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The Omnibus Magazine

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

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

Price 3s. 0d.

Society Notes . . .

FORTHCOMING EVENTS

HEADQUARTERS

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

Tuesday, November 28th.—Talk on traffic investigation in relation to trolleybus conversion, by Mr. G. J. Dickens, traffic development officer, London Transport.
Wednesday, December 27th.—Film show.

Tuesday, January 20th.—Presidential address by Mr. T. W. H. Galley, 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

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

Wednesday, November 22nd.—Visit to Norris, Henty & Gardner Ltd., Patricroft, Manchester, 2.15 p.m. to see LW and LX production lines. Salford City Transport/Lancashire United joint service 10 from Warrington to Salford (Greengate) every 20 minutes, Salford City Transport services 64 or 66 from Salford (Victoria Bridge Street) every 6 minutes. Allight at Peel Green on all three services.

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

half of the meeting.

Saturday in February.—Meeting in Sheffield, at which Mr. R. J. S. Wiseman, B.A., of the Tramway Museum Society, will give a talk on the Crich museum illustrated by slides.

MIDLAND BRANCH

Saturday, November 18th.—Visit to Birmingham City Transport School of Instruction at Liverpool Street garage, 2.30 p.m. Liverpool Street garage is just off Digbeth, within a few minutes walk of the Midland Red coach station. This will be followed by the annual general meeting at 6.30 p.m. in the Crown Hotel, Broad Street.

NORTHERN BRANCH

Wednesday, November 8th.—Film show at the Y.M.C.A., Blackett Street, Newcastle, 7 p.m.

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

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.

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

EAST MIDLAND GROUP

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

HAMPSHIRE GROUP

Full details of the Group's activities from Mr. C. W. Munt, 49 Freeground Road, Hedge End, Southampton.

P.S.V. CIRCLE

A tour is planned on the last Manchester Corporation Leyland TD5 on its final day in service (probably in December or January). Details from Mr. M. Eyre, 28 Tindall Avenue, Moston, Manchester 9.

SOUTHDOWN ENTHUSIASTS' CLUB

Saturday, November 25th.—Meeting in Brighton, at the Presbyterian Church Hall in North Road, 6.30 p.m., when there will be a show of ciné films taken by members of the Club. Omnibus Society members and friends are welcome.

LEEDS TRAMWAY HISTORICAL SOCIETY

Saturday, November 18th.—Colour slide show to illustrate the story of tramcar preservation, in aid of

funds towards the restoration costs of the Society's two trams at Crich. At St. Clement's Church Hall, Chapelton Road, Sheepshear, Leeds. Buses 2/3 (Moor-town) and 32 (Carr Manor) from the city centre, or 34, 35, 37, 69 and 70 from the central bus station. Silver collection; light refreshments. Omnibus Society members welcome.

NOMINATIONS FOR 1962 OFFICERS

Nominations for members to serve on the Council in 1962 are invited, and should be submitted to the Hon. Secretary, The Omnibus Society, Eros House, 111 Baker Street, London, W.1. New faces are always welcome!

The Northern Branch Committee for 1962 will be elected at the annual general meeting of the Branch and any Branch members who will not be able to attend are invited to send nominations (and suggestions regarding the Branch) to the Branch Chairman, Mr. M. G. Dixon, 38 Burnside Road, Gosforth, Newcastle-upon-Tyne 3 not later than December 1st.

SUBSCRIPTIONS FOR 1962

With this issue is next year's Membership Renewal Form. It will be of great assistance if members will complete this and forward it to the Hon. Assistant Treasurer, as soon as convenient.

LONDON & SOUTHERN COUNTIES COMMITTEE

Consequent upon Mr. J. C. Gillham's resignation from the London & Southern Counties Committee, Mr. G. J. Robbins has been co-opted to that committee.

PERSONAL

Mr. R. N. Hannay, lately sales representative for the Dennis Loline, joined the AEC sales staff on the 1st of this month.

Mr. G. A. Booth is now working for Scottish Omnibuses.

Mr. R. L. Grieves is now with Western SMT.

Obituary

We record with regret the death of Mr. James Cunningham, managing director of Cunningham's Bus Service Ltd., of Paisley, and a member of the Scottish Branch of The Omnibus Society.

Mr. W. G. Steele writes: During a tour of Renfrewshire independent operators in 1960, Mr. Cunningham acted as host to his fellow members at the company's premises in Underwood Road, Paisley, where a selection of vehicles from the fleet—nowadays mostly ex-LTE RTs—was inspected and some historical photographs admired. Mr. Cunningham could be relied on for assistance and information at all times, and will be greatly missed by the friends he made in the Scottish Branch.

NEW PUBLICATIONS

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

An Autumn Collection (5s. 4d.)

(distributed under the EI publications scheme)

A worthy successor to last year's *September Selection*, this booklet follows the same lines and presents the same variety of topics of its predecessor. As is only right in a year in which the Society is honoured by a Scottish President, Scotland is properly represented, mainly by the paper on experimental Glasgow vehicles—trams, buses and trolleybuses—which Ian Maclean gave to the Scottish Branch in Edinburgh earlier this year. The wanderbugs amongst us should be well satisfied by the accounts of bus journeyings in South Wales almost thirty years ago and in Scotland in more recent times. Those whose interest lies as much overseas as in Britain will enjoy reading about San Francisco's famous

cable cars and of our assistant editor's recollection of a visit to the Low Countries at the time of the 1958 Brussels Exhibition. For the independents enthusiast, John Gillham gives a "thumb-nail sketch" of one of the newcomers to London Transport territory, and there is also a description of a visit to Colchester. London Transport itself is represented by the report a correspondent gives on a ride he took on one of the RWs. In reminiscent vein, Charles Dunbar describes the life of a London tram-man as it was fifty or sixty years ago. For the route enthusiast there is an account of how a small service has been built up by one of the BET group, including as it now does a most unusual working; for the vehicle enthusiast Robin Hannay presents the evidence in the case of FCO187—a Guy coach which was probably built to an overall length of 32ft. but to which conflicting reports have given an air of mystery. The fine photographs which are reproduced throughout the publication include those of four early Bradford trolleybuses (this year is the 60th year of their operation) and an interesting picture of the prototype Leyland Atlantean on the MIRA proving ground.

Midland Red fleet history (part I) (6s. 6d.)

Jointly published with the PSV Circle, this much awaited companion to the part already published covers the years 1904 to 1933, has 124 pages and 8 photographs. It seems to cover everything (there are about 8 pages on tickets alone). Part II has been available for some time (price 4s. 6d.) and an addendum is now available (price 6d. if ordered separately). Both parts, with the addendum, together cost 10s. 0d.

Public Service Vehicles in the Isle of Man and The LTE 'Q' Class (2s. 6d. each). P.S.V. Circle.

These two booklets follow the usual lines of PSV Circle supplementary publications. In the Isle of Man booklet there are 28 pages (including a map), and the Manx Electric and Snaefell Mountain Railways are covered as well as Isle of Man Road Services, Douglas Corporation and the independent coach operators. The 'Q' class publication has 26 pages and gives all known details (including garage allocations, disposals, etc.) of this famous class.

Ian Allan ABC Series—London Transport (2s. 10d.)

The latest edition (19th—Summer 1961) is in the familiar style. The Routemaster list has now reached 1178 and includes the extended versions now being built.

Mexborough and Swinton souvenir brochure (4s. 0d.)

The demand for this has been heavy and a further quantity has now been purchased by the Society. Orders to Mr. Bull.

PUBLICATION RECEIVED

Manchester Tramway Diary 1940-1951

Published on behalf of the Manchester Transport Historical Collection, 1020 Manchester Road, Castle-ton, Lancs. (3s. 4d. post free).

As its title implies, this is a record of tramway events covering the last decade of tramways in Manchester and the neighbouring towns. It was originally prepared as a chronological appendix to a book on Manchester tramways which has yet to be published (see page 152 of our September issue), and is an extremely useful little work of reference to an area that has long captivated the imagination of transport enthusiasts.

SOUTHDOWN FLEET LIST

A new fleet list of Southdown vehicles is available from Mr. J. Allpress (Hon. Editor & Social Secretary of the Southdown Enthusiasts' Club), 9 Phoenix Way, Southwick, Brighton, Sussex, 3/- post free. Complete details, including allocation, of the present fleet, together with known details of forthcoming deliveries, are included in this new edition which replaces the previous one now 2½ years old. This latest publication is 6d. cheaper as a result of revising the layout and cutting out much of the repetition.



An AEC Reliance with Weymann body on a South Wales Transport Scottish tour (Block by courtesy of "AEC Gazette")

THOUGHTS . . .

The knowledge that Guy Motors have been suffering heavy losses in each of the past three years did little to alleviate the shock of the announcement in mid-September that Lloyds Bank had put a receiver into the company to manage its affairs. By the middle of the summer of 1960 the bank overdraft had reached £1.3 million; no ordinary dividend has been paid since 1957. The appointment of a receiver and manager did not, of course, mean that Guy's were bankrupt. The idea was that he should be able to restore the firm to a sound basis. The company's future was not left in doubt for very long, for early in October it was announced that Jaguar's were taking over.

* * * * *

Guy's 1s. ordinary shares, which were 2s. 6d. earlier this year, fell below par when the receiver was appointed, but by the end of September they had levelled out at about par. Another sharp drop came when the company's sale was made known, and by mid-October they stood at 1½d. It is interesting to recall that in the slump of 1922 and 1923, the £1 shares of the now mighty Leyland Motors could be obtained for 2s. 3d., orders were cancelled, prices fell and men were working four days in a fortnight. At the end of 1922 Leyland's profit and loss account showed an adverse balance of nearly £1 million. It was several years before this sum was worked off and for the years 1919 to 1929 not a penny dividend was paid on the ordinary shares. Yet in 1961, the output of complete chassis from Leyland's Lancashire factories increased during the first eight months by over 12 per cent compared with the same period last year, which, in itself, was 26 per cent higher than the first eight months of 1959. At present Leyland is exporting some 60 per cent of its total output of heavy commercial vehicles—more than double the percentage of such vehicles exported by the "heavy" manufacturers in this country. Vehicles produced for home users by Leyland this year are over 5 per cent higher than last year, but some 20 per cent higher for export.

* * * * *

In the keen trading conditions of today, such a meteoric change in Guy's fortune can hardly be expected, but perhaps we can still take heart from the Leyland story. A general slump there may have been in the 'twenties, but reorganisation and sound chassis design enabled the Leyland company to take part in the vast expansion in the passenger history. We hope that Guy Motors may be enabled under their new ownership to maintain their place in the competitive 'sixties.

* * * * *

Leyland's leading rival, AEC, have found it necessary, with growing demand and a consequent rise in output, to streamline production, and a vital part of this plan has been the construction of a new £430,000 chassis despatch building on an impressive site bordering Windmill Lane. The total covered development area of the Southall estate, which the Society visited last year, is now nearly one million sq. ft.

* * * * *

An interesting coach working came to light on a recent visit to the Nottingham area. On summer Saturdays, the Ribble coach from Glasgow to Manchester working through to Nottingham on hire to North Western, with a North Western crew, emerges from the Trent depot with a Trent crew after servicing. It then works on hire to Trent, service 79A to Bingham, 82 from there to East Bridgeford and then 81 from there to Newark. It

stands on Newark bus station for a few hours and then goes back to Nottingham by the same route in reverse. It is serviced again at the Trent garage, operates with a North Western crew back to Manchester and on to Glasgow again. The journeys this coach works on services 81 and 82 are the only ones on a Saturday.

Talking of North Western, there is a Saturdays-only midnight circular trip, presumably for the benefit of dancers, that starts from the Norfolk Arms in Glossop and during the following 51 minutes before returning to its starting point passes through places with such delightful names as Moodsbottom Bridge, Tintwistle, Broadbottom, Charlesworth and Dinting. According to the fare table, however, even at this late hour children up to the age of 17 attending and travelling daily to and from school can go at children's fares on production of the necessary voucher. Perhaps schooldays are the happiest after all!

It is perhaps not widely known that The Omnibus Society is a member of the consultative panel for the Preservation of British Transport Relics. The Society is normally represented by its secretary, D. H. D. Spray, but at the London conference held in September by the International Commission for Transport Museums the Society was represented in Mr. Spray's absence by its treasurer, James K. D. Blair. Mr. Blair addressed the gathering on the activities of the road transport enthusiasts' organisations in Great Britain.

The writer of the account of the journey from Badnagyle to Lochinver (see *October Thoughts*) remembered a notice in a shop window in Lochinver informing the passer-by that that day's newspapers would be available in the late evening after the arrival of the bus from Lairg. It was therefore assumed that the bus left Lairg shortly after the arrival of the Highland bus at 5.25. This assumption was incorrect. The only bus to Lochinver leaves Lairg at 1.45 p.m. and arrives at about 5 o'clock. The traveller from Badnagyle would thus find it necessary to spend the night at Lairg, as he could not possibly get there before 1.45. The total journey from Badnagyle to Lochinver, 9 miles away, therefore takes nearly 36 hours and not a mere 15!

The Golden Frame Calendar for 1962 published by *The Sheffield Telegraph & Star*, High Street, Sheffield 1, contains thirteen views of early Sheffield. In five of these, early electric trams and horse-buses are prominent, and trams are also in evidence on two or three others. The price is 4s. 0d. plus postage.

AROUND THE TECHNICAL PRESS — SEPTEMBER 1961

AEC Gazette (every two months)	36-footers . . . and the future.
Bus & Coach (2/6 monthly)	36-footers will raise some chassis problems; making the most of the 40 m.p.h. limit; tailor-made for dirt roads (Guys for the Western Australian Railways); are unpainted buses worthwhile?; a 50-bus garage replaces a railway station (Midland General at Ilkeston); the bus operator's calendar—September; invalid bus has its own chair lift.
Coaching Journal (monthly)	A new Bedford model (VAS chassis); AEC announces two Reliance 36-footers. Harrington introduce the Cavalier 36; private car comfort the aim for holiday tours (Salopia Saloon Coaches).
Commercial Motor (1/- weekly)	1st Fewer buses and staff yield higher revenue (Aberdare). 8th Many bodywork developments in Midland R&D fleet. 15th Men who make transport—T. R. Williams. 22nd Men who make transport—A. J. Watts.
Leyland Journal (every two months)	Knight Errant does the Grand tour the modern way (Northern General tour to Rome); more comfort for passengers in India and Brisbane; traffic in focus (closed circuit television at Leeds).
Modern Transport (1/- weekly)	2nd Air cooled diesel engines (Gosport & Fareham); traffic investigation in Frankfurt-am-Main (part II). 9th The transport scene at Portsmouth conference 16th New bus station for Darlington; Liverpool "Airporters" (Royal Tigers converted); Historic Commercial Vehicle Club rally. 23rd Southall extensions (new chassis dispatch building for AEC).
Motor Transport (6d. weekly)	15th Leyland beats Dennis by half a mark (Historic Commercial Vehicle Club rally).
Passenger Transport (2/- monthly)	Are the car makers' dreams fading?; "all aboard"—for the second longest regular run in Britain (London-Glasgow); AEC bring out 36ft. chassis for home markets; new Bedford medium-sized chassis; spotlight on Walsall.
<i>(Passenger Transport has been bought by Berrow's International Publications Ltd., a subsidiary of Berrow's Newspapers Ltd., and Charles S. Dunbar, M.Inst.T., appointed editor. Mr. Dunbar has been a member of The Omnibus Society for many years.)</i>	
Transport Journal (2/- monthly—illustrated) (6d. weekly—news)	8th Municipal transport in the city of Portsmouth; Burnley's celebration bus; new Bedford passenger chassis; dealing with 4m. lost articles a year (London Transport's lost property procedure); Duple's new Bella Vista coach; ABC 36ft. passenger chassis.
Transport World (2/- monthly)	Front-entrance Arabs for Chester; Daimler in disguise (illuminated bus for Burnley); Halifax tries a transit Leopard; municipal transport history on show (Edinburgh museum); a new bus station for Darlington; Leyland on show at Beigrade.

1961 ARTICLE COMPETITION — WINNING ENTRY

An introduction to Walsall

FROM almost any part of the ground that immediately surrounds Walsall's parish church you have a view that is at once both awful and fascinating. It is, to the stranger, Black Country, properly so-called. With this impression I would not argue, mentioning merely that to many people Walsall is not, in fact, part of the geographical area usually referred to as The Black Country. Certainly, though, Walsall is, structurally, an indistinguishable part of that area and forms the north-eastern fringe of it.

Looking north you can see the last few miles of this conurbation, packed with buildings near to you but gradually giving way to the large areas of open country that contain the pits of the South Staffordshire coalfield. Beyond these, forming your horizon, are the hills of Cannock Chase and beyond these, invisible from here, is rural Staffordshire, where accents become increasingly those of Cheshire. Turning away from this view, anticlockwise, the scene again becomes rapidly industrial until, by the time you face south-west, areas of open country have vanished. To the south lie West Bromwich and Birmingham, but to the east, dominated by the tufted lump of Barr Beacon, is the predominantly agricultural area that spreads away to Tamworth and Lichfield but that also includes Birmingham's northern, but independent, dormitory, Sutton Coldfield.

Thus far little has been said of Walsall itself. That it is basically unattractive is indisputable. Ugly though? Probably not unusually so. Parts of the town, especially on the eastern side are in no way inferior to the residential portions of any industrial area. And the central park, known rather splendidly as the Aboretum, would be a credit to a spa town. Architecturally Walsall has to offer only the worst of Victorian imagination, but, a century from now, perhaps, kinder words may be said of the buildings of today.

If the visitor to Walsall comes, by chance, as few do, for the transport, little of the above introduction will be of immediate interest. He will have before him one of the most fascinating local passenger transport systems in the country and this, to a transport student, is likely to put most else out of the mind, for a time at any rate.

This system is, of course, that of the Corporation. Its interest is twofold. Firstly for the unusual length of many routes, running as they do through the areas of many local authorities, some not even operating within Walsall's own boundary. Secondly for the variety of vehicles, both diesel and trolley.

Within Walsall the greater number of routes are centred on St. Paul's Street bus station. Secondary centres are at Bradford Place, where the long distance Dudley-Stafford joint service has its main Walsall stopping point, and at Bloxwich and, outside the town for totally external routes, with which we will not be concerned in this introduction, at Cannock, Hednesford, Darlaston, Rugeley and Lichfield. A number of

other out of town places are also used as centres for what are described in the official timetable as Supplementary Works Services.

Now, to bring the visitor to the point where he can claim that he is intimate, well, familiar, with Walsall's transport. Where should he start? Probably the most concentrated impression can be obtained at St. Paul's Street, for the public service is confined to a limited number of the central streets and simply to stand at an arbitrarily chosen vantage point can well offer a disappointingly small number of vehicles. Indeed, Park Street, the main shopping centre of the town, has no picking-up or setting-down points in its whole length and the only service to use it is that from Dudley to Stafford. Should the visitor arrive by rail he will enter Walsall through the station entrance in Park Street. Were he to stand there on arrival he could have a most depressing wait for vehicles to materialise. So, he must cross the street, enter the short passage at the side of W. H. Smith's and come out in the main bus station. Here, at almost any time of day, he will be certain to find at least a calm degree of activity and during the morning and evening rush periods a rather more exciting activity.

Emerging, then, from the passage, the motor-bus services of the Corporation and the Birmingham service of Midland Red are all found facing away from you on your right hand side, and, a little further on, but facing the opposite way are the two platforms devoted to the two circular trolleybus routes. One of these two platforms is, in fact, open to St. Paul's Street itself, on the far side of which is the principal stopping place of the long-distance coaches. Whilst there is absolutely nothing to indicate just where these services do stop—it is simply an ordinary piece of open air pavement—luck may bring you there at a time when the colours of both Standerwick and Scout are added to those of the Corporation and the Midland. Not much livery variety admittedly, but the best that can be offered at this station.

After an examination of the bus station, during which it will be seen that services operate from it to Brownhills, Hednesford, Lichfield and Sutton Coldfield, all of them several miles beyond the borough boundary, as well as to a number of points not beyond the boundary, it would be appropriate to make the first journey. Most actual visitors would choose one of the trolley routes for the first trip; my hypothetical one shall do the same—not a complete circle, which would make heavy demands on a limited schedule, but only as far, at first, as Bloxwich. The vehicle could be anything except an ex-Maidstone & District Sunbeam W, which only operate on the Wolverhampton joint trolleybus service. What turns up is most likely to be one of the 30ft. two-axle Sunbeam F4As, but could also be one of the earlier F4s, the single S7 or one of the two ex-Grimsby Crossleys. An early morning or

This article was the winning entry in the 1961 Article Competition and earns its author, A. F. Porter, LL.B., A.R.J.C.S., free membership of The Omnibus Society for next year. So that members may take part whose summer activities do not afford them sufficient time to prepare an entry, it is proposed to defer the next Competition until the spring of 1963.

tea-time visit would bring with it the possibility of travelling on one of the two ex-Pontypridd Karrier Ws or on one of the wartime Sunbeam Ws. Apart from peak hour use these vehicles are regularly used for driver training purposes and consequently some of them would probably be seen without a specific attempt to seek them out being made.

The route to Bloxwich is unexceptional today but is, historically, of some interest, having been served by the steam trams of the South Staffordshire and Birmingham District Steam Tramways, the electric cars of the South Staffordshire Tramways Company and of Walsall Corporation, and the first motor-buses of the Corporation. Some of the 3ft. 6in. gauge track is still in situ in the Corporation's combined garage, trolleybus depot and workshop at Birchills which is passed on the left shortly before reaching the Leamore short-working turning circle on the Bloxwich route.

At Bloxwich, on the right of the main Cannock road, looking towards Cannock, you will find a small group of stopping places for both motor and trolley-buses, including the services to Kingstanding, the only point at which Walsall vehicles can be seen on Birmingham's boundary. Turning left from the main road here and left again you find yourself in what is euphemistically described in the timetable as Bloxwich (Bus Station). It is, in fact, a short length of service road with pavement and a number of posts each indicating that a certain service starts from it. To give the visitor a roundabout return to Walsall centre he is being sent, first, by motor-bus from here to Willenhall. Willenhall is an urban district sandwiched by Walsall and Wolverhampton and provided with its public transport by each of these authorities. It is at present proposed that when the West Midland local authority boundary changes take place Willenhall will be absorbed by Walsall. At the moment, however, it is quite separate and cannot further be mentioned here.

From Willenhall the return to Walsall will be by the Wolverhampton and Walsall joint trolleybus service. Walsall's vehicles on this service are, almost without exception, the ex-Maidstone & District Sunbeam Ws. The Wolverhampton contribution is normally drawn from the 1949 Guy-BTH and Sunbeam-BTH classes and the journey will be made on a vehicle of either authority. These do, of course, operate to a predetermined pattern, but the casual observer will not be able to forecast on whose vehicle he will travel.

By the time Walsall is again reached it will probably have been noticed that, apart from the use of the Maidstone Ws on the joint service, there is almost no restriction of particular vehicles to particular routes. Highbridge bodies naturally cannot be used on low-bridge routes, but, subject to this qualification, the generalisation is a reasonable one. In three years the writer has travelled on the Sutton Coldfield route on representatives of all types in service except the Crosslev Bridgemaster and the single-deck vehicles. One vehicle, however, is seldom seen on any route other than that to Sutton Coldfield or the Aldridge short working: this is the sole Atlantean in the fleet and should be looked for primarily on this route.

The Walsall terminus of the Wolverhampton route is not at the bus station, but at the rather open junction at the north end of Park Street that is called Townend Bank. On the opposite side of Townend Bank is the remaining trolleybus terminus. This is the terminus of the comparatively short route to the Bechdale housing estate which lies to the west of the

Bloxwich route and has a connecting motor-bus service to Bloxwich.

St. Paul's Street lies on the east side of Townend Bank and is used as an exit for a number of routes from the bus station that are situated in it. That to Bloxwich, which has already been sampled, is such a route, so the visitor should not feel totally strange in approaching the bus station from this end. Part of the street to the north of the bus station is dual carriage-way with a central parking reservation for Corporation vehicles. These will usually only be found here in readiness for rush periods, but a smaller stand opposite the transport offices and on the corner of Hatherton Road is used for short period vehicle parking throughout the day.

The second visit to the bus station should be of greater value than the first; the visitor will by this time have seen something of the town services of the Corporation. A short period could now be devoted to a study of the basic services operating from the station. An essential aid to this is the official Corporation timetable and hardly less important are a good street map and sheet 36 of the Ordnance Survey half-inch map of Great Britain. This sheet covers every route of the Corporation and shows much of the territory of surrounding operators. A very approximate indication of the arrangement of services coming into the town centre is given if a line is drawn from east to west through The Bridge, the focal point of Walsall at the south end of Park Street. Those routes lying to the north of the line, and the Midland Birmingham service, terminate at St. Paul's Street or Townend Bank. Those to the south of the line terminate at Bradford Place. Reference has already been made to the long distance radial routes to the north and east. The infilling of the area bounded by Stafford, Rugeley, Lichfield and Sutton Coldfield is undertaken to a considerable extent by the Corporation, sometimes jointly with Midland Red, but it is also served by the Midland Red, Harper Brothers, of Heath Hayes, and the Green Bus Service, of Rugeley, many of which services interlace to form a complicated pattern in that area.

Most routes operating from St. Paul's Street do, in fact, continue beyond the boundary. There are, however, a few short unconnected internal routes supplementing these, such as those to Alumwell Road on the south and to Reedswood Park on the north of the Wolverhampton joint route, and the Pleck Inner Circle route which invades the territory normally covered by the Bradford Place routes. Additionally there is the interesting Birmingham Road service which is, so far as the public is concerned, an extra vehicle every half-hour on the Midland Birmingham route, terminating at the borough boundary.

After spending some time at St. Paul's Street, where, in addition to the trolleybus types mentioned earlier, it is probable that a considerable variety of motor-buses will have been seen, including perhaps, some of the latest Metropolitan-Cammell bodied forward-entrance Daimlers and Metro-Cammell and Willowbrook bodied forward-entrance Regents side by side with Guy Arabs carrying a startling assortment of wartime and post-war bodies and several carrying varied pre-war Park Royal bodies from Dennis Lances, together with a representative part of the Midland Red fleet, it would be appropriate to cross The Bridge and visit Bradford Place. Here, although the variety of vehicles is seldom so great as at St. Paul's Street, there is much of interest. Before giving attention to passenger services a most unusual former p.s.v. should be examined. This

is the former 221, a Guv Arab which has had its utility double-deck body cut down to low height single-deck and considerably altered so that, amongst other features, it now possesses an offside forward entrance. It was so altered to provide crews using Bradford Place with canteen facilities when the former 109, a 1935 Dennis Acc, which had been used for several years as a mobile canteen, became due for replacement this summer.

The services grouped on Bradford Place serve the south of the town and parts of Wednesbury and Darlaston and, jointly with West Bromwich Corporation, the centre of West Bromwich. Two exceptions to this southward working are the Dudley to Stafford service which has already been mentioned and the Corporation cross town service No. 34. Vehicles on the latter route in fact enter neither bus station in transit, having stopping points near to their exits.

The choice of routes for a journey from Bradford Place is necessarily limited, because, during normal working hours only nine services call there. If sufficient time is available the most interesting of these is, perhaps, the 37 Walsall-Wednesbury-Darlaston-Walsall circle, or the 38 which runs in the opposite direction. It is, I think, reasonable to include these two routes in an introduction to Walsall because, although the greater part of their mileage is outside the borough, you do go out from and return to Walsall in one continuous journey. At Wednesbury it is almost certain that one or more West Bromwich Corporation buses will be seen, either on the secondary housing estate routes or on the Wednesbury to Birmingham service that is operated jointly with Birmingham Corporation's note.

Mr. Porter implies that only the two circular trolleybus routes leave from the end two platforms of the bus station, there is also the Mossley estate trolleybus service. It must also be pointed out that Kingstanding is not the only point on Birmingham's boundary at which Walsall's vehicles can be seen; service 53 runs along the boundary for almost two miles. Walsall vehicles operate into Great Barr every Saturday also (see below).

The Birmingham Road service is more interesting than Mr. Porter implies. It runs on Mondays to Fridays as described, and on Saturdays operates—with Walsall and BMMO vehicles (Walsall vehicles "on hire to Midland Red")—to Great Barr (Scott Arms). In the Walsall timetable these journeys come under the heading of Midland Red service 119, but only those operated to Scott Arms are shown and not the 118 journeys which go through to Birmingham.

poration. At Darlaston Bull Stake the circle stop is near to the Wolverhampton Corporation trolleybus terminus turning circle, where it is probable that at least one more of the 1949 classes will be seen and back in Walsall, shortly before the Pleck Road traffic lights are reached, there is passed, on the left, the garage of Pearson's Luxury Coaches, whose fleet includes a recently acquired ex-Maidstone & District Bristol.

However, should the visitor prefer to travel in Walsall on a West Bromwich Corporation vehicle he would be able to do so on one of the two joint services to West Bromwich, out on a Daimler CVG6, perhaps, as far as the boundary, and back on whatever Walsall Corporation cares to offer, which is not often anything less than ten years old.

Should he be especially interested in second-hand vehicles Walsall can even offer a few of these permanently in use. In addition to those already mentioned from Pontypridd and Grimsby and from Maidstone's Hastings services, the Corporation can offer Leylands from London Transport and Warrington Corporation. British Railways currently have Yorkshire Traction, Maidstone & District and North Western vehicles in use as staff transports, some still in their original liveries. These can usually be seen about the town but a special trip could be made to Rolling-mill Street, where they are garaged.

So the introduction ends. The visitor, if he looks at the places to which I would have him travel, is unlikely to be impressed by what he sees. He will, however, have gained an initial impression of a transport variety seldom found in a town of this size and, particularly, of outstanding municipal enterprise.

SCOTTISH MOTOR SHOW

The Lowlander

Two Alexander-bodied Leyland-Albion Lowlanders will be on view at the Scottish Motor Show, which opens in Glasgow's Kelvin Hall on November 10th. One, on Albion's stand (96) will be in Western SMT colours; the other, on the Alexander stand (135), will be for Glasgow Corporation.

The Lowlander chassis has a wheelbase of 18ft. 6in., suitable for a 30ft. x 8ft. body with an unladen overall height of 13ft. 5½in. This low height, with a conventional seating layout, is achieved by the use of a stepped drive from the rear fluid coupling to the main transmission line, which is 8in. below the centre line of the engine crankshaft. A stepped double reduction rear axle is fitted to accommodate the lowered propeller shafts. An interesting feature of the frame design is the means by which provision has been made for the low one-step forward entrance, consisting of two channel section frame members, 7in. and 5½in. deep respectively, the outer frame members being swept downwards to accommodate the low entry within the legal ground clearance. The 9.8 litre engine and Pneumo-Cyclic gearbox are fitted and the photographs of the chassis which have been released show the glass-fibre bonnet structure which is used on the PD2A and PD3A Titans.

One of the exhibits on Leyland's own stand (95) will be a 36ft. long Leopard for Edinburgh Corporation with an Alexander body providing seating for only 35 passengers but with standing capacity for nearly 50 more. There are three doorways, the rearmost one being a double one leading on to an open loading platform.

A long-distance Reliance 470

Representing AEC's p.s.v. production inside Kelvin Hall will be one of the new 36ft. long Reliance 470s with a 38-seat coach body by Alexander for Scottish Omnibuses Ltd. (stand 93). The seats are fully adjustable and at the rear of the coach is a toilet. Primarily, the Reliance is an extended version of the home Reliance model, with the wheelbase increased by 2ft. 3in. to 18ft. 7in.

In the demonstration park will be another 36ft. Reliance, with Duple coachwork, for Leroy Tours, together with a forward-entrance Bridgemaster 72-seater for Baxter's Bus Services Ltd., of Airdrie.

Another exhibit of some interest will, we understand, be a Daimler Fleetline with bodywork by Northern Counties incorporating some styling features at the rear intended to improve the appearance of the vehicle. The owner will be one of the Ayrshire Bus Owners (A1) constituents—Hunter. A Gardner 6LX engine is fitted.

H. WEBB recollects

3—The old order

"Of all the modern conveyances . . . commend me to the omnibus."—DICKENS.

IN glorious Devon, between Tiverton and Cullompton, lies the village of Butterleigh. Although it is only a small place, it has a church and an inn. The inn is an old one, paradoxically called the New Inn. Here I was born and here I lived with my uncle and aunt until I was six years of age. During this period I had no recollection of ever seeing my father or my mother. My father was a small farmer and auctioneer who sold the surplus stock from neighbouring farms. When I was a baby, he was found slumped in his trap, dead from some sort of stroke, the pony jogging along a country lane without any control. My mother entered domestic service in London shortly afterwards. The first vehicle I remember was my uncle's trap, and this was followed by the lumbering farm wagons hereabouts. When the cesspool was cleared, I was kept in the house and was not even allowed to look out of the windows, but I wondered what sort of contraption was used to cart away the slushy mess. When I asked my aunt what they did with it, she said it was spread on the land to make the crops grow better, but that I must not ask any more questions about it because it was nasty.

On one occasion my uncle took me with him to Cullompton to renew his excise licence, and there I saw many different kinds of vehicles. At Deptford in London I found my step-father had a pony and trap, used on fine Sundays for a drive in the country, usually in the direction of Farningham and Poll Hill. I had to ride on a makeshift seat behind them facing backwards, and found it very uncomfortable. My first Sunday-school outing was by coal cart to Oakhurst Farm on Eltham Hill. The cart was cleaned out and forms put in for seating. Fortunately it was a fine day, for there was no protection from the weather. Later this was just a pleasant Sunday morning walk for me over Blackheath, through Morden College and back via Eltham and Lee. I remember seeing an unusual conveyance drawn by two horses at Deptford Cattle Market. It consisted of an arrangement of steel tubing erected on a low platform with sides of beef hanging in two rows wrapped around with a canvas sheet to keep off the dust.

I presume that as I grew older other things attracted my attention, so that in my teenage years although I noticed buses and trams I did not take a particular interest in them until I became a bus conductor. Then I found the Tilling horse-buses were mostly light, shapely vehicles, with rounded corners, built by Lines Bros. of Newington Causeway, with a few by Christopher Dodson, who has only recently died. There were also some odd buses bought from other proprietors, notably the Metropolitan which had an umbrella over the driver's head when they ran in central London. They were ungainly buses with square edges, rather heavy, with a good deal of play around the pin attaching the body to the front axle. Our drivers didn't like them. A good example of a Tilling horse-bus was shown on page eight of the Centenary Brochure issued

by the General Company called "One hundred years of the London Omnibus." I feel sure the driver depicted here is Tom Stone, who afterwards drove a motor-bus out of Croydon garage. The last Tilling horse-buses were withdrawn the first day of the 1914 war, when there was immediately a large Government demand for horses, which Tillings met successfully. This route was a shortened version of a longer one, and at the time of withdrawal operated between Rye Lane station forecourt and Honor Oak, standing outside Forest Hill tavern, until recently the terminus of route 63. Here a wooden block with a long handle was placed in front of the nearside back wheel to prevent the bus running down the slope. At departure time it was the usual practice for the conductor to stand on the kerb, lean forward placing one hand on the bus body, using the other hand to pull away the chock which was swung back to the kerb edge, at the same time calling out, "Right away," and mounting the bus as it started. An elderly conductor named Bailey (whom I knew very well as a conscientious worker who intended to retire when the horse-buses finished) was carrying out this manoeuvre one day when his hand slipped along the bus body, and he fell under the rear wheel which passed over him. He died as a result of his injuries. Some time previously there was an unusual accident in Worple Road, Wimbledon, near Edge Hill. Half the road had been dug up, leaving a narrow strip of apparently sound road on the nearside going towards Raynes Park, just wide enough for one-way traffic. One of Tilling's horse-buses was being driven slowly by when the side of the excavation gave way, and the bus overturned. Fortunately there were no outside passengers but those inside were badly shaken including a lady who was *enroute*. The horses escaped serious injury, for the bus seemed to subside slowly into the hole, their bruises and cuts being chiefly caused by their wild struggles to regain their feet. Several claims for compensation revealed that both the contractor and the council disclaimed liability for damages, so the driver's claim was dealt with first in the courts as a test case. It was decided his claim should be met by the contractor. There were no flies on this driver, who claimed for a broken whip, a new overcoat lost in the melee (as he put it), and injuries to his back!

At most bus stands of any size there was a "puller-up" who brought the buses forward when the first one departed. He was usually a hanger-on who performed this service in the hope of collecting a few coppers from the drivers and passengers. At Raynes Park we arranged things differently. A full-time "puller-up" was engaged at a reasonable wage, who had to keep the busmen's shelter clean. This shelter originally stood in the centre of Wimbledon Broadway, where it was erected for the cabmen's use, but the well-to-do people around who had paid for it were disgusted with its neglected state when they visited it, the windows being uncleaned and dirty ashes on the floor

near the fireplace. As a result it was given to the busmen and moved to Raynes Park where the council allowed it to stand partly on the pathway and partly in the road, with the guttering running underneath. The donors were very pleased when they looked in, for it was kept in a spotless condition and had been repainted by the men on their rest days. They often made gifts of money to the shelter fund. All men paid 1½d. per day to this fund out of which the attendant's wages were drawn, and there was usually a build-up of cash enabling a periodic share-out to be made.

At the back of Winchester House, Peckham, Tilling's coachbuilding factory was situated but I never heard of horse-bus bodies being built there. It was a hive of industry, with men skilled in their trade building, repairing and painting private carriages, with an occasional small contract van thrown in. At that time, if a customer entered into a contract to hire a horse and carriage for a year, he could have the carriage painted to the colour of his choice; if the hire was for three

years a new carriage would be built to suit his requirements. One wealthy client, who had a carriage built every three years, often visited the works, and sat on a stool watching his vehicle taking shape. On these occasions the "No smoking" rule was ignored for he smoked a big cigar with gusto. He often distributed cigars to the workmen but, of course, they were smoked off the premises. Workmen then took a pride in their craft, and to show their standing the Master Trimmer, Master Painter, Master Coachbuilder, Master Harness Maker, etc., all came to work in top hats. They were called Masters in the early days of the company.

Today the Omnibus Society keeps wonderful records of the movements of buses, so a quote from the late Edward Tilling's scrap book should prove interesting:

"Edward Tanner, brother of Tom Tanner who kept the Drivers at Peckham, ran a bus from Peckham to Regent Circus called Trafalgar. This was purchased by one Drew who subsequently changed the name to Times. Drew afterwards called a sale and it was bought by Wiling who later sold it to the LGOC, from whom Tillings subsequently acquired it for their Times route."

RECENT EVENTS

Barton—September 17th

Over a hundred members and friends from the Midland and North Western & Yorkshire Branches were given the freedom of the Chilwell depot of this, the country's third largest, and certainly most individualistic, independent operator. In the middle of the visit, tea was provided in the works canteen. Then away went the note books and cameras—at least, most of them—for a ride to Ilkeston, the lucky ones (with no disrespect to the builders of 861!) in Barton's Daimler charabanc, a replica of the vehicle with which they began their first service from Long Eaton in 1910, and the overflow in Dennis Loline 861, the lowest double-deck bus in the country. The large attendance on this visit was proof—if such be needed—of the interest taken in a company which has been notable for its ingenuity in all aspects of its operations since its inception.



Isle of Sheppey Study Tour—September 17th from R. J. DURRANT

The weather was not up to the standard usually associated with Omnibus Society visits when a party of about thirty members set out from Charing Cross. The notice had said that an interesting vehicle would be used, which on this occasion was the centre entrance Sentinel coach of Mr. Best of Wembley. During the course of the day we were to have a good demonstration of the smooth running, comfort, pulling power and manoeuvrability of this vehicle. A very full itinerary, with complete historical notes on the route to be traversed was handed to each passenger. This had been prepared by our member, Mr. D. G. Padgham, who had intended to be our navigator and commentator. Unfortunately he was unable at the last minute to come along, but we were fortunate in being able to hand the microphone over to Bert Chambers, who made an excellent commentator. The navigation was left in the hands of your reviewer. Having assured the driver that the route laid down kept to roads traversed by buses running in service we commenced the tour proper. Crossing the new Kingsferry Bridge and through Eastchurch, the groping fingers of the Maidstone & District routes on the eastern end of the island were explored. Eastchurch aerodrome, Harty Ferry, Leydown and Warden were all visited. Our driver soon gave up the pretence of considering us normal human beings when after proceeding for more than four miles along a lane just wide enough for the coach we said "Right, we turn here and then go back again." Unfortunately the impression was not altered when mis-navigation later took us beyond the official turning point for buses at Warden, and it was necessary for a 30 foot coach to be turned in a 40 foot space—with parked cars as an additional hazard. Thank heavens that Sentinel was manoeuvrable!

During the afternoon we had a break at Sheerness bus station, where the co-operation of Inspectors Francis and Thurgood enabled a number of photographs to be taken, and a visit to M. & D.'s Sheerness depot, where the depot engineer, Mr. Smith, made us most welcome, and after giving a most interesting resume of the history, past and present, of local transport allowed himself to be besieged by members in the answering of questions. Our thanks to all these gentlemen. The various routes in and around Sheerness town were then explored, and the Kingsferry Bridge again crossed, this time heading back to London. A clear road (amazing for a September Sunday) gave our driver the opportunity of demonstrating the Sentinel's turn of speed with overdrive engaged, which after the "wiggle-waggles" of Sheppey and of Gillingham, where local routes were also covered, I am sure he thoroughly enjoyed. And so did we all!



Red & White, Brynmawr—October 1st

Mr Lewis, the Tridegar area manager, met a South Wales Branch party at Brynmawr and first showed them the new bus station, which belongs to the council and not to the company who merely pay a small sum for each bus departure. The station includes public cafe, waiting room and another room which is occupied by the staff social club and used as a canteen. By agreement with the council, only busmen are allowed to be served at the canteen while the public cafe is not allowed to serve bus employees! The party then went on to the garage. Apparently it was originally proposed that this should be larger and that the old Ralph's garage at Abertillery should be closed. For some reason or other this was not done and the garage is not large enough to accommodate all the Brynmawr vehicles. Most of the ex-Griffin PSIs have gone; only two remain at Brynmawr, but most of the double-deck Leylands are working from there.

ADVERTISEMENTS

(1½d. per word, minimum 2s. 6d.—prepaid).

WANTED—Buses Illustrated No. 3 and Bus & Coach "Design for 1958" issue (published November 1957), in good condition. State price to Hannay, 77 Taunton Avenue, Fordhouses, Wolverhampton.

LONDON TRANSPORT. Maps, timetables, tickets, ABCs, early BIs, wanted. Some duplicates to be sold.—Box 160A, The Omnibus Magazine.

to the Editor . . .

Green grass and water

Sir,—As one of those who excused themselves as quietly and courteously as possible from the lunch table at Stirling (perhaps "Member" would have preferred a public announcement of our departure?), I decided against writing a letter of complaint about the planning of the tour on June 4th but I feel I must take up the gauntlet flung down so violently by "Member" in the August issue.

"These folk" come because they enjoy the social atmosphere of the presidential weekend as much as anyone but they also hope to be allowed to take home a few photographs of p.s.v.s. The weather was perfect; the countryside was beautiful; but where were the buses?

The details of the itinerary given on the booking form and in earlier issues of the magazine were sufficiently vague as to be enticing while still remaining non-committal and even a member of the Scottish Branch committee couldn't explain exactly what the tour would involve as late as the night of the dinner!

Thoughts in the magazine distributed at the dinner stated that the tour would cover the nationalised, independent and municipal aspects of the Scottish transport scene. What, in fact, did we see? Nationalisation? A few rushed shots in Stirling bus station after an equally rushed lunch hardly compensated for by being whisked past the tempting array of pre-war Titans at Alexander's Larbert and Milngavie depots. Independents? Perhaps the committee arranged for Baxter's WVA 40 to be parked at Aberfoyle? Muni-

cipal? To give credit where it was obviously due, the visit to Edinburgh Corporation and the Glasgow tram tour were excellently organised and were very much appreciated.

"Member" mentions that we are all capable of planning our own holidays, etc. Quite! I, therefore, suggest that those who are more attracted by a tour of the Trossachs than a look at such fascinating undertakings as, say, Laurie of Hamilton or Northern Roadways at Glasgow, should contact the appropriate coaching firm and leave Omnibus Society functions to the others who pay their subscription out of an enthusiasm for buses rather than "green grass and water."

The tone of "Member's" letter would imply that I have more need to disguise my identity than he, but I do not wish to hide behind a pseudonym.

Leeds 7.

GEOFFREY HOLT.

Independent Operators' Timetables

Sir,—Last year in *The Omnibus Magazine*, Mr. K. Hodgson suggested that the Society might collect and distribute timetables of independent operators' services.

Whilst I concur with your views that there would not be sufficient demand to justify publication, I do feel that the Society should have a comprehensive collection of such timetables. To this end I am now engaged in preparing a collection in respect of the Northern traffic area (excluding schools and works services, etc.) and the first section dealing with Northumberland is now complete. It is only a manuscript copy with a rough sketch map, but I should be pleased to loan it to any interested member.

38 Burnside Road,

M. G. DIXON.

Newcastle-upon-Tyne 3.

Model notes

IN one of my earlier reviews, I mentioned Spot-On's model of the Guy Warrior LUF coach with Mulliner bodywork that was exhibited at the 1958 Commercial Motor Show. I have now obtained one and it is a really good model. Built to 1/42nd scale, it is in keeping with the other cars, lorries, buildings and accessories built by Spot-On, which include roadways, sign posts and people. This enables one to build up a very realistic layout. The Guy-Mulliner coach measures 8½in. long, 2½in. wide and is 2½in. high. The detailing is first class: features such as the ornate rear end styling, roof glasses, etc. are faithfully reproduced although some artist's licence has been used on the chassis, which shows the engine mounted well over to the near side, giving a horrific angle to the propeller shaft. The model has 41 seats in red plastic, plus the driver's seat, a steering wheel and is fully glazed. The chassis has "Flexomatic" independent wheel suspension. My only criticism concerns the painting and

plating, which is below the standard of their competitors, but Spot-On are taking steps to remedy this.

Some friends who had their holidays in Germany this year have brought me back two models of buses. One is another plastic model in the Viking range and is a 45-seat Mercedes Pullman bus. This has a rear mounted engine and to provide adequate luggage accommodation, lockers are provided under the floor between the wheelbase and in a roof rack. A front entrance is provided. Glazed windows, a driver, and accurate chassis details complete this model.

The other model is also of a Mercedes, but this time a 24-seat coach, to a scale of 1:90. Made by Schuco, it is not so highly detailed as the Viking models, but is nevertheless a good representation. The interior is in pressed tin, painted to show seats and entrance and is reasonably realistic. Luggage lockers, windows and the "three-pointed star" are embodied in the casting. (R.N.H.)

★ 1,000 UP!

In the second week of October, Leyland produced their 1,000th Atlantean chassis. This figure represents an investment of over £5m. in this type of vehicle on the part of nearly 40 company and municipality operators in Britain. Recently, the Atlantean has been offered on the export market and orders have been received from operators in South Africa, India, Portugal and Spain.

During the following week, at the Southall factory, AEC handed over the 1,000th Routemaster to Mr. A. B. Valentine, chairman of the London Transport Executive. The bus concerned was RM1000. Two of the prototype Routemasters (RML3 and CRL4) were, of course, Leylands.



Coachwork by Roe

In our August issue we illustrated a South Yorkshire Motors Leyland Titan with "traditional" Charles Roe bodywork. With the delivery this year to two municipalities of 65-seat rear-entrance 27ft. long bodywork on Daimler CVG6 chassis, Derby and Swindon, an interesting comparison of current Roe designs can be made. The Swindon vehicles, in two batches of five (115-24), have metal-framed bodywork, and those for Derby (125-34), composite. Derby's previous batch of motor-buses were metal-framed Park Royal CVG6s delivered in 1957, but their next will be ten more by Roe of composite construction, no doubt broadly similar to 125-34. Swindon 118 (block by courtesy of "Transport World") is pictured outside the bodybuilder's Crossgates works in Leeds; Derby 133 (block by courtesy of "Bus & Coach") is shown on former trolleybus service 30, extended to Coleridge Street.



The end of an era

R. N. HANNAY

IT was with great surprise that people learned on Saturday, September 16th, 1961 that a receiver had been appointed by Lloyds Bank to manage the business of Guy Motors Ltd., though it was common knowledge that the company had made losses in its three previous financial years. A lot of money was lost in South Africa, where a subsidiary company had been founded, Guy Motors (South Africa) Ltd. This was due to many customers defaulting on hire purchase payments in respect of vehicles that they were using. Another contributory cause must have been the development of the Wulfrunian. This is a low-height double-deck bus chassis with possibly the most advanced specification of any in the world. The project was altogether too ambitious for such a small company to have undertaken, and the cost has been estimated as running into seven figures.

When the 1959/60 financial year ended on July 31st, 1960, the bank overdraft stood at over £1,200,000 although it was secured by assets. Many economies had been made but as the position did not seem to be improving in the subsequent financial year, the bank resorted to the step mentioned above. Negotiations were started for the sale of the company as a going concern and to this end, a new company was formed on Thursday, October 5th, 1961. This was Guy Motors (Europe) Ltd., to which all the assets of Guy Motors Ltd. were transferred, including the deeds, plant, works vehicles, and the staff. Five days later, on Tuesday, October 10th, a further announcement was made that several bids had been made for the company and that the highest—made by Jaguar Cars Ltd.—had been accepted. A petition has now been made for the winding up of Guy Motors Ltd.

So ends one era of Guy Motors existence. What the future holds in store, one can only surmise, but it seems that they should go from strength to strength with the financial backing of Jaguars, who, only last year acquired Daimler, including its subsidiary, Transport Vehicles (Daimler) Ltd., from the BSA group. It is well known that Sir William Lyons wishes to control a group to rival Leylands and now he has added heavy commercial vehicles to his empire. Already he has started furthering Daimler's bus sales by sanctioning 500 Fleetlines even before the vehicle had been announced and assessed by operators. As the development and overheads are spread over this large quantity, and the materials bought in bulk, the selling price is consequently made very competitive. Standardisation on Gardner power units helps economy of operation and also means that machine shop commitments are kept to a minimum as more and more space is required for building the increasingly successful Jaguar range. Jaguars have also purchased another factory in Coventry, from GEC, to allow still further expansion.

The Guy works at Fallings Park has space available for the construction of more buildings and my guess is that one day, the Daimler bus production will be centred here as well, with the possible rationalisation of similar Guy and Daimler models. Whether the Wulfrunian and the Fleetline will both continue is another query. Daimler have got a good hold of municipal business, whilst Guys are more popular with company operators, both large and small. Daimler's export orders appear to have diminished in recent years. The new group will have supplied over 7,000 of the 17,000-odd municipal vehicles. These figures



Lincoln Cathedral looks down on a Corporation Arab—the type that has made Guy's name in the p.s.v. world.

include Sunbeam and Karrier trolleybuses which have been under Guy control since 1948.

Guy's present products are lorries for payloads from 7 to 50 tons and buses carrying from 24 to 105 passengers. The smallest lorry is the Otter 7-tonner, available also as a p.s.v., as is the next in line, the 14-ton gross Warrior, which is suitable for a 10-ton payload. The Warrior is also made in three- and four-axled form, known as the Warrior Light Six and Eight respectively. These are rated at 20 and 24 tons gross, giving 13½- and 17-ton payloads. This is about a ton more than the equivalent Invincible models which are intended for more arduous conditions, being of more robust construction and available with more powerful engines. Tractor units are made that can cope with payloads of 50 tons. The Invincible Mk. 2 range features the modernistic and luxurious cab that was introduced at the 1958 Commercial Motor Show, and this is also fitted to the Warrior.

On the passenger side, the well proved Arab Mk. 4 is selling well at home and abroad. Keeping it company at home is the Wulfrunian, which, as yet, has not received many large orders possibly due to its revolutionary specification. British operators are generally conservative and they seem to be waiting for other people to try it first. Guys have enjoyed a good patronage from overseas companies and foremost amongst their export p.s.v. chassis is the Victory. This is an underfloor-engined model powered by Gardner or Leyland engines, suitable for bodies up to 36ft in length. Air suspension is available as an alternative to the standard leaf springs, and several buses so equipped are operating as far apart as Norway and Australia. Introduced in 1958, the Trambus has proved popular. This is basically the Victory chassis fitted with a vertical engine mounted at the front, thereby giving exceptional ground clearance. The prototype went to Lagos Municipality in Nigeria, and as a result several repeat orders have been received. Others are operating in Belgium and South Africa as well as some that were exchanged for tobacco in Greece. Developed for the Portuguese market in 1959, was the Scal. This is a small, light-weight coach chassis suitable for 24-seat bodies and powered by an underfloor engine—the Perkins Six-305.

All these models are proving very reliable all over the world, and the company's failure certainly is not due to lack of orders or a poor reputation. Using the present designs, the new company should reach even greater heights than those achieved by its predecessors.

Another chapter in Guy's history is beginning. For what has gone before read R. N. Hannay's

FEATHERS IN THEIR CAP

5s. 4d. post free from the Hon. Publications Officer

AROUND THE TRAFFIC AREAS . . .

NORTHERN TRAFFIC AREA

BOND BROS., Willington

Bond Bros. are very pleased with their latest acquisition, 5950 PT, a Bedford SBI fitted with Yeates Pegasus 44-seat service bus bodywork delivered in August, and have placed a repeat order for another vehicle of this type.

CUMBERLAND

September saw the introduction into service of three more Bristol FLF6G Lodekkas fitted with ECW bodies. The buses, numbered 421-3, are powered by the Gardner 6LX engine, and seat 70 passengers. They replace three Leyland Titan PD1 vehicles (211, 218 and 247) which have been withdrawn from service.

R. P. HARDIE, Chester-le-Street

Again an attempt is to be made to establish a service between Burnhope and Durham. This famous (or infamous) route has been tried at various times by no fewer than five different operators, all of whom have been compelled due to lack of patronage to surrender their licences. Mr. Hardie proposes to run only two journeys each way on Mondays to Fridays but hourly on a Saturday. At present this operator does not operate any public stage carriage services.

MIDDLESBROUGH CORPORATION

Following the recent demonstration by 7000 HP, Middlesbrough Corporation have ordered ten Daimler Fleetlines with Northern Counties bodywork. This reintroduces a make of bus last delivered to Middlesbrough in 1933, and arrests a tendency for Daimlers to "die out" on Teeside.

The Park End service (Z) is to operate through the new Stokesley estate via Marton Road, Broadwell Road, Broughton Avenue and Marton Road.

MID-TYNE TRANSPORT LTD., Acomb

At a recent meeting of Hexham urban district council it was stated that the council had now been informed by Mid-Tyne Transport Ltd. that it was not considered possible to introduce town services in Hexham unless the local council was prepared to subsidise the services. The company had consequently not yet applied to the traffic commissioners for the necessary licences, although two routes had been considered and the potential traffic investigated.

It was agreed to approach other local bus operators (probably Rochester & Marshall Ltd. or W. A. Charlton & Co.) with a view to providing a service, and if no interest is shown an approach is to be made to United Automobile Services Ltd. Although town services are very desirable in Hexham the council does not consider that it has the powers to subsidise bus routes.

NORTHERN GENERAL

NGT have instituted additional stops on the latest inter-urban express service X6 operating between Cosslett and Sunderland. Passengers may now be picked up or set down at Annfield Plain and Kayll Road, Sunderland.

PERCIVAL BROS. (COACHES) LTD., Richmond

Percival Bros. are making some minor modifications to the services acquired last year from Sunter Bros. The Darlington-Danby Wiske route will work as before

on Saturdays only, when there will also be journeys over parts of the Northallerton-North Cowton route. This latter route will also continue on Wednesdays only to serve East Cowton.

SUNDERLAND CORPORATION

An unusual gesture took place on Saturday, September 23rd, when the chassis of the long awaited Daimler Fleetline was exhibited in Union Street, Sunderland, for public inspection. Judging by the public response the gesture was justified. The chassis bore a label bearing the name and address of Chas. H. Roe Ltd., which would appear to confirm that Roe bodywork will be fitted.

Meanwhile no solution has been reached regarding the proposed reorganisation of some of the bus services, including the introduction of p.a.y.e. single-deckers on some former double-deck routes. Seven single-deckers are unlicensed (35, 38 and 40) of the latest deliveries, and also Guy LUFs 26-29. These latter vehicles have had their Burlingham bodies overhauled and have been painted outside to match the new single-deck bus livery.

SUNDERLAND DISTRICT

Application has been made for a new service to operate on Saturdays only between Great Lumley and Sunderland via Woodstone Village, Burnmoor, Shinye Row and Grindon.

TRIMDON MOTOR SERVICES

TMS continue to add to their fleet of Ford Thames Trader vehicles. Two further coaches (5085/6 PT) are now in service, again fitted with Duple Yeoman coachwork seating 41 passengers.

UNITED AUTOMOBILE SERVICES

Certain journeys on service 67 (Middlesbrough to Stokesley and Broughton) are to omit Nunthorpe Village, travelling instead via the main road. Earlier this year certain journeys on the Newcastle-Clara Vale route (2A) were diverted via Ryton Village, but not on Saturdays. This re-routing is now to apply to some journeys every day of the week.

COACH PROPRIETORS

T. Anderson of West-rope provides us with this month's most interesting acquisitions, having purchased a Daimler COG5 double-decker from Birmingham Corporation (CVP148) and two Leyland PS1 coaches (JUP 26/7) from Northern General. Hylton Castle Motors of Sunderland have also purchased a double-decker (JTG948), an AEC Regent III formerly operated by Rhondda Transport. Hylton Castle's interesting Vulcan (LPT46) has been sold and is now in use as a mobile shop. . . . Another interesting vehicle is the Leyland Comet CP01 (FETS78) purchased by G. Patterson & Son of Beadnell. This coach is understood to have been formerly operated by L. H. Smith of Anstey.

YORKSHIRE TRAFFIC AREA

CHESTERFIELD CORPORATION

As there are no three figure route numbers, a few of the buses fitted with three figure route number indicators show the abbreviation No. before the route number.

Three of the recently withdrawn Leyland PD1s have joined the Barton fleet.

HEBBLE

Another two Duple-bodied Ford Thames Traders are on order for 1962.

HUDDERSFIELD CORPORATION

One of the Daimler CVG6 single-deckers has been converted into a breakdown tender.

HULL CORPORATION

The head office has been moved to premises in Lombard Street.

LEEDS CITY TRANSPORT

The traffic office has finally been moved from the old Swinegate depot to the head office at 1 Swinegate, thus vacating the whole of Queens Hall for exhibitions. Buses have re-entered service with radiator grills painted green instead of black.

ROTHESHAM CORPORATION

Two of the longer routes operated by the Corporation, Rawby via Harworth (23) and Worksop via Maltby (24) were withdrawn after September 30th.

SHEFFIELD TRANSPORT

A fare increase took place on August 27th, bringing with it the introduction of an 8d. Ultimate ticket.

SHEFFIELD UNITED TOURS

One 36ft. long Leyland Leopard has been ordered—the first new Leyland since 1939. It will become the only non-AEC in the fleet. The first 36ft. vehicle in service in this country is a new SUT AEC Reliance with Plaxton Panorama coachwork.

WALLACE ARNOLD TOURS

AEC Reliance/Plaxton 624UB on hire from Stanley Hughes holds interest because it is painted in Kitchen's livery, but with a Feather Bros. transfer, yet operating for Wallace Arnold (Devon).

WEST RIDING

Several route alterations were introduced on September 4th. 105 (Wakefield-Walton New Houses) has been extended to Crofton (Shay Lane estate) via Brooklands estate. 74 (Wakefield-Woodlesfield) has been extended to Garforth. It now travels to Woodlesfield via Stanley station instead of Moorhouse estate, the latter now being served by 172. Certain peak-hour and Saturday afternoon journeys on 163 (Castleford-Leeds) and 164 (Kippax-Leeds) have been re-routed in Garforth to operate via Nine Lands Road and Barleyhill Road. 78 (Wakefield-Mickleton via Moorhouse estate) has been withdrawn and replaced by the splitting of 171 (Toll Hill-Middleton via Micklethwaite). Alternate journeys on 171 now go to Middleton and Wakefield (over the old 78 route), the latter being re-numbered 172.

YORKSHIRE TRACTION

After only a few months operation, the experimental service for old age pensioners between Dodworth Cross Roads and Higham old peoples' clinic has been withdrawn. The average number of passengers per journey throughout its life was approximately 0.75!

INDEPENDENTS

Ledgard, of Leeds, have yet another vehicle from Bristol, this time a Bristol K6E. In addition, two all-Leyland PD1As have been purchased from the Ribble fleet. . . . E. Laycock, of Barnoldswick, took over the routes of R. T. Hey (Silver Star) from August 13th under short period licences. Those concerned are Carleton-Skipton, Bradley-Skipton and a further workmen's service between Carleton and Skipton. . . . Burrows, of Wombwell, have a Bedford SB1/Yeates Pegasus. . . . Ward Bros., of Lepton, have replaced an 11-seater with a 41-seat Bedford. . . . Connelly, of Royston, is a new operator with two former Yorkshire Traction Leyland PS1 buses and a 39-seat Maudslayi-Plaxton coach.

NORTH WESTERN TRAFFIC AREA

ACCRINGTON CORPORATION

The first rear-entrance Guy Wulfrunian (156) went into service in September. It has East Lancs bodywork seating 37 up and 29 down.

BLACKBURN CORPORATION

Twelve Leyland Titan PD2A/24s with 63-seat East Lancs bodywork are on order. Pneumo-cyclic gearboxes and air brakes will be fitted.

BLACKPOOL CORPORATION

An order has been placed for another ten Leyland PD3/1s. Application has been made for a motor-bus service between Talbot Square and South Pier via Marton.

BURNLEY, COLNE & NELSON

A wartime Daimler, HG8086, has been converted into an illuminated tableau for Burnley's centenary year celebrations.

CROSVILLE

Another Independent vanishes from the Wrexham scene with the application to take over the Wrexham-Gwynfryn via Coedpoeth service and the excursions and tours of R. Johnson & Sons, of Southsea. Application is also made for a new service between Wrexham (King Street) and Minera (convalescent home).

Some new Bristol Codelkas are going into service at what, for Crosville, is an unusual time because contracts have been signed for the illuminated panels. Crosville more often than not store their new deliveries during the winter and license them for the spring and summer. The twelve remaining ECW-bodied Leyland PD1s are to be sold. The last AEC Regal was withdrawn at the end of August (SRA901).

LANCASHIRE UNITED

Application has been made for a new service between Wigan (Market Place) and Ashton-in-Makerfield via Goose Green and Bryn. Eight more AEC Reliances with Plaxton Highway coachwork are on order.

MANCHESTER CORPORATION

From October 9th the two variations of service 19 from West Didsbury were renumbered. 169 runs via Burnage Lane to Clockhouse Avenue and 170 via Errwood Road to Droylsden station. Before this service was converted to double-deck operation, service numbers 19B and 19E were employed. Notices are on display in buses reminding passengers that the use of "musical instruments, including radio sets" is not permitted.

Peak-hour limited stop service 600 (Manchester-Alderley), joint with North Western, was re-routed on September 25th from Chorlton Street bus station in Manchester via Brook Street and Birchfields Road, re-joining its inward route at the junction of Moseley Road and Kingsway. Passengers cannot be set down until the Griffin Hotel, Handforth, is reached and therefore no stops were affected.

NORTH WESTERN

September 30th was the last day in service for the Leyland-bodied Royal Tiger coaches (600-15). The rest of this winter's withdrawal programme will comprise nine Bristol K5G-Willowbrooks, seven L5G-Burlinghams, eight L5G-Weymanns, and the ten ECW-bodied low-bridge Leyland PD1s (213-22). On order are 35 Dennis Lollines with 71-seat forward-entrance bodies (to be 872-906) and ten 36ft. Leyland Leopard coaches (907-16).

RIBBLE

Liverpool local services L1 (Skelhorne Street bus station, Liverpool-The Northern Road/Moor Lane, Crosby) and L7 (Crosby bus station-Hall Road railway station) were on Sept. 25th replaced by new services L17 and L48 giving a combined half-hourly service between Skelhorne Street, Liverpool and Hall Road railway station at Crosby. Basically, alternate journeys run via Seaforth and Litherland station, The Northern Road and Crosby bus station (L47) and via Seaforth Sands station, The Northern Road and Oaklands Avenue (L48).

In addition to the 20 Leyland Leopard coaches with 32 seats which went into service for this summer's tours (1019-38), a further 15 Leopards (1039-53), also with Harrington Cavalier coachwork but seating 41 passengers, went on the road in August and September at Preston, Blackpool, Blackburn, Liverpool and Manchester depots. All the pre-war Leyland Tigers, both Duple coaches and Burlingham saloons, have been sold to Millburn Motors. The only vertical-engined single-deckers left in the fleet are the 20 Leyland PS2/5s (228-47) and their replacement may not be far off.

SOUTHPORT CORPORATION

Some drastic service revisions took effect from September 11th. In full the alterations were as follows:—

- 4/6—Re-routed between Eastbank Street and Eastbourne Road to traverse Shakespeare Street and Duke Street in place of Scarisbrick New Road, Ash Street and Cemetery Road
- 7/8—All journeys now travel via Scarisbrick New Road, Ash Street and Cemetery Road in place of Shakespeare Street and Duke Street. Certain journeys (mainly at the morning peak on Mondays to Fridays and after 10 p.m. on Saturdays) are extended beyond Guildford Road and Carr Lane to Ainsdale (Railway Hotel) via Heathfield Road and Mill Lane. One morning journey is further extended from Ainsdale to Woodvale to replace a former school service.

- 11, 12, 13, 15/17/19—These services have been completely re-cast. 15, formerly linked with 17/19, is now curtailed to run between Monument and Clive Road only, with one morning journey and two afternoon journeys (Mondays to Fridays in school terms only) extended to Halsall Road. This route does not run after 6.30 p.m. daily or at any time on Sundays. 11, 12 and 13, formerly from Monument to Woodvale (11), Ainsdale station (12) or Ainsdale Beach (13), are now linked with 17/19 and re-routed from Balmoral Drive via Cambridge Road and Park Road to the Municipal Golf House, Promenade and Monument. Between 7.40 a.m. and 8.40 a.m., and between 4.20 p.m. and 6.20 p.m. on Mondays to Saturdays journeys commence at Balmoral Drive. For the remainder of the day and all day on Sundays buses commence from Municipal Golf House. When operating from Balmoral Drive, some buses run direct along Cambridge Road and others deviate via Radnor Drive and Churchill Avenue. From the Monument, journeys proceed either to Woodvale as route 11 or to Ainsdale station (12) or to Ainsdale Beach (13). The route to Woodvale is via Lord Street, Lulworth Road, Waterloo Road, Liverpool Road, Liverpool Avenue and Liverpool Road to Woodvale terminus. Ainsdale journeys proceed from Monument via Lord Street, Westcliffe Road, Westbourne Road, Grosvenor Road, Waterloo Road, Carr Lane, Heathfield Road, Segars Lane, Mill Road and Station Road to Ainsdale station (with eight journeys daily—five on Sundays—extended to Ainsdale Beach via Shore Road). After 6.30 p.m. and all day Sundays all buses to Ainsdale deviate from Grosvenor Road via Crescent Road, Blundell Drive, Dunbar Road and Sandon Road to Waterloo Road. This deviation covers the route formerly taken by 15. Not all buses to Woodvale and Ainsdale commence from, or finish at, either the Golf House or Balmoral Drive, however, as the off-peak service between Golf House and Monument is hourly except in the afternoon and services 11 or 12/13 are on roughly 30-minute headways. Vehicles carry route indicators 11 *Woodvale*, 12 *Ainsdale Station*, 13 *Ainsdale Beach*, 17 *Balmoral Drive* and 19 *Promenade or Golf House*.

WALLASEY CORPORATION

The colour scheme has been revised so that there is a wide expanse of cream between the upper and lower deck windows and there has been a return to black fleet numbers, though smaller than the former black ones. A variety of colours—pink, green, blue and grey—is being applied to the bus interiors instead of brown.

INDEPENDENTS

Ellen Smith (Tours) Ltd., of Rochdale, have applied for a new express service from Littleborough to Fleetwood via Rochdale, Bury and Edensfield to Freckleton, St. Annes, Blackpool and Cleveleys. . . . A. Mayne & Son Ltd., Manchester operators of a service to Audenshaw and of another, jointly with the Corporation, to Droylsden, have ordered three more Park Royal-bodied AEC Regent Vs, like their predecessors (UNF 10-2) 30ft. long.

WEST MIDLAND TRAFFIC AREA**BIRMINGHAM CITY TRANSPORT**

The transport committee has been discussing the possibility of speeding up the introduction of large-capacity vehicles

COVENTRY CORPORATION

The latest batch of Daimler CVG6s are 63-seaters (291-312).

MIDLAND RED

Application has been made to the traffic commissioners to reduce the journey time on the Birmingham-London motorway service from the present 3 hours 25 minutes to 2 hours 55 minutes, no doubt due partly to the new 40 m.p.h. speed limit for p.s.v.s outside built-up areas, though in view of the very high speeds attained on the M1 itself the old 30 m.p.h. limit did not prevent some very early arrivals. A further application concerns the London-Coventry motorway service. At present all the vehicles operating this service come from Nuneaton garage, operating "dead" to and from Coventry. It is therefore the company's intention to start at Nuneaton, with picking-up points at Nuneaton and Bedworth prior to arrival in Coventry. The proposed journey time is 30 minutes for the Nuneaton-Coventry section with a five minute stand at Coventry. In common with the Birmingham service, the company wish to speed up this route from its present 2 hours 30 minutes to 2 hours 20 minutes.

Service 462 (Hereford-Ledbury via Ashperton, Kynaston and Little Marcle), operated on Tuesdays only, was discontinued in May. The Tuesday journey on 479 (Hereford-Ledbury via Kynaston) was accordingly diverted to serve in addition Little Marcle. Ashperton is served by 411 from Worcester to Hereford via Fromes Hill, though this does not run on Tuesdays but on Wednesdays and Saturdays only.

On October 7th, Shrewsbury local S10 (to Harlescote Grange estate) was extended from Lancaster Road/York Road to the junction of York Road and Gloucester Road. From the same date certain journeys on 882 (Stourbridge-Wolverhampton) were diverted via Wall Heath—roughly hourly on Mondays to Fridays and half-hourly on Saturdays. The new service number of vehicles running from Napton and so on to Rootes works at Ryton is 521, and not 251 as we stated in September.

Another correction to the September issue concerns the D9 fitted with strip lighting. This is 4927, not 4827. The saloon used for experimental purposes for some considerable time, 3220, is back in service in its original form. Vehicles are still being hired at Leamington. Currently, HTT332 (AEC Regent III), JFJ 56 (Daimler CVD6) and NKT953 (Beadle-AEC) are on daily hire from Green & Griffin (see January issue). Leyland Tiger Cubs PUJ778, OUI209/10 are also occasionally hired.

POTTERIES MOTOR TRACTION

Of the 15 Leyland Leopards on order to the new 36ft. length, ten are to be buses and five coaches. Also on order for 1962 are 15 Leyland Atlanteans and ten buses on the 36ft. long AEC Reliance 590 chassis, bringing to almost 200 the total of AEC vehicles in the fleet.

WALSALL CORPORATION

True to form, we understand that an order has been placed for a type that has yet to make its debut—the Leyland-Albion Lowlander. Northern Counties bodywork will be fitted. On the arrival of the new AEC Regent Vs and Daimler CVG6-30s, a number of wartime Guy Arabs and Sunbeam Ws (trilobes) have been sold for scrap. The former 213 (FDH874), a Dennis Lance double-decker, has also been scrapped.

WEST BROMWICH CORPORATION

Application has been made for a new service from West Bromwich to Charlemont Farm which would operate roughly half-hourly. It is understood that at present there is little or no housing development at Charle-

mont Farm, although a considerable amount of building is to take place.

WOLVERHAMPTON CORPORATION

At the time of going to press, no decision had been reached on the type or types of vehicle to replace the trolleybuses. Recently, trials have been held on the Wolverhampton-Bridgnorth route. The vehicles involved have been the Corporation's own Guy Wulfrunian (4070JW), the Daimler Fleetline demonstrator (7000HP), a Leyland Atlantean from Birmingham City Transport (460MTE) and Sheffield's forward-entrance AEC Bridgmaster (1925WA). There was considerable pressure from some councillors for the order for new vehicles to be placed with Guy Motors when a receiver and manager was appointed.

INDEPENDENTS

W. Mann, of Smethwick, has formed a new company, Manns Superlux Coaches Ltd. . . . Flights Tours Ltd., of Birmingham, have applied for the excursions and tours from Lezells of H. Grimley & Sons. . . . J. W. Gannon, of Quarry Bank, has formed a company, J. Gannon & Sons Ltd. Two second-hand vehicles have been purchased—the first stock changes for ten years' . . . It has been reported that T. Beckett, of Bucknall, has a Daimler Fleetline on order. . . . Hutfield, of Warwick, are building a new garage at Warwick. At present the fleet is kept in a field on Birmingham Road. . . . We hear that, subject to council approval at St. Helens, seven RT-type AEC Regents from the St. Helens fleet are to be acquired by Harper Bros., of Heath Hayes. They will thus be back in the locality of their original purchaser, for R. Edeley Cox, now general manager at nearby Walsall, was in charge at St. Helens when the RTs were introduced there. Harper's Leyland PS1 6 is to receive the post-war Burlingham 35-seat bus body from 39 COX964, a former Birmingham Leyland double-decker and the last of three COX-series ex-Birmingham vehicles in the fleet.

EAST MIDLAND TRAFFIC AREA

BARTON

Two ex-Ribble Leyland TD5s with post-war Alexander bodies are among recent acquisitions. One entered service as 918 and the other has bequeathed its body to the Leyland PD1 chassis of one of the forward-entrance Duple double-deckers (510). Three Weymann-bodied lowbridge PDIs from Chesterfield Corporation are in service as 915-7 and seven more PDIs from Birkenhead, with Massey bodywork, have been bought but may be dismantled for spares. Six 36ft. AEC Reliances are on order. A Viewmaster, 653, has been sold to the Hovingham Sand & Gravel Co.

The vehicles taken over from Robin Hood (see October issue) comprised 14 AEC Reliances (5 Burlingham Seagull, 2 Weymann Fanfare, 3 Duple Britannia and 4 Harrington Cavalier), 3 Leyland Royal Tigers (Burlingham), 1 AEC Regal III (rebodied Duple Vega in 1954) and 1 Bedford C521 (Duple Vista).

Some fares were revised on September 17th to bring them into line with Nottingham City Transport. On the Derby-Nottingham service (5, 5B, 5X) the opportunity was taken to effect some reductions in single fares and abolition of corresponding returns where some anomalies existed.

DERBY CORPORATION

The new timetable booklet mentioned in our August issue was published last month and contained revised fares and services operative from October 8th.

GRIMSBY-CLEETHORPES TRANSPORT

Three more dual-entrance Willowbrook-bodied AEC Reliances are in service (17-9) and three forward-entrance Daimler CVG6.30 70-seaters were due from Charles Roe by the end of September. Former Sunderland Guy 41, AEC Regent 60 and Regals 66 and 67 have all gone to local dealers.

Application has been made for a new service between Grimsby (Town Hall Street) and Cleethorpes (Bathing Pool) via Farebrother Street, Weelsby Road and Isaacs Hill, and also for amendments to services 2, 6 and 10.

LEICESTER CITY TRANSPORT

Two new services have been applied for—from Rutland Street to Downing Drive and to Headland Road. 1961 deliveries have comprised 72-seat AEC Bridgmasters 215-9 and Leyland Titan PD3A/1s 215-9, the latter with 74-seat Metro-Cammell bodies. These replaced eight Daimler CVD6s with Roberts bodies.

LINCOLN CORPORATION

New Roe-bodied 61-seat Leyland PD2/41 Titans are 88/9.

LINCOLNSHIRE

Recent applications have included one to cut short at Grimsby some of the Cleethorpes-Binbrook journeys on 3 and 49. Jointly with G-CT, it is intended to extend another two journeys on the 45 from Old Market to Riby Square in Grimsby.

MIDLAND RED

Leicester services modified from October 7th were L22 (Braunstone), which was increased and extended to a new terminus in Watergate Lane, at Braunstone, and L86, which was extended to Ash Tree Road/Coombe Rise, at Onby. The latter extension had been planned for some time and until the roads were adopted the service terminated at Rosemead Drive/Shipton Hill. From September 12th, service number C91 has been used for journeys operating between Coalville and the new grammar school at Forest Rock.

TRENT

On order are four AEC Reliances with Harrington Cavalier coachwork, 20 Leyland Tiger Cubs with Alexander bodies and ten highbridge Weymann-bodied Leyland Atlanteans. These three orders all have some interest; Harrington and Alexander will be new to the Trent fleet, and all previous Weymann-built Atlanteans have been of the lowbridge pattern.

UNITED COUNTIES

Delivery has been taken of the first of the company's new Bristol FLF6B forward-entrance 70-seat Lodekkas (617-20).

WEST BRIDGFORD UDC

The two AEC double-deck chassis on order will be Regent Vs with East Lancs bodywork. They will replace two more of the pre-war AEC Regents with Park Royal bodywork that are now something of a rarity, certainly in a fleet in which they first entered service. One of the ones to be replaced is expected to be 16.

Consideration is being given to the use of one-man operated buses and these would be tried on one route for a period of two weeks.

INDEPENDENTS

The application by Saunders & Burgess for a service between Quainton and Aylesbury was refused. . . . C. Gresswell, of Sleaford, has applied to run double-deckers on certain routes.

Recent deliveries of new Bedfordts have included five SB1s with Plaxton Embassy coachwork for Skill, of Nottingham (101-3LAU, 451/5LTV), and three similar for Cash, of Newark (319HVO, 115KNN and 401KVO). At Newark also is a Yeates Pegasus-145LAL in Wright's fleet—whilst two more are with KW, of Daventry (numbered A33/4). KW also have a Duple-bodied SB1 (A32) and two former RAF 35-seat Mulliner-bodied SBs (A30/1). Taylor, of Bicester, have replaced their Burlingham-bodied Leyland Royal Tigers and AEC Reliances, of which there were two of each type, with Duple-bodied SB1s TUD64-7. . . . Second-hand acquisitions in the area which are of interest include ex-City of Oxford AEC Regent IIIs OFC382/4 with Taylor (Bicester), and NWL982 with Dickson (Stoke Mandeville), who also has AEC Regal III Duple coaches EUH862 and JOD622 from Western Welsh. The first double-decker in the fleet of Scutt, of Owston Ferry, is an AEC Regent from Trent (RC4634). South Notts have two more Ribble double-deckers—Brush-bodied PD2/3s CCK650/63 (they already have two of the same type acquired earlier this year). Also in Owston Ferry is an ex-FMT Guy Arab coach, LEH448, in Bannister's fleet. An interesting selection has appeared in Plastow's fleet at Wheatley, in the shape of 31-seat Commer-Harring-

tons MYP242 and MXU237 from BOAC and a one-time Blue Cars Daimler Freeline with 35-seat Bellhouse Hartwell coachwork (NLR712).

EASTERN TRAFFIC AREA

Increased fares have been applied for by the following operators: Colchester Corporation; Lowestoft Corporation; Luton Corporation; Premier Travel Ltd., Cambridge; Burwell & District; Moore Bros., Kelvedon; C. J. Smith, March; A. C. Aldis, Felixstowe; E. C. Halls, Halfeld Heath; A. Brown, Wisbech; J. L. Green, Thorney; and H. Pooley, Holbeach.

EASTERN COUNTIES

A new timetable booklet for the Eastern Area was issued on September 10th. Route alterations included:—

- 12A (Norwich-Hingham). Diverted to operate via Northfields estate in Wymondham.
- 15B (Norwich-Lt. Melton). Extended to Wymondham.
- 97 (Norwich, Ipswich Road-Heartsease estate). Certain journeys extended to Salhouse Road (Wattling Road).
- 201 (Ipswich-Felixstowe). There are no journeys via Gainsborough estate, Ipswich during the winter.
- 201B (Ipswich-Levington). Incorporated in 251 (Ipswich-Felixstowe Ferry).
- 203 (Ipswich-Stradbroke) and 210 (Ipswich-Orford). Certain journeys diverted via Bell Lane estate, Kesgrave.

In the Western Area certain journeys on Wednesdays previously operating from Royston to Whaddon on 119 (Cambridge-Bassingbourn-Royston) are extended to Meldreth (Darky Hall). When the new hospital in Hillis Road, Cambridge is in use, 106 (Red Cross-Girton Cross) will terminate there; this point is just short of the present terminus at Red Cross.

Glaphron Village is now served by the diversion of 323 (Peterborough-Southwick) (see March and May issues).

EASTERN NATIONAL

Increased fares were introduced in the Metropolitan and Southend Co-ordination Areas in September, but the Eastern Area traffic commissioners granted the raising of sub-standard fares only. An appeal against their decision has been made.

The business of Wright Bros., Harlow was taken over in September, although no vehicles were involved.

A Sunday service on 258 (Laindon station-Basilidon industrial site) has been re-introduced following the withdrawal of 15/15A from a section of the Southend arterial road, the replacement service (15B) operating on weekdays only. A new works service (249) commenced on September 4th between Stanford-le-Hope and Basilidon via Horndon-on-the-Hill and Laindon. New stage services applied for are from Althorne and Maldon to Bradwell (power station) and a workers' service from Clacton to Bramble Island.

Winter services commenced generally on September 17th except in the Clacton area, where the season was extended to September 30th. Alterations include:—

- Chelmsford town service 55. Now operates via Springfield Road to The Endeavour, thence via Church Lane to Springfield Green.
- 96 (Maldon-Basilidon). Sunday service withdrawn
- 115 Terminals are Jaywick Sands and Clacton (Croft Road) instead of Magdalen Green.
- 115A Terminals are Jaywick Sands and Holland-on-Sea (Fernwood Avenue) instead of Kings Parade.
- 117 Terminals are Holland-on-Sea and Clacton (Croft Road) instead of Magdalen Green.
- 207 (Colchester-Ipswich). Inward journeys to Colchester operate via Old Coach Road instead of Ipswich Road.

Short journeys on 251 between Southend and Wickford via Battlesbridge re-numbered 250.

GREAT YARMOUTH CORPORATION

Winter service alterations applied for include:—

- Vauxhall Station-Gorleston Cliffs service extended to Yallop Avenue/Links Road.
- C (Town Centre-Gorleston Cliffs). Terminal point altered from Bridge Road to Arnott Avenue.

The new Beach coach station did not materialise this summer and the site was used as a car and coach park with only a few operators actually picking up there.

SOUTHEND CORPORATION

Vehicles withdrawn during the year include 251/4 (DHJ427/9), 1949 Daimler CVD6s with Massey bodies. In August the fleet numbered 85 vehicles with 13 AECs, 27 Daimlers, 41 Leylands and 4 Albions.

254 is now in yellow livery at Southend airport (fleet No. 57).

UNITED COUNTIES

Application has been made to re-route the Huntingdon-Ramsey and St. Ives-Aylesbury services; to commence a new service in Huntingdon from Mill Common to Redwings Way; and to curtail the Huntingdon-Somersham service at Broughton. Further details would be welcome from any member familiar with the United Counties operating area.

INDEPENDENTS

Simonds, Botesdale, have two Commer Avenger III coaches ex-Wallace Arnold of Leeds (UUB402/3). . . . Theobald, of Long Melford, has a third double-decker in MWL987 (AEC Regent III ex-City of Oxford). . . . The excursions and tours licences of Mayhews Garages Ltd., of Stansted, and several vehicles, have been taken over by Hale (Dons Coaches), of Bishops Stortford. . . . C. S. Pegg, of Caston, has withdrawn the Saturdays only Caston-Attleborough service.

SOUTH WALES TRAFFIC AREA

At present twelve operators work into Cardiff bus station daily, but if the joint Red & White/Bristol Omnibus application to run from Bristol to Cardiff and the new Birmingham service mentioned below are both approved, this will rise to fourteen.

ASSOCIATED MOTORWAYS

A new express service is sought from Cardiff to Birmingham (Digbeth coach station) via Newport, Usk, Monmouth, Ross and the new motorways M50 and M5. The timetable would be three departures from both ends daily all the year round with a running time of 3½ hours, only one hour more than by train. It is assumed that the new service will be operated by vehicles of Red & White and Midland Red and that the latter company will use its CM5T-type.

CARDIFF CORPORATION

Some of the Leyland PD2s on order were expected in October

MERTHYR TYDFIL CORPORATION

Application has been made to increase fares on all routes except the joint service to Cardiff. The scale applied for is somewhat severe.

Up to 0.8 miles	3d. minimum
0.8 to 2.0 miles	2d. per mile
2.0 to 4.0 miles	2d. per mile
4.0 to 6.0 miles	1.35d. per mile
Over 6.0 miles	1.10d. per mile.

NEWPORT CORPORATION

On September 25th the 4d. fare was reduced to the level applying before the recent increase, i.e. 3d. The Corporation and the traffic commissioners have been involved in a lengthy difference of opinion over the commissioners' decision last June which stated that the 3d. was to remain unaltered. The Corporation have now made a further application to increase this fare to 4d.

OWEN'S MOTORS Knighton

A revised timetable is proposed on the Knighton-Newtown service, to operate on Tuesdays and Saturdays only, and also on Thursdays between Knighton and Hendy Turn Cwmgwyn.

PONTYPRIDD UDC

Although fares applications by South Wales companies are regularly opposed by the local authorities, it is unusual for one local authority to oppose another. However, the current application by Pontypridd urban district council to increase its bus fares is being opposed by Mountain Ash u.d.c. and Rhondda borough council.

It is believed that the opposition is in reality an extension of the attack on the companies, as the routes to the objecting authorities' areas operated by Pontypridd are joint with Rhondda Transport (to Porth) and joint with Rhondda and Red & White (to Ynysybwl, which is in the Mountain Ash u.d.c. area).

RHONDDA

A third summer express service from Pontypridd to Saundersfoot and Tenby is now proposed, this one proceeding via Cilfynydd, Abercynon, Penrhwiwceiber, Mountain Ash, Aberaman, Aberdare, Hirwaun and Glyn Neath. Timings between Rhigos and Tenby will coincide on all three services, permitting passenger transfers when the demand is insufficient to warrant separate through vehicles. The services will be run on Saturdays only as before, but will operate from early June to early September each year, instead of from mid-July to early September.

SARGEANT BROS., Kingston

Revised timetables are proposed on this operator's services between Kingston and Presteigne, and between Newchurch/Llandilo Graban and Hay, and also on the Kingston circular service serving Gladestry and Huntingdon.

SOUTH WALES

Twenty-four AEC Regent Vs with 71-seat forward-entrance Willowbrook bodies are on order, together with seven AEC Reliances with 45-seat bodies by Marshall-Mulliner.

THOMAS BROS., Port Talbot

AEC Reliance coaches and Leyland Tiger Cub buses being the rule in this company, two Harrington Cavalier coaches (119/20LNY) on Reliance chassis and two Park Royal 45-seat saloons on Tiger Cub chassis formed the 1961 deliveries. The coaches are named *Port Talbot Cavalier* and *Maid of Port Talbot* respectively. On order for 1962 is another Reliance coach and two more Tiger Cub buses, the latter to have bodies by Alexander.

UNITED WELSH

The Sunday morning service 44 between Craig Cefn Parc and Clydach Roman Catholic Church via Hillside is to operate from Penydre instead of Craig Cefn Parc.

It is understood the total of former Thames Valley vehicles in the fleet has now reached 18.

WESTERN WELSH

On a few occasions recently during rush hours, a Leyland Atlantean on 504 (Newport-Tredegar) has had a 29-seat Albion Nimbus as its duplicate as far as Blackwood—the long and the short of the Leyland group's p.s.v. range.

The use of portable radios in buses has been prohibited here too, following complaints from passengers.

The application to take over the Crosville licence between Cenarth and Aberporth RAE (missile base) was opposed by several independent operators and eventually refused. It is now operated by Western Welsh vehicles "on hire to Crosville," the traffic commissioners having no objection to this procedure.

An 11-seater has been acquired, principally for use by the publicity department in connection with their film shows, and so on, but it is also available for private hire.

WESTERN TRAFFIC AREA

BATH

The alterations to city services 5, 7A and 12, quoted in the September issue, in fact took place last April when the new ring road was opened. Except for a few rush-hour journeys on 7A via Lower Bristol Road, this route as such has ceased to exist, as 7 has also been diverted via the ring road en route for Whiteway.

BRISTOL OMNIBUS

The city service alterations listed in the September issue came into effect on the 3rd of that month with the following further amendments:—

The link-up of 139, 139A and 239 through from Fishponds to Ashton Vale has been renumbered 19. 36 from Withywood was not extended from Old Market to Prince Street but diverted to terminate at

Lower Maudlin Street. This route is unique as it proceeds en route through the bus station to turn but does not actually terminate there.

Part of 2 (Lockleaze-Lawrence Weston) has been diverted to Shirehampton as 2A.

At Westbury-on-Trym the complicated variations of services to and from the centre have been rationalised. All 1, 1A, 84, 84A and 84B buses use Westbury Hill and 8 travels via Falcondale Road in both directions. 84B (Bromley Heath-Lawrence Weston, lay-by) is extended to Beverston Gardens at present served by 2 and, for a short while up to now, by Saturday shorts on 145 from Shirehampton Green.

141 (Prince Street-Broomhill or Brislington) has lost its odd journeys to Brislington depot via its somewhat roundabout route.

13 (Warmley-Stockwood Lane), a peak-hour route, has been renumbered 60 to allow for the 13 replacing the withdrawn 7 and 133.

Most of these alterations were partially due to the closing of the Old Market terminals when the new inner circuit road was opened, but actually this new ring road will not be ready for another month and all routes, including the many country area ones, will be diverted this way. The company is opposing a plan barring most buses from the city's new shopping centre.

In the country area, the main alterations involve the renumbering of the extremely complicated 38/39 group, featured in these columns on several occasions. Briefly, 38 to 38H denote services via Bridgewater Road, and 138 to 138D via Wells Road; similarly 39 to 39C via Bridgewater Road and 139 to 139C via Wells Road. One-man buses have been introduced on 24B, 24C, 30A, 34, 34A, 34C, 35A, 29A, 30B, 34B, 35 and 96.

City services 17 and 19 are the first to receive 45-seat MW vehicles with fluorescent lighting. Delivery of FULF6Bs has resumed with 7012-7. Those FULF6Bs in the country area on 33 to Bath from Bristol have a warning light in the cab which lights up if the emergency doors are not properly closed. Although the Bristol coat of arms has disappeared from a number of buses, none has yet been seen with the Bristol fleet name.

Although Gloucester bus station was not due to open until October, the new schedules came into operation on September 17th.

The closure of the Midland & South Western Joint line between Cheltenham and Andover has produced certain additional diversions affecting this company and Wilts & Dorset, and fuller details will appear in next month's issue.

DEVON GENERAL

32, a single-deck service from Strand to Chelston (Weeksland Road), has been extended 200 yards or so at the Chelston end to Hawkins Avenue. (Chelston has now expanded and joined Shiphay). A new Torquay local service is applied for between Strand and Torridge Avenue via Lawes Bridge. For many years, the section of route from Lawes Bridge to the main Newton road has only been covered by garage journeys, though before the war this road was regularly served by a summer route 72 from Torquay station to St. Mary-church.

Some of the convertible Leyland Atlanteans are now running with their tops on. Atlanteans now work on 17 and look a little out of place in the country lanes around Marlton.

PLYMOUTH CORPORATION

Leyland Atlanteans 140-8 are now in course of delivery and another 12 have been ordered.

SWINDON CORPORATION

The London overspill area has a new service from the centre to Shaftesbury Avenue; it was introduced on October 1st. New Daimler CVG6s with metal-framed Ro bodies 120-4 are in service.

WESTERN & SOUTHERN NATIONAL

A further batch of Bristol SUL buses is now appearing and Western National 645-7, with 36-seat bodywork, are at Plymouth. More FULF6Bs have also arrived.

Leyland PD1As 2918-21 are understood to have been withdrawn and it seems likely that the demise of the rest is imminent. They have always been recognised by what could be called the most un-Leyland sound of any British Leylands. More Bedford OB coaches have been sold, among them 1427 to Born, of Northlew, making their third ex-National OB, and 1428 to House, of Hilton, in Dorset. Several of the withdrawn Royal Blue Bristol L6Bs have had their bodies scrapped.

INDEPENDENTS

Wessex Coaches have ex-Rhondda AEC Regent IILs HTG717-9 for the contract fleet. The associated Wessex Motorways have bought Daimler CVD6 OMY671 from Airwerk but it has been noted at Chard as a chassis and cab only. . . . Another AEC Regent III is ex-City of Oxford MWL980 with Edwards, of Lydbrook. . . . Walker, of Wiveliscombe (Wivey Coaches) has acquired a 1954 petrol-engined Commer-Harrington Contender chassisless coach, EM5667. . . . A new operator near Wellington is E. W. Hutchings, of Sampford Arundel. A 32-seat Austin-Kenex coach (LK0871) has been acquired from the neighbouring fleet of Blue Venture, of Culmstock.

SOUTH EASTERN TRAFFIC AREA

BRIGHTON CORPORATION

The forward-entrance buses now in service have been criticised by the public, particularly elderly people, who complain that there are insufficient grab rails. One of the vehicles has been fitted experimentally with a stanchion on the front step and another at the rear of the bus. The other new buses will be similarly treated if the experiment is successful. With regard to the complaint that the new buses cause people to be thrown forward, the general manager said that he thought this was due to people feeling that everyone was looking at them when they boarded the bus, resulting in self-consciousness, and this caused them to hesitate when taking their seats. As passengers have their back to the driver they are not prepared for the bus to start. When the public was accustomed to the new buses they will find that they are as comfortable as the older ones, if not more so.

BRIGHTON POOLING SCHEME

A further stage of the reorganisation is as follows:—

- 3 Whitehawk-Hove station. Extended to Woodland Drive (Dyke Road Avenue), covering a new section of route via the top end of Shirley Drive.
- 3A Whitehawk-Sunninghill estate. Diverted at Court Farm Road direct to terminate at the Grenadier. A further part of 3 from Whitehawk is diverted at

Hove station via Sackville Road, Nevill Road, the bottom end of Woodland Drive (not previously served) and Goldstone Crescent to a new circular terminus at Queen Victoria Avenue. This is numbered 40.

- 19 Willmington Way-Goldstone Crescent. Diverted at Nevill Road, Hove via Court Farm Road and Poynings Drive to Sunninghill estate (Hangleton Way), the present terminus of 5.
- 51 Old Steine-Tivoli Crescent. Extended a short way along Dyke Road to Tongdean Lane and the frequency halved (see Southdown notes).
- 52 Old Steine-Woodruff Avenue. Extended via Goldstone Crescent direct to the erstwhile 19 terminus at King George VI Avenue.

EAST KENT

The new AEC Regent Vs mentioned last month are of half-cab design and their Park Royal bodies have shallow upper deck and deep lower deck windows similar to MCW group products. Full fronts were fitted to the previous batch (PFN843-82) delivered in 1959.

Service 133 (New Romney-Ashford), a Tuesday and Friday service acquired from Carey Brothers in 1952, is to commence from Greatstone.

EASTBOURNE CORPORATION

The translucent roof and AV590 engine again feature in the specification of five AEC Regent Vs which have been ordered for next year. The fleet is already 90 per cent AEC.

HANTS & DORSET

With the introduction of the winter timetable, 50 (Southampton-Petersfield) was diverted to travel via Waltham Chase. A new Southampton local service 88A commenced from Central station to Thornhill estate (Warburton Road). Service 73, after having been split into three sections during the last summer to allow double-deckers at each end (Gosport to Lee-on-Solent, and Fareham to Heathfield estate), has had the first of these sections renumbered 72.

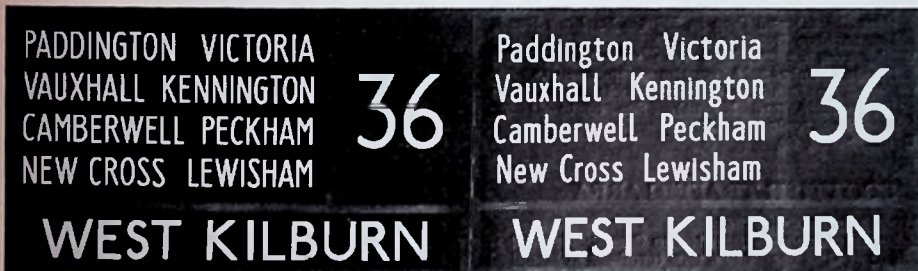
SOUTHAMPTON CORPORATION

On September 10th, 18 (Central station-Thornhill estate, Fairfax Court) was extended to Warburton Road, a newly developed section of this post-war housing estate.

SOUTHDOWN

Further integration in Brighton will have occurred by the time this appears in print, as far as this company is concerned directly. 115 (Brighton-Hove, Grenadier), a circuitous route, is being withdrawn in favour of several more direct projections of Brighton, Hove & District routes. To compensate partly, 27 (Brighton-Devil's Dyke) is to have additional local journeys as far as

★ **NEW INTERMEDIATE BLINDS WITH LOWER CASE LETTERING**



The "via" blind on London's RT, RTL and RM buses is to be changed so that the names are in lower case letters with capitals being used for the initial letters only. Comparative tests were carried out and the revised blind was found to be no easier to read than those at present in use, but it is being adopted since its layout is considered to be more attractive. This style of lettering is already used for the names appearing on ticket machines and for signs on the motorways. The revised blinds will be fitted when the existing ones are in need of replacement. No alteration is to be made to the final destination screen. The old and the new can be compared in this photograph. (Block by courtesy of "Modern Transport.")

Tongdean Lane when the full service is not operating through. At the same time, journeys to Henfield are renumbered 128.

LONDON TRANSPORT

The overhaul of RTWs and red RFs proceeds apace, as does that of high-numbered RTs. Some renumbering of running numbers in preparation for an extension of BESI has taken place, since for this purpose no running number on the route must be duplicated. Thus 13 on Mondays to Fridays now consists of AE1-19 and RL20-33. In the notes on garage codes on page 167 of the September issue, we should have said that CN (Carshalton) borrows RTs from AL (Merton).

Passengers at Harlow can now enjoy push-chair loan facilities, these having been introduced free of charge.

Service revisions with effect from October 11th comprised the following:—

Country area

321A Reduced to Saturdays only (see 385).

336 Withdrawn on Sundays between Watford and Chalfont & Latimer station. It thus now operates between Chalfont & Latimer station and Chesham.

From October 25th, 385 was to be extended from Croxley Green to Rickmansworth (Berry Lane estate) via Repton Way, Sherborne Way, Barton Way and New Road, and thence as the 321A to the Berry Lane estate.

Central area

5 Extended from Barking garage to Becontree (Chitty's Lane) via Longbridge Road, Bennett's Castle Lane and Green Lane.

41 Extended on week-days from Stratford Broadway to Victoria and Albert Docks via West Ham Lane, Balaam Street and Freemasons Lane.

162 Reduced to weekdays only and diverted in Longbridge Road into Lodge Avenue to Mayesbrook Park.

162A A Sundays-only route from Stratford Broadway to Little Heath running as the former 162.

205 On Sundays operates between Chingford and Flansted End only.

205A A new Sundays-only route from Hammond Street to the Wake Arms, Epping Forest, replacing the Sunday section of 242, now withdrawn.

238 Mondays-Fridays only, from Canning Town to Little Heath, from Canning Town to Longbridge Lane as formerly, thence via Goodmayes Lane, Goodmayes Road and Barley Lane, replacing a section of the 162. Extended from Canning Town to North Woolwich in peak hours.

238A A new Saturdays-only route from Stratford Broadway to Little Heath, via West Ham Lane, Portway, Plashet Road, High Street North (East Ham) and then as 238 via Barking Road, Longbridge Road, etc.

242 Withdrawn on Sundays (see new 205A). The Sundays-only 242A continues to operate.

249A Reduced to Sundays only (Victoria and Albert Docks-Chingford Mount). See route 41 for weekday replacement.

260 Renumbered 60.

SCOTTISH TRAFFIC AREA

EDINBURGH CORPORATION

39/41 from Silverknowes/Barnon to Greenbank are being extended at Greenbank to a new terminus at Hospital Drive. Other proposed changes include the diversion of 5 via Northfield Broadway, Mountcastle Drive and Milton Road to a terminus in the new Magdalene housing scheme and the return of 44 to its former route via

Milton Road. At the same time 46 would become a part day service.

The inspectors now have three women among their staff; they were formerly conductors. An illustrated pamphlet, giving information about the transport department's facilities, has been issued to help visitors to the city.

GLASGOW CORPORATION

On October 21st tram 29 (Maryhill-Tollcross) was withdrawn to be replaced by a bus service between the same points. The Maryhill terminus is given as Celtic Street while the turning circle at Tollcross is via Amulree Street, Sandyhills Road and Killin Street. It now seems likely that the bodies for all 150 of the Leyland Atlanteans on order will be built by Alexander

Projects for the coming year include a new bus garage at Bridgeton and extension of the existing one at Larkfield, together with road reinstatements after tram replacement.

SCOTTISH OMNIBUSES

It is proposed to withdraw the services from Galashiels and Melrose to the villages of Langshaw and Threewood. Ayr local service A3 (operated by Western SMT) between Whitlets and Castlehill is to be extended at the latter point by the circle Belmont Road, Nursery Road, Peggleshill Road, Annfield Glen Road, Burnbank Road and Dalmellington Road. The frequency is being increased and A3A (Lochside-Castlehill) will be withdrawn.

A number of 1947 Leyland Titans has been transferred from Central SMT in connection with traffic arising from the new BMC factory at Bathgate.

CENTRAL SMT

Operation of the former Laurie services has been transferred to East Kilbride and Burnbank garages.

T. D. ALEXANDER, Birkhill

Express services between Dundee and Arbroath (RN Air Station), which is now being used as the airport for Dundee, are operated in connection with flights to and from London, Isle of Man, Newcastle, Liverpool, Bristol and West of England. The present licence is a short period one but a permanent licence has been applied for. A similar application from Alexander (Northern) has been withdrawn.

D. B. MORRISON, Castletown

An application has been made for an express service between Keiss and the Atomic Research Establishment at Dounreay. The route is via Lyth, Castletown and Thurso.

EDWARD JAMES SHAW, 4 Dalcroy Road, Croy

This new operator has made application to cover the former Highland service between Nairn and Whiteford. This was a Saturdays-only service and was discontinued last May.

IRELAND

Under a new Irish Government order, the 150 per cent duty on second-hand imported buses taken into Eire has been halved.

Dublin city service 36 (Eden Quay-Tolka estate) was withdrawn on July 31st due to lack of traffic. It only operated at peak hours and was worked by one single-decker from Clontarf garage, usually P260. There were seven trips to Tolka estate and eight in the reverse direction. From September 11th, Victoria Bridge, Ringsend, Dublin, was closed. It is being replaced by a new bridge. As a result service 2 is now single-deck and is operating via Macken Street, Grand Canal Street and Barrow Street to Sandymount Green, and 3 (Whitehall-Sandymount) is running via Westland Row, Fenian Street, Grand Canal Street, Shelbourne Road, Lansdowne Road and Newbridge Avenue.

There was a fire on August 24th at Broadstone depot (CIE country buses). Prompt action by workers saved 20 single-deckers.