANCASTER CITY TRANSPORT

Fares were increased on October 8th; there is no longer an adult 3d. fare, and new Ultimate tickets have been issued for the 2d. and 4d. values.

The first of six Leyland Leopards on order, 101UTF, entered service in October. Bodywork is by East Lancs, with seating for 42 and standing room for a further 18. There is a front entrance and a centre exit. Unlike the previous single-deckers, these six are designed for both one-man and driver-conductor operation and 101UTF spent October 21st working a double-deck duty on services 0, 1, 2 and 3 with separate driver and conductor.

A proposal has been made to re-route service 11 (Boot & Shoe, Scootforth-Beaumont estate) via Mainways and Halton Road, instead of Aldren's Lane and Halton Road. Mainways is in a new development area on the banks of the Lune. If this happens, 10 (Ryelands-City Centre) would run via Aldren's Lane to maintain the 10-minute headway. Another proposal is to extend double-deck service 12 (Beaumont estate-Warwick Avenue) into Newlands estate at certain times of the day.

LIVERPOOL TRANSPORT

New fares were introduced on October 15th. Except that a 2d. minimum for the first half-mile instead of 3d. was imposed, the Corporation's application was granted as published. Stages are now in half-mile, instead of 7-mile, lengths, and the fares range from 2d. to 11d. in progressions of 1d. The blue 2d. Ultimate ticket has been withdrawn and its place has been taken by a dark blue 4d.

Since May 2nd, 1960, when the 82E service was re-routed via the 82D along Central Avenue instead of Hale Road, and the whole service re-numbered 82C, the Hale

Road residents have been served only by Crosville M1 from Liverpool to Warrington via Widnes. The transport committee now proposes that alternate 82Cs on reaching the junction of Central Avenue and Eastern Avenue should turn right instead of left and terminate at the junction of Eastern Avenue and Hale Road, where a £1,375 turning circle will be constructed. Corporation buses will still not travel along Hale Road.

Some years after Crossley Motors ceased bodybuilding and closed their works at Erwood Park, Stockport, some unmistakably Crossley-designed bodies are now appearing in service. The thirty Leyland Titans (PD2/20s and PD2/30s) which Crossley supplied some three to four years ago as "shells" to Liverpool's Edge Lane Works for completion there are at last being completed—by Metro-Cammell. The new buses, L280-309, are 64-seaters (35 seats in the upper saloon instead of 33) and are about 3cwt. heavier than their Crossley-built predecessors, but their external appearance, apart from some detail differences, is virtually identical. All the time the "shells" have been lying in the works, the coach-makers have been fully engaged on overhaul work, and it can only be assumed that the decision to send these thirty buses to an outside bodybuilder for completion will have meant the end of a long tradition of bodybuilding which goes back to the earliest days of the electric tramcar and has continued, very nearly unbroken, ever since.

LYTHAM ST. ANNES CORPORATION

From September 18th, 2 (Heeley Road-St. Annes Square) is once more extended via Clifton Drive, St. Thomas Road and beyond the former Banbury Road terminus via Church Road to Smithy Lane (Hilton Avenue). Operation is daily.

MANCHESTER CORPORATION

Increased fares came into operation on October 30th. Part of the Corporation's original application envisaged the abolition of vouchers which enabled their holders to travel on the all-night services at normal fares instead of at the all-night double fares. The commissioners ruled that the vouchers were to continue but their holders were now to travel at 75 per cent of the all-night fares (instead of 50 per cent). To enable new vouchers to be printed containing the new conditions, half-fares for all-night voucher holders were retained until November 30th. The cost of these vouchers is 6d. per annum, but a proposal has been accepted by the city council to increase this to 10s. 0d. per annum.

On October 30th, five morning peak hour journeys, carrying service number 17X, were introduced between Alkington (Kirkway/Mainway) and Cannon Street, via Mainway and Manchester New Road, taking the place of four journeys which used to begin at the corner of Mainway and Manchester New Road.

Overspill estates at Haughton Green, Hattersley and Heywood can be expected to feature in service applications. Only the first, which lies in Denton u.d.c., is in the Manchester Corporation operating area; Hattersley is wholly in the SHMD area and is served by an irregular service between Hyde bus station and Mottram-in-Longdendale (SHMD service 7) and the Heywood estate will be off Bury Old Road. One new service, which began on November 6th, was Manchester Corporation 155, joint with SHMD, from Haughton Green to Hyde. The portion between Northstead Avenue and Haughton Green lies within Manchester's operating area.

NORTH WESTERN

On September 25th, 124 (Glossop-Marple) was extended from Marple over the 82 route (Mellor-Hazel Grove) to Hazel Grove, providing an hourly daily service between the latter point and Glossop, and in consequence most journeys on the 82 between Marple and Hazel Grove were withdrawn. The 124 became one-man-operated at the same time, and the timetable on 82A (Hawke Green-Compstall) was revised.

PRESTON CORPORATION

A third conversion from lowbridge to highbridge, extended to 30ft., and fitted with forward entrance (2), entered service in October along with three forward-

entrance Leyland PD3s with Metro-Cammell bodies (15-7).

RIBBLE

A Guy Wulfrunian demonstrator (7800DA) was on hire during the last week of October and the first week of November. For its second week, it plied between Liverpool and Crosby over the route that seems to be tackled by all Ribble's "guinea pigs" in turn—the L3.

From June 24th, the Journeys on 90 (Blackpool-Poulton, via Blackpool Old Road) and 180 (Poulton-Cleveleys) which have been linked operationally since 1936, were consolidated as a new service 92 from Blackpool to Cleveleys.

The Ribble "White Ladies" are no more. Two years ago, the original thirty, with Burlingham bodies (1201-30), were sold, and now the East Lancs batch on Leyland PD2/3 chassis (1231-50) have followed them. Manchester area dealers handled both batches—Coppock the first lot, and now Cowley the East Lancs batch.

SALFORD CITY TRANSPORT

A revised fares structure was due to be introduced on November 26th.

SOUTHPORT CORPORATION

The latest operator to make known its progress in running a Leyland 0.600 engine without ill effects is Southport Corporation. One of the five PD2/3 Titans with which Southport have been conducting a "leave well alone" engine-maintenance experiment for the past two years is now well past the 500,000-mile mark without showing any deleterious effects.

COACH OPERATORS

Following the refusal of PMT's application in the West Midlands for extended tours, Shearing's Tours (Manchester) Ltd. have been granted a feeder service from Newcastle-under-Lyme to Olympia coach station in Salford to connect with Scottish tours. It is intended next year to use a 16-seater. . . . Jardine, of Morecambe, is to surrender his excursions and tours licence if I. J. Curwen & Sons Ltd., of Lancaster, succeed in their application to move their originating point in Morecambe. Mr. Jardine was until this year the operator of a 1933 Dennis Dart. . . . The licences of Ralph Renton Ltd. and Joseph Dyson Ltd., both of Hollinwood, were acquired earlier (this year by R. J. Brooks and Mrs. J. M. F. Bernaix). The office at 522 Manchester Road was not included in the deal, this being retained by L. Gleave, the former owner of Renton and Dyson. Brooks and Bernaix are operating from the Oldham Travel Bureau.

WEST MIDLAND TRAFFIC AREA

BIRMINGHAM CITY TRANSPORT

Application has been granted to reduce the frequency on 95 (Lodge Road), which will be operated by 72-seaters.

COVENTRY CORPORATION

Coventry was recently involved in an unusual decision of the traffic commissioners. The Corporation applied to increase fares, but the application was refused on the grounds that certain of the proposed fares were too high. However, although refusing the application, the commissioners stated they would allow the increased fares to come into operation until such time as a modified application had been submitted and granted. A further application has been submitted based on a mileage scale.

The roofs of 22 new 63-seat MCW-bodied Daimler CVG6s are painted cream to brighten them up for the Coventry Cathedral Festival to be held in 1962. With the entry into service of these buses, the remaining vehicles with crash gearboxes have been taken off the road.

CROSVILLE

The services of J. W. Lloyd & Sons Ltd. were officially taken over on October 16th (see under "Independents" in the September issue). They are:

D58 Oswestry (Station Road)-Park Gate-Black Park via Chirk.

D59 Oswestry (Station Road)-Park Gate-Black Park via Chirk and Chirk Green.

G66 Woodside (School)-Woodside (Post Office)-Welsh Walls-Middleton Road (School).

The Black Park services operate on Wednesdays and Saturdays and G66 on Mondays to Fridays during school term. The buses remaining after the transfer took place were double-deckers 6 KHY398 (ex-Bristol Omnibus Leyland PD1) and 14 ARN193 (ex-Ribble Leyland PD1) and these are for sale.

MIDLAND RED

From November 4th, a number of alterations took place on services in the Halesowen area. The route of 225 (Cradley Heath-Old Hill-Halesowen-Bassnaghe estate) and 234 (Cradley Heath-Codsall estate-Halesowen-Bassnaghe estate) between Halesowen and Bassnaghe estate, and of 135 (Bearwood-Hal-sowen-Lutley estate) between Halesowen and Lutley estate, was replaced by one circular route operating from Halesowen via Hagley Road, Birmingham Road, Hasbury (Uffmoo Lane), Rosemary Road, Lansdowne Road, Dunstall Road, Huntingtree Road, Huntingtree Inn, Highfields Lane and Hagley Road to Halesowen. 225 was re-numbered 235 and the former 235 (Lye Cross-Wordsley Green) became 236. The latter number has been used recently for the service operating between Halesowen and Blackheath via Howley Grange estate for a trial period of six months, but which operated for the last time on October 13th due to lack of patronage. Service number 134, previously used for shorts on the Birmingham-Stourbridge route (130) which will now show 130 like the main service, is also used in the new scheme. Under the new arrangements, therefore, a vehicle showing service number 234 operates from Cradley Heath via Codsall estate to Halesowen, and then via Hasbury, changing to service 235 and continuing via Huntingtree Inn to Halesowen, then via Old Hill to Cradley Heath; similarly, vice versa. Service 134 will operate from Bearwood to Halesowen, then via Hasbury, changing to service 135 and continuing via Huntingtree Inn to Halesowen and on to Bearwood; similarly vice versa. 134/135 operate at peak periods on Mondays to Fridays and throughout the day until 6.30 p.m. on Saturdays. (Previously, in the main, 135 operated between Bearwood and Lutley estate at peak periods on Mondays to Fridays and all day Saturdays, and between Halesowen and Lutley estate out of peaks on Mondays to Fridays and all day Sundays). 234/235 run daily, all day, as formerly. As the above re-routed services serve the extremities of Bassnaghe and Lutley estates, 205 (Blackheath-Halesowen, Rosemary Road, Hasbury), formerly running from Halesowen via Stourbridge Road, Alexandra Road, Elizabeth Road, Albert Road, Hagley Road, Birmingham Road to Rosemary Road, were re-routed so as to serve the centre of Bassnaghe estate, as formerly to Elizabeth Road, and then via High Farm Road and Bassnaghe Road to Rosemary Road.

From October 7th, E3 (Evesham-Fairfield estate) was amended so that certain journeys were extended from Fairfield Road/Elizabeth Road to Barnard Close, continuing to show service number E3, whilst the remaining journeys turn off Fairfield Road short of the original terminus and operate via Battleton Road, also terminating at Barnard Close and using service number E13.

The first S6 single-deckers to be sold have now gone (3019/30). It is understood that certain C2 and C3 coaches are to be rebodied for next season's coach cruises.

Certain one-man-operated vehicles at Banbury have been equipped with Alex ticket machines.

INDEPENDENTS

It is understood that Morris, of Bromyard, has applied for a road service licence on the lines of the recently operated "free" bus. Fares would be charged if successful. . . . Yeomans Motors, of Canon Pyon, have reduced their double-deck strength to three (see October issue), offering for sale one of the former Western Welsh AEC Regent IIIIs with a certificate of fitness expiring in March 1966.

EAST MIDLAND TRAFFIC AREA

BARTON

The Robin Hood company (see November issue) is to be operated as a subsidiary until December 31st at least. The nineteen vehicles involved are receiving fleet numbers in the main Barton series; the batch appears to be 921-39, but this is not yet officially confirmed as only a few carry their numbers.

GRIMSBY-CLEETHORPES TRANSPORT

The three new Daimler CVG6.30s are 51-3. They have forward-entrance 70-seat Roe bodywork to Roe design, similar to those at Great Yarmouth.

LINCOLNSHIRE

A new service is applied for from Grantham bus station to Goodliffe Road/Earlesfield Lane.

MIDLAND RED

In the past, BMMO has from time to time issued supplements to bring timetables up to date, one supplement being issued to cover all six area timetables. In future, separate supplements will be issued for each area, and the first to appear was for the Leicester area, in October.

The new Banbury-Neithrop estate routes (B5/6), detailed in the October issue, came into operation on November 4th. Leicester service L37 (New Parks-Leicester-Thurnby Lodge) was slightly re-routed at Thurnby Lodge from October 7th, and buses now operate from Bowhill Grove via Croyland Grove, Home-stone Road and Thurncourt Road to Bowhill Grove, returning as at present.

CITY OF OXFORD

Despite the purchase of Dennis Lollines, a fleet of AEC Bridgemasters is being built up, a further 13 having been ordered—64-seat forward-entrance models. Advantage is being taken of the new regulations and eight 36ft. single-deckers are to be supplied by AEC.

TRENT

The end-of-season withdrawals comprised the 20 AEC Regal III saloons (model 682IX built with Crossley gearboxes), the former Naylor AEC Regal IV coach (645), and six of the Leyland-bodied Royal Tiger PSU1/13s. All were sold to Cowley, the Salford dealer.

UNITED COUNTIES

The first forward-entrance Bristol Lodekkas here are now in service. They are 617-20, FLF6B 70-seaters, and the batch will continue to 623.

INDEPENDENTS

A. D. Grainge, of Westbury, Brackley, has applied to take over the licences of S. Grainge, of Westbury. . . . Granville Tours Ltd. is the new name of A. & A. E. Blackburn Ltd., trading as Granville Tours, of Grimsby, and they have applied to take over Lincolnshire's extended tours commencing at Lincoln, Retford, New Balderton, Newark, Sleaford, Southorpe, Cleethorpes, Grimsby, Louth and Grantham. . . . South Notts, of Goltam, have a new Leyland PD3/6 with forward-entrance lowbridge Northern Counties body seating 33 in both saloons, but unlike the Barton ones it is not full-fronted. . . . The information published last month about K.W. of Daventry, was incorrect. A30 is a Bedford SBI with Yeates Fiesta coachwork and A34 is a Duple Vega-bodied SBI. Presumably the two ex-RAF Redfords are A31/2 but we await confirmation.

Todd, of Whitechurch, has acquired RT-type JXC219 from East Midland, formerly in the Wass fleet at Mansfield, and a Cravens-bodied one, JXC177, is with Holder, of Charlton-on-Otmoor, formerly with Black & White, of Harvington. . . . Another RT-type in the news is one of the Devon General ones with a standard Weymann body, HTT333, which is the tenth of that type of chassis with Brown, of Markfield, it will replace a Brush-bodied Daimler CVD6, FAY517. . . . Hambridge, of Kidlington, have acquired ex-Reading AEC Regent II lowbridge CRD258. . . . Meller, of Goxhill, is yet another operator to acquire a Chesterfield Corporation Leyland PD1—JRA643. . . . A rear-entranced Foden with 50-seat Mann Egerton half-deck coach body, NYE100, has come from Canning, of Kings Sutton, to Lamecote, of Radcliffe.

EASTERN TRAFFIC AREA

Increased fares have been applied for by the following operators in the area: Ipswich Corporation; Barton Transport Ltd.; G. W. Osborne & Sons, Tollesbury; R. R. Allen (Reepham) Ltd.; Exors, of J. W. Lodge, High Easter; F. Carter & Sons, Northwold; L. Coleman & Sons, Wisbech; A. Scares & Sons, Northwold; Coaches Ltd., Hilton; G. C. Bickers, Coddanham, Morley's Grey Coaches Ltd., West Row; S. Blackwell & Sons, Earls Colne, and C. S. Pegg, Aitborough.

EASTERN COUNTIES

Route alterations include:

- 15 (Norwich-Downham Market). An additional section of route between Watton and Carbrook has been introduced, served on Wednesdays only.
- 220A (Ipswich-Stradbroke). Renumbered 279.
- 313 (Peterborough-Corby). One journey in each direction on Saturdays is now diverted via Glaphorn Village.

EASTERN NATIONAL

Application has been made for a new weekday service (89) between Colchester and Haverhill via Halstead in connection with the proposed closure of the Colne Valley branch railway line between these three towns. Certain journeys on 88 (Colchester-Halstead) and 320 (Halstead-Haverhill) would be amended in addition.

Saturday, November 11th was the last day of operation of George Digby's service between West Bergholt and Colchester. Eastern National took over operation on the following Monday with a new through service between Wormingford, West Bergholt, Colchester, Rowledge and East Mersea, combining the new journeys with the short journeys on 86 (Clare-Colchester) between Wormingford and Colchester and 76 (Colchester-East Mersea). The majority of journeys however operate from West Bergholt to Rowledge only and the remaining asset of the Mawdsley & Brown business, the outstation at Rowledge, was also closed.

The application for a new service from Clacton to Bramble Island (see last month) has been amended from stage to express carriage.

The allocation to the new Basildon depot is now 58 vehicles compared with only three when the former depot was opened in 1951.

LINCOLNSHIRE

Application has been made for a new Saturdays-only service between Spalding and Surfleet Seas End.

SOUTHEND & DISTRICT TRANSPORT

Following the opening of the under-pass at Benfleet station on December 31st, which replaces the existing level crossing, 3 (Southend-Benfleet) will be linked with the services on Canvey Island. Full details of the re-arrangement which includes new services via Essex Way, Benfleet (3A) and between Basildon and Canvey, will be given in the next issue. The closure of Canvey depot may also be imminent.

UNITED COUNTIES

Route variations proposed on services between Bedford and Wootton (Schools) is via Gwyn Street, Midland Road, Prebend Street to Kempston Road thence as at present.

INDEPENDENTS

D. R. McGregor (Hedingham & District Omnibuses), of Sible Hedingham, has applied for a new weekday service between Haverhill and Braintree, presumably to compensate for the proposed closure of the Colne Valley branch railway line. Numbered L26 in the fleet is an ex-Ribble Leyland PD2/3, CCK657. . . . Braybrooke, of Swaffham, has two AEC Regal IIIs from Layham, and District (KKK810/1). . . . Clairvaux, of Ex5282, and two other double-deckers in independent fleets are Palmer's (Fordham) KOD571, a Weymann-bodied highbridge AEC Regent III from Devon General, and FL1544, an ex-Hants & Dorset Bristol K5G, with Simonds, of Botesdale. . . . Ex-City Coach Co. Bedford OWLB JVX944 has been traced to the Southend Hospital Management Committee—after ten years! . . .

Shangri-La Holiday Camp, at St. Osyth, has another ex-Brighton open-topper, CAP237, which came via Thomas Bros., of Port Talbot to replace CAP207.

SOUTH WALES TRAFFIC AREA

Cwmbran, the new town that is expected to have a 55,000 population in fifteen years' time, is to have a bus station which will be in operation by September next year, "even if it is not finished." This was stated by the Western Welsh traffic manager at the Transport Users' Consultative Committee enquiry into the proposed closure of the Eastern and Western Valleys railway lines. Cwmbran had been quoted on behalf of Monmouthshire county council as an example of a town that must have rail facilities. Both Red & White and Western Welsh said they could absorb the extra passengers if the lines were closed.

CARDIFF CORPORATION

Trolleybuses are to be abandoned over a period of eight to ten years. (There is on outstanding order for five Sunbeams). According to a report in the *Western Mail*, the vehicles may be offered for sale "to 11 of the 40 transport undertakings in Britain still operating trolleybuses." There are in fact only 24 trolleybus operators remaining—all municipal with the exception of London Transport—and few of them can be interested in buying second-hand stock. Many—and Cardiff is numbered amongst the 24—are planning to abandon their own systems.

Five new Leyland PD2s were due by the end of October, with Metro-Cammell 64-seat bodywork and glassfibre bonnets. After these, and the AECs on order, it is understood there are to be 10 AEC Regent Vs and 10 Leyland PD2A/30s, all East Lancs 63-seaters.

On October 9th, the fares on service 30 (Cardiff-Newport) were increased between Quarry Hill House (at the top of St. Mellon's Hill) and Cardiff bus station to bring them into line with those charged on local services 43 and 44. The application did not, however, appear in N & Ps until October 11th.

JAMES, Llanelitho

The reduction in timetable on the Pontrhydfendigaid-Lampeter route, refused some months ago when the service was taken over from W. E. Lloyd (see September issue), has now been approved by the traffic commissioners.

MERTHYR TYDFIL CORPORATION

New Leyland PD3/4s with 73-seat East Lancs bodywork are 114-21, bringing the total of such vehicles to 21 (over a quarter of the fleet). All five Dennis Lancet IIs (60-4) have been withdrawn and it is believed that the WMI-bodied Fodens (47-52), which had their bodies rebuilt by Longwell Green, will be the next to go.

SOUTH WALES

The Swansea (Kingsway roundabout) terminus for 9 and 96 (Morrision via Treboeth) has now reverted from Belle Vue Way to Orchard Street, and so has the outward route to Manselton and Clase on 78 and 80. This follows the completion of certain road works in Orchard Street.

UNITED WELSH

The last of the former Swan Motor Co. vehicles have been withdrawn. They are 1229/30 (AEC Regents) and 1231/4 (Daimlers), all 56-seaters. New on September 1st were 70-seat forward-entrance Bristol FLP6G Lodekkas 347/8, and on October 1st seven of the 60-seat FSP6G version, 349-55.

While the United Welsh coach station in Swansea is temporarily closed for repairs, all services start from the bombed site at the rear of the garage.

The restriction on 13 (Swansea-Rhossilly) preventing the setting-down of passengers on outward journeys from Swansea via Bishopston at Sketty Green, Mumbles Road, Ashleigh Road and Blackpill has now been removed. This originally applied to the whole section between Sketty and Vennaway (Round House), and also forbade the picking-up of passengers on inward journeys. During the war the company was forced to run via Bishopston when the road via Falwood airport was closed, and when it was re-opened they continued

to operate certain journeys that way, subject to the restriction (which South Wales shared when they also operated the route until the summer of 1953). Since United Welsh have had the monopoly of services on the Gower, they have had greater freedom in this case, and they were recently granted a new service (4) from Swansea via Sketty Lane to Dunvant which covers certain of the stops concerned.

21 (Clydach-Craig Cefn Parc) and 56 (Pontardawe-Craig Cefn Parc) have been withdrawn. These were operating on a very limited timetable following the closure of Abergelly colliery and the cutting back to Craig Cefn Parc, and were probably affected further by the closure of collieries at Craig Cefn Parc.

WESTERN WELSH

The services travelling via Caewern estate, 610 (Neath-Dyffryn church/Dyffryn Arms, daily) and 608 (Neath-Ailtwen-Pontardawe, Sundays), have been diverted in the estate via Heol-y-Wern, Heol-y-Felin and Llygaid-y-Haul. The Cardiff-Neath-Carmarthen limited stop service 301 is to be re-routed at Pyle via the Cornelly housing estate.

VALLEYS INDEPENDENTS

Llynfi Motor Services NDA 23/4 are the ex-Don Everall vehicles referred to in the October issue; they are Leyland Tiger Cubs, not Guy Arabs. An operator who has two Guy Arab coaches from Don Everall is Thomas, of Barry, with NDA16/9.

WESTERN TRAFFIC AREA

The new suspension bridge crossing the Tamar between Plymouth (St. Budeaux) and Saltash was brought into use on October 24th; its formal opening ceremony will be performed early next year. There is now a 20-minute service provided between Plymouth and Saltash by Plymouth Joint Services (Plymouth Corporation and Western National jointly). Beyond, there are through services by Western National to St. Germans, Looe, Callington, St. Ive and Forder. Road users pay a toll; bus passengers pay a 3d. surcharge on their fares. Torpoint ferry is still served from the Cornwall side to give connections to Devonport by the new diesel-electric ships. The bridge replaces one of the chain ferry services with which Cornwall seems to abound, and until the Forth road bridge opens in 1963 it will remain the longest suspension bridge in Britain. The first bus across was Western National 860 on the 5.30 a.m. to Callington. The first "official" bus was 1986 with officialdom aboard later in the morning. A complete new timetable has been issued.

BRISTOL OMNIBUS

Details of the City services winter alterations were followed on September 17th by some Country amendments, including the diversion of certain journeys, particularly on Sundays, on 35 (Bristol-Chippenham) to serve Doynton, 433 from Stroud to Stonehouse as an approximately hourly service via Paganhill instead of direct via the main road to Cainscross.

Brief reference was made earlier to the most complicated 38 and 39 group from Bristol to the south. The services it comprises are now numbered as follows:

- 38 and 39 group from Bristol via Bridgwater Road, 38 and 39 group via Wells Road.
- 38B via Grove Farm, Winford, Chew Magna, Bishops Sutton to Hinton Blewett.
- 38A as 38 to Bishops Sutton, then to South Widcombe.
- 38E as 38 to Winford, then to Ridgehill.
- 38C via Felton, Winford, Chew Magna to Bishops Sutton.
- 38D as 38 to Winford, then via Chew Stoke to Chew Magna, rejoining 38.
- 38E as 38D to Chew Magna, then as 38A to South Widcombe.
- 38F via Felton, Winford, Chew Stoke, Chew Magna to Bishops Sutton.
- 38H as 38 to Grove Farm, then to Winford hospital.
- 138 via Whitechurch, Stanton Drew Roundhouse, Chew Magna, Knighton Sutton, Bishops Sutton to Hinton Blewett.
- 138A as 138 to Bishops Sutton, then to South Widcombe
- 138B as 138 to Stanton Drew Roundhouse, then to Stanton Wick.

- 138C as 138B to near Stanton Wick, then to Bishops Sutton.
- 138D via Whitechurch to Norton Hawkfield.
- 39 via Redhill, Wrington, Langford Inn, Langford Court, Burrington, Blagdon to Butcombe.
- 39A via Redhill, Langford Court, Langford Inn, Churchill Gate, Burrington to Blagdon.
- 39B as 39A to Langford Court and direct to Burrington and Blagdon.
- 39C as 39 to Langford Inn, Churchill Gate, then as 39A to Blagdon.
- 139 via Whitechurch, Chew Stoke, West Harptree, Blagdon to Butcombe.
- 139A as 139 but including East Harptree and terminating at Blagdon.
- 139B as 139 to Chew Stoke and direct to Blagdon.
- 139C as 139A to East Harptree, then on to Chewton Mendip.

As a result of the above, the new Radstock local 138 (see August issue) was re-numbered 133.

The withdrawal of the M & SWJ railway has produced the following:

- 61 and 182 Swindon-Cheltenham, Revised times.
- 709 Swindon-Salisbury Diversion of certain journeys via Savernake station and extension of certain journeys to the railway works at Swindon.
- 184 Swindon-Chisledon or Wroughton. Extension of certain journeys to the railway works at Swindon.

The new inner circuit road in Bristol was opened on October 22nd and some thirty City and Country area services were diverted along it between the bus station and Old Market areas.

New deliveries of FSF&G Lodekkas include 6036/7 for the Cheltenham District fleet, G6038-40 for the Gloucester City fleet, and 6041 for Bath Electric Tramways. There are also further MW5Gs 2521/2 for Country services. Among recent withdrawals are the open-toppers 3613-6, two of which have been sold to Southern Vectis. As reported in the October issue, four convertible open-top Lodekkas are on order as replacements.

The convertible open-top Leyland Atlanteans have settled down for the winter on services 30, 50 and 55.

The winter timetable produced little in the way of route alterations except the reorganisation of the Newton Abbot locals from October 1st, which took a different form than that given in the October issue. 36 (Sandygate-Station) was withdrawn and 109 (Buckland estate-Decoy) and 110 (Buckland estate-Highwook) diverted to Sandygate. Decoy is now served by a new local (14) from the bus station. Highwook is similarly served by a new 25, this number having been used for a some-what similar route until 1955. The number 14 has had a vicarious post-war history, being used for Newton Abbot-Widecombe until 1956 and subsequently for the erstwhile summer-only 20 from Exeter to Widecombe, which in turn was abandoned in 1958. The extension of 32 in Torquay to Hawkins Avenue (November issue) took place on October 1st also.

There are interesting proposals for alterations to Torquay routes; a new route is proposed from Strand to Shipway (Collaton Road) via Union Street, Lymington Road, Teignmouth Road, Holy Road, Lawes Bridge and Cadwell Lane; and it is proposed to join the two ends of 111 (Quinton Road-Lower Warberry Road) and make it into a circular, using part of Higher Warberry Road instead of Lower Warberry Road. A further proposal is to transfer the single-deckers from 32 to 33, and vice versa, so that both route 32 would be double-deck operated. This would entail the single-deckers traversing Old Mill Road—the traders there have already objected.

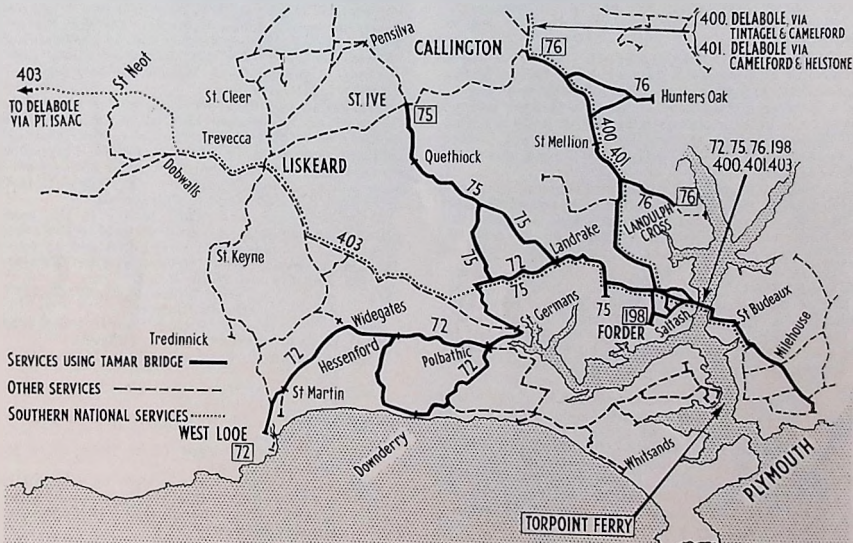
GREENSLADE'S TOURS, Exeter

On order are three AEC Reliance 590 36-footers with AV590 engines and four of the 30ft. version with the AH470 engine.

PLYMOUTH CORPORATION

Various alterations which have to some extent already been reported in this feature have come into operation. On September 25th, 15 (Centre-Pennycross) was extended to Honicknowle Green. Earlier in the year, on May 28th, 20 (Bus station-Woodford estate) was extended to Highbury Crescent, and 21 (Bus station-Plympton) together with 21A (Durnford Street-Plympton) were extended to St. Maurice Road estate.

With the opening of the new Tamar bridge (see under



Bus routes using the new Tamar Bridge. Service 75 is also projected to Plymouth but is largely a peak period extension only. (Block by courtesy of "Modern Transport").

Western National for other information), 7 (Bull Point-Hooc) was extended at both ends to Saltash Passage and Mount Batten respectively. 6 (Saltash Passage-Hooc) was also extended to Mount Batten and 53 (Bus station-Mount Batten) was withdrawn.

Leyland Atlanteans 140-8 entered service in October. A further 11 Leyland PD1 Titans have been withdrawn. Open-top Leyland PD2 58 is not to have its top re-filled; it is stored for the winter and will probably re-appear next season in reversed livery.

WESTERN and SOUTHERN NATIONAL

Bristol SUL4As 645-8 (36-seaters) went into service in October on the routes from Plymouth to Mothcombe, Newton Ferrers, Bigbury, etc. More Bedford OB coaches have been sold, two at least remaining in familiar territory (see "Independents").

Southern National

The first of the new set of amendment leaflets has appeared with the following:

- 20C Weymouth-Hereford Road. Certain journeys extended to Radipole Village from September 13th.
- 33C Preston-Broadway. This principally school service is now incorporated in 33D (Preston-Portland), a peak-hour service, from the same date.
- 45 Seaton-Axmouth. This was diverted via the main road from Axmouth last summer and now has additional journeys on part of the old route to Dowlands Farm as from September 26th.
- 46 Seaton local. New in September last year, this was withdrawn from September 9th this year.
- 64 Shaftesbury-Yeovil. Curtailed at Sherborne in June, this route is extended again to Yeovil from September 10th.

In the North Cornwall area, 135 from Bude to Plymouth was truncated at Launceston from September 10th, where it connects with 132 from Bideford to Plymouth. With the opening of the new Tamar bridge on October 24th, the ex-Blakes routes 400 and 401 (Delabole-Plymouth via Saltash Ferry) and 403 (Delabole-Plymouth via Torpoint Ferry) were diverted over the bridge.

Western National

Cornwall area route alterations are limited to the extension of 63 (St. Dennis-Enniscaven) to Whitemoor on the journeys via Gothern from the autumn school term. South Devon similarly had one alteration from September 10th affecting 135 (see Southern National above).

However, the opening of the new Tamar bridge on October 24th brought about many interesting alterations. Besides a wholesale re-timing over a considerable area to the west, the following services were all extended to Plymouth:

- 72 West Looe-Saltash
- 75 St. Ives-Saltash
- 76 Callington-Saltash
- 198 Forder-Saltash local.

In addition, 180 (Saltash-Golberdon) is curtailed at Pillaton and a new and entirely separate service operates from Callington to Golberdon numbered 176. The frequencies on 77 and 78 from Torpoint to Looe have been reduced and Torpoint depot has lost some of its allocation of vehicles to Plymouth. 181 (Liskeard-St. Neot, via two entirely different routes) is to lose its section via Two Crosses and will operate via Dobwalls only.

In the Somerset & East Devon area, 207 (Taunton-Spaxton) and 227 (Taunton-Minehead), which both lost their section of routes across the Quantocks (see August issue), have been partially restored. From June 24th, 207 had journeys via Broomfield, previously covered by part of 227, and these particular journeys were further extended on September 12th to Nether Stowey, restoring the connection across the hills.

WILTS & DORSET

New are 43-seat Bristol MW5G buses 801/2.

INDEPENDENTS

Bere Regis & District sold their Lougham garage earlier this year to Holloway Motors (not a p.s.v. operator). The official date for the take-over of Buller's

(see August issue) was October, although Bere Regis have been using their vehicles since June. One of them, OOR898, has been sold to Dorset County Education Committee, who run a large fleet of school buses. . . . The Glenside and Barrow Hospital at Bristol has an Albion Nimbus with 31-seat Reading body. . . . Hawkey, of Wadebridge, has acquired a Bedford-Duple service bus (VNK763), previously operated by Ronsway, of Hemel Hempstead, who had it new in November 1960. It is a 40-seater but, unlike the majority of such vehicles, is a petrol-engined SBG model. . . . Two further Bedford OB coaches from the Western and Southern National Royal Blue fleet have entered service with Devon independents; 592 (HOD 71) is with Sprake, of Honiton, and 595 (HOD 74) with Terraneau, of South Molton. . . . Edwards, of Lydbrook, placed two more double-deckers in service during October. Both are AEC Regent IIIs, MWL984 (ex-City of Oxford) with a NCB 53-seat lowbridge body and FWN636 (ex-United Welsh, originally Swan Motor Co.) with a Bruce 56-seat highbridge body. . . . New with Darch & Willcox, of Martock, is a 1961 Duple-bodied Bedford SB1, XBK576, from Byng, of Portsmouth.

SOUTH EASTERN TRAFFIC AREA

EAST KENT

The extension of 133 (Ashford-New Romney) to Greatstone commenced with the winter schedules on October 3rd and as from the following Saturday two journeys on 132 (New Romney-Lydd) were diverted via the new Dungeness nuclear power station, still under erection. This project had been served by a variation of 105 (Folkestone-Lydd) as 105B since January 26th as a Thursday, Saturday and Sunday route; a month later it became daily, and was gradually reduced until withdrawn on September 30th.

MAIDSTONE & DISTRICT

The reference to the withdrawal of the Southern Region line from Gravesend to Allhallows in the October issue was premature; the line is still open and therefore the substituted service 136 is still not yet in operation at the time of going to press.

In the May and July issues reference was made to the anticipated diversions of 2 and 49 from Ashford to Biddenden and Headcorn respectively. The diversion was via Pluckley Thorne and was operative from the commencement of the summer timetables.

It was intended to introduce one-man operation on several of the Hastings local routes (72, 74, 134, 155 and 161) as from September 2nd, but at the time of going to press authority was still awaited. Further news has come to hand regarding the long awaited bus station at Hastings. An area of land between the head post office and the station is to be cleared under a pending slum clearance order and it is hoped that the re-development will take the form of a bus station and a multi-storey car park. Wellington Square has been in use as a terminal since about 1919 and is on a considerable slope still necessitating chocks to be placed in front of the wheels of buses parked there—a method common many years ago over the country but which has almost died out with the passage of time.

READING CORPORATION

Whilst no route alterations have occurred of late of any significance, J (Stations-Coley Park) has been given an increased evening service as from October 15th.

Six more AEC Reliances with Burlingham bodies for 34 seated and 26 standing passengers are on order for delivery by the spring of next year.

SOUTHDOWN

An emergency operation was undertaken on September 19th, when the company was called upon to transport railway passengers from Brighton to Haywards Heath and East Croydon after a mishap near Brighton station. Shortly after midday had caused rail services to be interrupted. During the afternoon and evening, buses were supplied from Brighton, Eastbourne, Haywards Heath, Seaford and Worthing depots, while some of the drivers were obtained from the works at Portlade.

An unusual feature partly brought about by the

pooling scheme in Brighton is the introduction of the winter timetables on different dates. Portsmouth area's (co-ordinated with the Corporation) came in being on September 12th, but involved no route alterations other than the usual winter curtailments or withdrawals. East and West Sussex, excluding Brighton, followed a week later. Alterations include the extensions of 1B and 5 (Worthing-Findon, Gun) to Homewood at the northern end of Findon by-pass (see June issue), and 34's (Hassocks local) journeys via Western Road renumbered 31A. The Brighton section winter service commenced on October 8th to coincide with other participating concerns.

THAMES VALLEY

On July 15th Bracknell new town acquired three new services:

53A (Bulbrook estate-Little Sandhurst).

55 and 55A (Bracknell-Hawthorn Hill via Park Road and Wick Hill respectively).

On October 28th 53A was extended at both ends to be Windsor-Camberley, and at the same time 53 (Windsor-Crowthorne) was diverted in Bracknell via Bulbrook estate and also extended to Camberley but not via Little Crowthorne. 3 (Reading-Camberley) was double-decked and diverted in Wokingham to avoid a low bridge; its odd journeys via Gardeners Green were incorporated in a new single-deck 54 (Bracknell-Wokingham-Crowthorne). In the Reading area on the same date A6 (Reading-Odham) was diverted via Shinfield and Hyde End Road instead of direct via the Basingstoke Road, and certain journeys on 1C (Reading-Woodley, Roundabout) were projected to Tipping's Lane.

In the Maidenhead area 18B (Marlow-Bourne End) was generally reorganised on August 26th to operate Maidenhead-Bourne End-Marlow with two prongs to Chisbridge Cross and Marlow Bottom. 18 (Maidenhead-Marlow direct), which has operated in two sections for a considerable time due to the 2-ton weight limit on Marlow Bridge, has had its short shuttle between Marlow Town and Causeway considerably reduced in frequency along with its own projections to Marlow Common and Danesfield.

WILTS & DORSET

An alteration not recorded earlier was the extension of the Basingstoke locals 125/6 (Queen Mary Avenue-Western Way) to St. Michael's Road during June 1961.

Reference was briefly made in the October issue to the withdrawal of the Midland & South Western "Joint" line from Cheltenham to Andover via Swindon. The title of this now defunct line should have read Junction and not Joint. Substituted services by Wilts & Dorset were largely of a peak hour nature and commenced on September 11th:

5 (Salisbury-Marlborough). Certain journeys diverted in Marlborough via George Lane and London Road to High Street.

19 (Andover-Marlborough). A new rush hour route following closely the line of the withdrawn railway.

709 (Salisbury-Swindon). Certain journeys diverted north of Burbage to serve Savernake station.

For other alterations see under Bristol Omnibus in the Western traffic area notes.

LONDON TRANSPORT

In the Central area, the following alterations have taken place:—

56 Withdrawn on Sundays and replaced by the part extension of 277.

85A New service from Putney Bridge station (Underground) to Roehampton (Alton West estate). Reference was made in the June issue to the fact that an independent was to operate in the LCC Alton estate near the exclusive Roehampton area, but this never materialised, partly due to his inability to find a garage to be supplied by the LCC. London Transport seems to have had second thoughts and have now introduced this new 85A service.

88 Some afternoon journeys are extended from Belmont to the Belmont hospital.

151 Now runs all day on weekdays and has been extended from North Cheam to Sutton garage via Malden Road and Cheam Road. At the end of the year, this route will be further extended to Belmont when the 213 route is double-decked and it will then terminate at Sutton.

156 Withdrawn (see 151 and 286).

272 Alternate buses from Stratford Broadway are diverted at Plashet Road via Green Street, Central Park Road, Hatherley Gardens, Lonsdale Avenue, Greatfield Avenue, High Street South to the White Horse, and returning to Stratford via the existing route via High Street North and Plashet Road. All peak period journeys to the Royal Albert Dock are now withdrawn.

277 Part of this service is extended on Sundays to Cubitt Town in replacement of 56 now withdrawn on those days.

286 New service from Belmont to Raynes Park station (north side), via Brighton Road, Sutton High Street, Bushey Road, Collingwood Road, Oldfields Road, Sutton Common Road, London Road, Morden station (Underground), Morden Road, Merton Road, Wimbleton Broadway and Worpole Road. Later, this route is to be extended from Raynes Park to Kingston-on-Thames via Coombe Lane, Gloucester Road, and Kingston Hill to Kingston garage, and route 290 will then be withdrawn.

There is a rather curious point about the blind for the 286. The first lines of the front intermediate blind (which, incidentally, is still entirely in capital letters) reads *COOMBE LANE RAYNES PARK*, although the route starts at Raynes Park station, using probably not more than ten yards of Coombe Lane outside the station. This, of course, heralds the extension to Kingston-on-Thames. It is thought to be the first time since 1923 that buses have operated along Sutton Common Road, 1923 being probably the last year in which the summer extensions of various routes were worked to Burgh Heath.

In the Country area, there are too many timetable amendments with the introduction of the winter schedules to detail here, but a few alterations are:

307 All buses run via the Lybury Lane estate at Redbourn.

307B Saturday service withdrawn but replaced by increased service on 320.

336A Saturday service withdrawn.

373 and 398 Complete withdrawal of the Sunday services.

350 and 350A Some short journeys extended from Hertford bus station to the Sele Farm estate.

381 and 381A. Some short journeys from Coopersale Common (Toothill) are extended from Epping to the Beaconsfield estate on weekdays.

380 All buses now run via Harlow bus station.

390, 393 and 393A All buses diverted at Great Pardon to run via Kingsmoor Road and Southern Way instead of Water Lane.

809 Withdrawn on Sundays between Stevenage and Hitchin.

Stage 12 of the trolleybus conversion took place on November 8th. The four routes concerned were replaced as follows:

521 replaced by extension of bus route 168 and new route 221.

621 replaced by new route 221.

609 replaced by new route 104.

641 replaced by new route 141.

Ancillary changes were as follows:

4A Finsbury Park-Waterloo station. New Monday-Friday route, via old 179 (now withdrawn) to Ludgate Hill, then via Fleet Street, Strand, Waterloo Bridge, Waterloo Station. No service between Aldwych and Waterloo station after the evening peak hours.

SCOTTISH BUS GROUP ORDERS FOR 1962

	Scottish Omnibuses	Central S.M.T.	Western S.M.T.	Alexander (Midland)	Alexander (Fife)	Alexander (Northern)	Highland Omnibuses	Total
Albion Lowlander, 72 seats		10	61	26	7	2		106
AEC Reliance, 45 seats ...						10		10
AEC Reliance, 41 seats ...	16				12	8	6	42
Redford, 30 seats ...				5	5			15
Redford, 24 seats ...	20					5		25
Bristol Lodekka, 70 seats ...	25		26	12	13			76
Bristol Lodekka, 60 seats ...		30						30
Bristol MW&C, 41 seats			7					7
Leyland Tiger Cub, 41 seats				20				20
	61	40	94	63	37	25	6	326

- 48 Withdrawn between Waterloo station and Aldgate.
- 141 Winchmore Hill-Moorgate. New route as extrolleybus 641, then via Finsbury Pavement, the new section of London Wall, St. Martins-le-Grand and then as the former 179 to Grove Park station. On Saturdays and Sundays, it runs in two sections: Winchmore Hill-Moorgate, and Turnpike Lane station (Underground)-Grove Park.
- 141A Grove Park-Finsbury Park. New route on Saturdays and Sundays only in replacement of 179, now withdrawn.
- 168 Extended from Ludgate Circus to Turnpike Lane station (Underground) via Shoe Lane, Holborn Circus, Grays Inn Road, and to run in two sections: Clapham Junction-Turnpike Lane station, and Putney Heath-Farringdon Street, but stopping short at the Embankment (Horse Guards Avenue) after about 1 p.m. on Saturdays.
- 179 Withdrawn and replaced by 4A, 141 and 141A.
- 221 North Finchley-Farringdon Street (via Farringdon Road). New route, with no service between Kings Cross and Farringdon Street after 1 p.m. on Saturdays and no Sunday service.

The Annual Review for 1960 says that the operating surplus of £1.4 million is largely due to the staff shortage which reduced the number of buses in service and increased the number of passengers per bus. From information contained in the report *Bus & Coach* estimated the cost of a Routemaster to be as high as £8,000, but this was later refuted by the LTE.

A new map is now displayed at bus stops in the Croydon district. It is of central Croydon and shows the position of bus and coach stops each of which is given a reference number, this being exhibited on the map and the bus stop post. The map gives details of how to get to various parts and places of interest. The idea is to enable it to be easier to find out how to travel and where the vehicles can be boarded. It is intended to extend the system to other localities later.

The Royal National Institute for the Blind has produced a bus map of central London in Braille.

The extended Routemasters are being reclassified RML instead of ER and it is expected that the 68 Routemaster coaches which are on order will be classified RMC. One of the Routemaster prototypes, CRL4, has already been re-numbered RMC4. Presumably RML3 will be re-numbered to avoid confusion with the extended version and it is thought likely to be called plain RM3. Four Leyland double-deck bus chassis have been ordered through Mann Egerton & Co. Ltd., for use as heavy breakdown vehicles. The chassis are Titan PD3A/1 models with synchromesh gearboxes.

In the congested east end of London, another considerable one-way scheme was brought into operation on October 8th which affected several long established services, 6 (Leyton-Hackney Wick-Kensal Rise) and 6A (Leyton-Kensal Rise-Waterloo) now no longer follow the same route westbound. In an easterly direction they are unaltered. Westbound, 6 from Hackney Wick proceeds via Rischolme Street, Cadogan Terrace, Victoria Park Road, Brookfield Road, Wick Road, Kenton

Road, Valentine Road to Well Street, etc.—a circuitous diversion; 6A is as above to Victoria Park Road thence via Lauriston Road to Well Street. 30 (Rochampton-Hackney Wick) westbound diverts at Morning Lane via Kenton Road and Cassland Road to Wick Road, returning as 6 above to Wick Road. 208 (Clapton-Bow) southbound is diverted at Wick Road via Rischolme Street to Cadogan Terrace and northbound at Cadogan Terrace via Victoria Park Road and Brookfield Road to Kenworthy Road with its low bridge, which precludes double-decks on this route along with the Fairfield Road main line bridge near Bow garage. 236 (Stroud Green-Leyton), another single-decker service, runs the whole length of King Edward Road and thence via Lauriston Road and Cassland Road to Wick Road. Apart from the minor diversion via Rischolme Street and Cadogan Terrace westbound it is unaltered. 178 (Clapton-Maryland Point), one of the only three low-bridge central routes, is diverted northbound at the junction of Wick Road and Clapham Road via Chapman Road and Osborne Road to Wick Road.

All of the above was occasioned by the separation of conflicting traffic to and from the east via Hackney Marshes using the three main roads which all join within a short distance of each other. Thus Wick Road and Victoria Park Road (eastern ends) are now westbound only and Cassland Road eastbound. One effect of this series of one-way streets is the numerous diversions caused to a single bus route in its journey. 30, for example, has six such diversions: Hackney Wick; Angel; Portman Square; Marble Arch and Hyde Park Corner; South Kensington; and Rochampton. It passes through two others at Tottenham Court Road and Great Portland Street, 12 has eight; Shepherd's Bush; Marble Arch; Haymarket; Trafalgar Square; Westminster, County Hall; Elephant & Castle; Camberwell Green; and Croydon, and is likely to collect a further one at Oxford Street.

SCOTTISH TRAFFIC AREA

Following the increase of the legal speed of public service vehicles to 40 m.p.h., Scottish Omnibuses have applied to reduce the running time of their Edinburgh-London service from 14 hrs. 39 mins. to 12 hrs. exclusive of refreshment stops. A similar application from Western SMT covering the Glasgow-London service would reduce the running time from 15 hrs. 54 mins. to 12 hrs. 20 mins. Amongst orders placed by the Scottish Bus Group is one for 106 Albion Lowlanders.

ABERDEEN CORPORATION

Journeys to Sea Beach have been diverted via Park Street, Constitution Street and Links Road. On 24 the Airyhall terminus is now at Airyhall Crescent N.E., while buses turning at Braeside work via Craigston Road on the outward journey and Springfield Road and North Deeside Road on the inward journey.

EDINBURGH CORPORATION

Journeys on 1 arc to be withdrawn after 7 p.m. on Saturdays but there will be increased frequency on the 21 circle.

GLASGOW CORPORATION

In addition to the withdrawal of tram 29 on October

21st, the Dalmarnock-Farme Cross section of tram 26 also ceased operation. New bus route 61 between Mary-hill and Tollerross started on October 22nd in place of tram 29. From the same date and 10 and 30 work from on 45 carry number 45A and 10 and 30 work from the Maryhill Garteralg garage instead of Parkhead. The Maryhill terminus of buses 60 and 61 is now at Celtic Street, the former Maryhill tram depot. Pending conversion of the depot to a bus garage vehicles are being operated from Kingsacre Road; the section to Rutherglen (Prospect-hill Crescent) would continue as before.

Post-war Coronation car 1192, built by the transport department for £7,000, is destined for the BTC museum. **SCOTTISH OMNIBUSES AND CENTRAL SMT**

With the resumption of the Glasgow electric suburban railway services, the proposals to reduce bus frequencies on the Airdrie and Dumbarton roads, originally put forward a year ago, have been revived.

AA MOTOR SERVICES, Ayr
Irvine local services. Rubie Crescent-Livingstone Terrace and railway station-Anderson Drive, are being extended by Livingstone Terrace and Dickson Drive to Hunter Drive.



BAXTER'S BUS SERVICES LTD., Airdrie

Application has been made to operate vehicles 36ft. long and 8ft. 2in. wide on all routes. As yet no report of such a vehicle being on order has been received.

A. C. PENMAN LTD., Dalbeattie

A group of excursions and tours from Kings Arms Garage, Dalbeattie, is sought.

NORMAN SMITH, Grantown-on-Spey

The application for the services to Grantown railway stations (see October issue) has been withdrawn.

JOSEPH B. A. SUTHERLAND, Swinister, Sandwick, Shetland

This operator, trading as Sandwick Transport Company, is taking over the Sandwick-Lerwick services and excursions and tours from Sandwick previously operated by P. Smith and W. Thomson.

IRELAND

Northern Ireland

BELFAST CORPORATION

88 Daimler Fleetlines are to be acquired to replace 88 AEC-English Electric trolleybuses placed in service between 1941 and 1944. The bodies are to be built by

M.H. Cars Ltd., of Belfast. M.H. Cars have never before built bus bodies but it has links with motor-car manufacture in the early days. It was formerly known as O.D. Cars and the O.D. was one of the only two marques ever produced in Ireland, the other making being the Chambers. (Incidentally, when the Chambers ceased production in 1929, their factory became the workshops of the Belfast Omnibus Company and continued in that capacity with the NIRTB and the UTA until 1949).

UTA

An order for 40 Leyland PD3/4s with 69-seat forward-entrance bodywork has been completed. These are numbered 819-58 and followed immediately a batch of 33 identical vehicles numbered 869-906. It is planned to build a further 34 next spring and summer and these will be numbered 785-818. The bodybuilding programme for the winter consists of 60 semi-luxury bodies on Leyland Tiger Cub chassis, to be numbered 421-80. These will be 41-seaters painted dark blue.

Eire

CIE

The road passenger department had a profit of £764,305 for the year ended March 31st, 1961. Receipts



CIE, who operate over 1,150 Leylands, are currently placing a batch of 80 Leopard 45-seaters in service with bodywork constructed at their own Inchicore works. They are in the new provincial bus livery described as rose pink and cream. Although strictly buses, they have dual seats with divided back rests and deep cushioning, lighting arranged so that there is a beam for each passenger, and an 84 sq. ft. open roof luggage rack supplementing a 64 cu. ft. boot. The exterior appearance is rather severe. This picture shows £2 which entered service on July 31st. (Block by courtesy of "Modern Transport")



were up by £113,655 to a record figure of £6,710,108. The number of passengers carried was 291,292,000—a drop of 8,928,000 on last year. During the year, 62 new 74-seat double-deckers entered service on Dublin city routes. The fleet at March 31st consisted of 770 double-deckers, 497 single-deckers and 72 touring coaches.

Minimum fares of 1/- were introduced on September 1st on country buses leaving Dublin at peak hours in the evening, to prevent city passengers using them. Children's runabout tickets were discontinued at the end of October, and from November 1st adult's runabout tickets can be used from 7 p.m. instead of 7.30 p.m. Leyland Leopards E5-8 are at present being used on city tours; they entered service on September 25th.

On order are 30 Leyland Worldmasters with fully-automatic gearboxes and air-assisted brakes. They will be bodied as coaches for next year's season. At the same time as this order was announced, Leyland's made known CIE's order for 44 Beaver trucks and 30 Super Comet tractors with trailer brake equipment. **VIOLET BUS SERVICE, Dundalk**

This operator, running a stage carriage service between Dundalk and Blackrock, the County Louth seaside resort, has bought a 1950 Guy Arab with Harkness 31-seat front entrance body M27396, formerly number 298 in the Belfast Corporation fleet.