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The Omnibus Magazine

THE OMNIBUS SOCIETY,
Eros House,
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Price 2s. 6d.

Society Notes . . .

FORTHCOMING EVENTS

HEADQUARTERS

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

Tuesday, March 28th.—"Some thoughts and reflections on road passenger transport since its early days." Talk by Mr. L. H. Balls, General Manager of Eastern Counties Omnibus Co. Ltd.

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

LONDON & SOUTHERN COUNTIES COMMITTEE

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

Saturday, April 8th.—Study tour of London Transport bus routes based on Grays garage. The tour will start and finish at Upminster Station. This island of London Transport Country bus operation has seen a number of changes in recent years and the tour will enable members to acquaint themselves with the current situation. Further details will be announced in due course.

Sunday, May 14th.—Visit to Cheltenham District Traction Co. Ltd.

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

NORTH WESTERN & YORKSHIRE BRANCH

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

Saturday, March 18th.—Morning visit to the coach-building works at Blackpool of H. V. Burlingham Ltd. Meet at Vicarage Lane, 10.30 a.m. Blackpool Corporation bus 3A from Odeon or Winter Gardens to Oxford roundabout, then walk up Rectory Road (off Waterloo Road). Numbers are restricted—you must book.

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

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

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

Sunday, July 2nd.—Study tour in Huddersfield area.
Sunday, September 17th.—Visit to Barton Transport Ltd., Chilwell, jointly with Midland Branch.

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

MIDLAND BRANCH

Saturday, March 4th.—Annual general meeting and branch annual film show and social at the Imperial Hotel, Temple Street, Birmingham. A.g.m. commences at 3.15 p.m. and after a break for tea the film show will commence at 7 p.m.

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

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

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

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

Between April and September it is hoped to arrange two further visits.

NORTHERN BRANCH

Wednesday, March 22nd.—Show of British Transport Commission films provided by United Automobile Services Ltd., at the YMCA, Newcastle-upon-Tyne (Room 4), 7 p.m.

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

SCOTTISH BRANCH

Saturday, March 25th.—Film show in Community House, 214 Clyde Street, Glasgow, C1 (opposite Western SMT stance), 7 p.m.

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

SOUTH WALES BRANCH

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

Sunday, March 26th.—Visits to Steel Company of Wales and Llynfi Motors. Further information from Mr. M. Gaywood, 18 Howells Crescent, Llandaff, Cardiff.

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

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 in Hampshire can be obtained from the Area Organiser, Mr. C. W. Munt, 49 Freegrounds Road, Hedge End, near Southampton.

1961 PRESIDENTIAL VISIT AND ANNUAL DINNER

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

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

Transport facilities to Scotland from all parts of England and Wales are excellent, and the Scottish Branch looks forward to welcoming a large number of members and friends from other Branches. Full details will be released later, but in the meantime it would help the Branch Committee in their arrangements if those intending to be present would notify the Branch Secretary, Mr. W. Gordon Steele, 42 Morar Crescent, Bishopbriggs, Glasgow.

LIGHT RAILWAY TRANSPORT LEAGUE

By the courtesy of the Light Railway Transport League, members of The Omnibus Society have been invited to hear the Vice-Presidential Address on Monday, March 27th, at 7.15 p.m. in the Science Museum Lecture Theatre, Exhibition Road, London, S.W.7, when Mr. G. A. Meier, A.M.I.E.E., Chief Engineer of Zurich Municipal Transport, will give an illustrated talk on "Public Transport in the Future—Zurich Shows the Way in Switzerland."

THE SOUTHDOWN ENTHUSIASTS' CLUB

On Saturday, March 4th the Club is holding a film show in Brighton at the Presbyterian Church Hall, North Road, at 6.30 p.m. and as usual they are extending a very cordial welcome to any members of The Omnibus Society and their friends to join them. The show will finish at about 9 p.m. to enable London members to return home without missing any of the show. The programme will include the AEC film Operation Monte Carlo and the Leyland film Wheels of the World. North Road is a turning off Queens Road, and from Brighton station members should continue down Queens Road to the first set of traffic lights, turn left into North Road and the hall is on the right hand side.

THE RAILWAY ENTHUSIASTS' CLUB

A welcome is extended to members of The Omnibus Society to join a special tour of some of the Reading trolleybus routes on Sunday, March 12th in an AEC trolleybus. Further details will gladly be supplied by the Assistant Secretary (Tramways), Mr. David Howard, 7 Moordale Avenue, Bracknell, Berkshire.

BRITISH COACH RALLY

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

en route or (c) at Brighton either, or both, Saturday or Sunday.

THE NATIONAL COACH RALLY

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

SOUTH WALES BRANCH COMMITTEE

At the annual general meeting of the South Wales Branch, the existing committee was returned unopposed. Chairman is J. S. Curtis, Secretary is M. Gaywood (18 Howells Crescent, Llandaff, Cardiff), and committee members D. G. Batten, D. P. Evans and K. Morgan.

PUBLICATIONS RECEIVED

A.B.C. of Birmingham City Buses (third edition), Ian Allan Ltd., Hampton Court, Surrey (2s. 6d.).

More accurate and attractively produced than before, this booklet now contains photographs of the trams and trolleybuses together with their respective fleet summaries. Perhaps the space devoted to the pre-war Daimler fleet in the motor-bus fleet summary could have been better used for photographs of this type, which, with several body variations, eventually numbered some 800 vehicles. There are still several inaccuracies but the booklet gives a good idea of the development of passenger transport in Birmingham.

(B.W.W.)

[This is available 2s. 10d. post free from the Hon. Publications Officer.]

Managers of Municipal Transport, "Transport World," 3 Fleet Street, London, E.C.4 (1s. 0d.).

There are two lists in this useful booklet. The first gives the municipal undertakings operating today and a chronological record of their managers; the second is an index to municipal managers currently in office.

Buses, Coaches and Lorries, Longacre Press, 161-166 Fleet Street, London, E.C.4 (7s. 6d.).

One of the Swift Picture Book series, this is a present you could buy for your son and thoroughly enjoy yourself. Charles S. Dunbar selected the photographs and prepared the text.

RECENT EVENTS**Meeting in London—December 28th**

Once again a high attendance was recorded at the annual film show in London. The first film depicted passenger transport in England and on the continent during the late 19th and early 20th centuries and was followed by a film entitled "Journey to the Sea" lent by the B.T.C. film library which dealt with British Road Services—how they deal with running breakdowns, overnight accommodation for drivers, dead mileage (usually on return trips to depots), etc. Then came a film on the building of the London-Birmingham motorway which concentrated on the various methods used by the contractors during the period of construction and showed the extraction and the use of raw materials. It showed, too, how the English weather can play havoc with a carefully planned building programme. The fourth film advertised PMT services and organised tours to London and showed London members what they see every day. The next film invited members of the audience to imagine the possible destinations in Europe of certain passengers in the train who were later shown enjoying the sights of the resort, and advertised the continental travel facilities connecting with the Liverpool Street-Harwich-Hook of Holland train services run by British Railways. Finally, a short film describing the handling of Victoria Coach Station's traffic and showing the facilities offered by coach travelling.

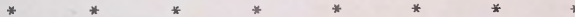
(I.N.R.)



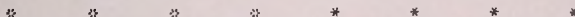
IT WAS IN 1928 that Mr. J. C. Pickering acquired a de Dion and a Reo Sprinter operated by a local garage between Saltburn and Loftus. Now, in 1961, the company of which he is managing director, Saltburn Motor Services Ltd., still runs a frequent service over this route and a Perkins-engined Big Bedford is here seen picking up passengers in Saltburn. (Block by courtesy of "Transport World").

THOUGHTS . . .

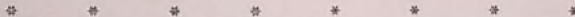
About the time Blackpool's 44-seat double-staircase one-man-operated double-deck conversion was receiving its rightful publicity recently, one of our members, Tony Newman, came across a report in *Railway & Tramway World* for June 16th, 1927 of an application for a patent by Mr. Henry Watson for large-capacity six-wheeled double-deckers. The design incorporated double staircases and provision was to be made to close the front stairway and exit when necessary. When this was required the conductor could move aside the front stairway hand rail and close a trap door behind him, as on some later tramcar designs. Then, folding in a side guard rail, he could pull the staircase, pivoted at the foot and hinged in the centre, into a < shape. Two extra seats were then available where the stairs had been, three extra on the upper saloon trap door, and three against the front bulkhead—eight in all. The seating capacity was claimed as 76 with this arrangement, all within the 30 ft. limits of course—and all very ingenious. We do not think Mr. Watson was able to persuade anybody to try his design.



Readers of the *Sunday Express* on January 22nd learned that the mayor of Barnsley, Alderman William Gill, had said at a dinner that he strongly objected to their girls being "transported about like cattle to other towns when industry should be at their door." The occasion was the Barnsley and District Retail Grocers' Association and the speech was made in response to a toast to "The town and trade of Barnsley" proposed by the Association's past president. The mayor's concern was at the reluctance of industrialists to open new factories in the town but, naturally enough, it was the remark we quote that hit the headlines, especially in the local press. The *Sunday Express* quotes the replies made by Mrs. Ivy Cadwallender, who is one of the partners in W. Pickerill & Sons, of Low Valley, Wombwell, and by a spokesman for a firm of worsted and woollen spinners at Denby Dale who use vehicles supplied by Yorkshire Traction, Wallace Arnold, T. Burrows & Sons (Wombwell), W. R. & P. Bingley (Kinsley) and Arthur Rowe & Sons (Cudworth) Ltd. These concerns convey the girls to neighbouring towns such as Bradford and Huddersfield. The operators came out of the scrap unharmed of course and the mayor will probably wish he had been a little more discreet!



A Leeds City Transport vehicle bill has warned passengers that on journeys to Pudsey, they will not be picked up "after leaving the Stanhope Arms Hotel."



A refreshing change from the gaudy continental tours brochures that must absorb a fair proportion of the previous season's profits is the booklet issued by Lyons Tours, of Colne. Instead of including pictures of bathing beauties and the resorts themselves, the booklet prints photographs of the hotels included in the itineraries—the places "where you eat, drink and sleep for seven nights." Refreshing, too, is the opening sentence of the foreword which admits that "quite frankly we are in business to show a profit."

to the Editor . . .

Mid-Dorset independents

Sir,—Although published two years ago, I would like to say that Mr. R. C. Carpenter's article in the March 1959 issue of *The Omnibus Magazine* describing the independents of mid-Dorset was of particular interest to me as I knew the district intimately when I was circulation and transport manager of *The Bournemouth Daily Echo* (now *The Evening Echo*). During this period (October 1922 to December 1925) I started the motor delivery runs which, almost without alteration, the *Echo* is still operating. I had to organise these because the inadequacy of the railway service and the lack of frequent bus services made the distribution of evening papers otherwise impossible.

When I started at Bournemouth the only Hants & Dorset services running into Dorset were: County Gates-Sandbanks; Bournemouth-Wimborne-Blandford-Shaftesbury (three times a day); and Bournemouth-Wareham (also, I think, three times a day). The National was in Bridport and I think I saw them in Dorchester, but there was no service between either Dorchester or Weymouth and Wareham. Nor was there any Wareham-Swanage service until 1925; the valley road was impossible except for horsed vehicles in 1922 and the top road via Kingston was in a bad state, too. The Studland floating bridge did not, of course, exist.

A concern called Victory Motors ran a Weymouth-Portland service in competition with buses jointly owned by the Great Western and London & South Western Railways. Wilts & Dorset during my 3½ years in the county did not have a single service operating in Dorset.

In 1922 there was a service three times a week to Bournemouth from Weymouth via Dorchester (one return journey each day). I cannot remember the name of the operator but he used a Commer with a pre-selector which, I believe, had been built in 1913. This service was withdrawn through lack of patronage in 1923.

In November 1922 a carrier named Farr of Bere Regis was working to this programme: Mondays, Poole; Tuesdays, Wimborne; Wednesdays, Dorchester; Thursdays, Wareham; Fridays, Blandford; and Saturdays, Wareham.

Malvern, Worcestershire. CHAS. S. DUNBAR.

How well do you know Stroud?

Sir,—On checking through some route recording details I find that there is a doubt of the exact date the Stroud services of Western National and Red & White were transferred to the then Bristol Tramways. It would seem that control by Bristol was first assumed on June 1st, 1950, though the actual operation was still by the original companies. On either May 13th or 21st in the following year, all the services were transferred completely. Can any member confirm these details?

Whilst dealing with Stroud, does any member know the situation of the old Red & White garage in this town which, before the war, was owned by the Red Bus Service whose head office was the Austral Garage Show Rooms in George Street?

Beckenham, Kent. J. T. KING.

The Loline and its maker

Sir,—It now appears that the statement "Dennis made the first motor-bus that plied the streets of London" in the article on Dennis Bros. which, with the co-operation of that company, was circulated to your members in the form of a re-print from *Passenger Transport*, was incorrect and should have read "Dennis supplied the first London bus with worm driven rear axle in 1904."

Needless to say I am very sorry such a mistake should have been published in the pages of our journal. London, W.C.1. PAUL J. GOLDSACK,

Editor, *Passenger Transport*.

Sir,—In your January issue, Mr. John Birch sought authority for the claim by Dennis Bros. that they built the first motor-bus that plied the streets of London. I feel sure this authority will not be forthcoming. Some years ago I was privileged to examine intimate records of Thomas Tilling's bus operations in London and I found that in 1905 they had one Dennis bus in service. I believe this was the first bus of this make on the London streets. As an official supervising Tilling's motor-bus operations I remember when this bus broke down the driver phoned Bull Yard works and when asked what was the matter replied, "I've got a floating magneto." The magneto housing was not very secure—a matter very quickly put right.

In the following year Tilling's purchased six Dennis buses with worm driven axles and Tylor engines. These buses looked lighter and were more compact than the Milnes-Daimlers and Straker-Squires the company already had in service. At a later date Tilling's invested in a number of Dennis landaulettes for use in the private hire section of their business.

Hitchin, Hertfordshire. H. WEBB.

[Mr. Birch knew of no Dennis motor-bus in service in London by the end of 1904.—Editor.]

A pat on the back

Sir,—In the December 1960 issue of *The Omnibus Magazine* you published an advertisement of mine requesting a certain back copy of *Bus & Coach* to be sent to me by any member who may have had a copy to spare.

I thought you would like to know that the advertising value of your magazine is such that I received a copy of the required issue of *Bus & Coach* before I received my own copy of the December issue of *The Omnibus Magazine*.

West Kirby, Wirral, Cheshire. J. G. E. NYE.

TWO OUTSTANDING OMNIBUS SOCIETY PUBLICATIONS FOR YOUR BOOKSHELF

September Selection

"One of those books which once you begin to read you feel unable to put down."—*Buses Illustrated*.

Feathers in their Cap

"An attractive account of how both Guy and Sunbeam have served operators at home and overseas."—*Bus & Coach*.

5s. 4d. each, post free, from the Hon. Publications Officer, 91 Malvern Road, Thornton Heath, Surrey.



CHISWICK HIGH ROAD IN THE MID-THIRTIES: The 655 trolleybus is on its way to Hanwell via Kew and Brentford. The 27A is bound for Highgate and is being overtaken by an ex-Premier Line Leyland (Titan chassis with coach body) on Green Line service to Charing Cross from Windsor. Where is all the traffic? (Block by courtesy of "AEC Gazette").

These we have loved

AT EALING IN THE EARLY THIRTIES: The Feltham car of LUT still looks very new whilst the 97A—still labelled GENERAL—is an S-type of LGOC en route to Argyle Road, Ealing, for many years its northern terminal. (Block by courtesy of "AEC Gazette").



This month we note with regret the end of British company trolleybus operation. Here, G. H. Bullock (Yorkshire traffic area route recorder) sketches the developments that have led up to the final abandonment by the company concerned, which is of course

THE MEXBOROUGH & SWINTON TRACTION CO. LTD.

FOLLOWING the passing of the Mexborough & Swinton Tramways Act in 1902, this company began to build tramways during 1905 and the route was opened in February 1907. Trolleybuses commenced on August 31st, 1915 and on March 10th, 1929, trolleybuses replaced the trams.

The operation of motor-buses commenced in November 1922 with a service between Mexborough and Goldthorpe, this being taken over by Yorkshire Traction on May 15th, 1929.

On April 25th, 1925 a motor-bus service commenced operation between Low Stubbin, a small village near Rawmarsh, and Kilnhurst, followed by a Friday and Saturday afternoon service between Greasborough and Kilnhurst on June 10th, 1927. These services continued to operate until February 28th, 1953, when the Greasborough-Kilnhurst service was withdrawn and the Low Stubbin-Kilnhurst service was re-routed to operate via Parkgate.

A short motor-bus service from the centre of Mexborough to the Windhill housing estate was commenced on December 1st, 1948. In view of increasing losses on this service, which it had been endeavoured to alleviate by one-man operation from April 30th, 1951, the service was withdrawn when the licence expired on June 30th, 1953.

The motor-bus services were, until 1954, operated by second-hand vehicles, except that in 1948 new Bedford-Duple vehicles with petrol engines were obtained. The need for operational economies did not justify their eventual replacement by new vehicles, so four AEC Regal I vehicles with diesel engines and post-war bodies were purchased from Devon General, and these entered service in June 1952. Early in 1954 they were sold and ten Leyland Tiger Cubs with 44-seat Weymann bodies were purchased.

After operation on August 13th, 1954, the Kilnhurst-Low Stubbin service was withdrawn and replaced on the following day by two new services, one between Parkgate and Swinton (Woodman Inn) via Kilnhurst, and the other, a joint one with Rotherham Corporation, between Rotherham and Low Stubbin via Parkgate and Monkwood, so bringing the company's motor-buses into Rotherham for the first time. On September 2nd, 1957 the Parkgate-Swinton service was re-routed in Swinton and extended to the Cresswell Arms. On November 14th, 1955, the Rotherham-Low Stubbin service was altered to terminate at the junction of Haugh Lane and Stubbin Lane, Low Stubbin.

In September 1954 the Rawmarsh (Green Lane)-Rotherham trolleybus service was converted to motor-bus operation; this is a joint service with Rotherham Corporation. On November 7th, 1960, alternate journeys were re-routed to operate via Sandhill housing estate

On April 4th, 1955, a new service, also joint with Rotherham Corporation, was introduced between Kilnhurst and Rotherham via Parkgate on Friday and Saturday afternoons. Rotherham Corporation do not operate on any of the joint motor-bus services, less than one mile of each being in the Rotherham area, and their mileage is run off on the joint trolleybus routes, a joint agreement having been effective since November 1st, 1928.

Early in 1956 a licence to operate excursions and tours from Swinton and Kilnhurst was granted and these commenced on April 1st of that year.

On January 21st, 1957, a new service was introduced between Highwoods and Conisbrough (Ellershaw Estate) via Mexborough: certain journeys operate to and from Manvers Main instead of Highwoods for workmen, and in Mexborough certain journeys operate over the erstwhile route via Windhill estate. In January 1959, certain journeys were diverted in Conisbrough to operate to Conanby instead of Ellershaw estate.

On February 24th, 1960, another new service was introduced on weekdays between Mexborough (Windhill estate) and Swinton (Valley Road or Cresswell Arms). Certain journeys for workmen extend from Valley Road to Manvers Main.

In 1960 it was decided to replace the trolleybuses on the Rotherham-Conisbrough route by high capacity double-deck motor-buses, and a Leyland Atlantean was run on trial for a time. This led to an order being placed for twelve of these, the first of which entered service towards the end of 1960 on the Rotherham-Rawmarsh route. Rotherham Corporation ordered three forward-entrance AEC Bridgemasters with which to operate their share of the joint services.

The Manvers Main-Conanby trolleybus service was withdrawn after operation on January 1st, 1961, no new motor-bus service being introduced as the existing service between Manvers Main or Highwoods and Conanby or Ellershaw estate already covered the trolleybus route, but an increased service was brought into operation on this route.

The Rotherham-Mexborough (Adwick Road) and the Rotherham-Conisbrough or Conanby trolleybus routes will operate for the last time on March 26th, 1961. They will be replaced by three new motor-bus services. One will operate between Rotherham and Mexborough (Adwick Road) over the trolleybus route to Mexborough, then via Adwick Road, Kings Road, Pym Road, Albert Road and Victoria Road to the terminus in Adwick Road. The others will operate from Rotherham over the trolleybus route to Conisbrough; thence one will run to the Windmill estate via Clifton Hill, Windmill Avenue, Old Mill Avenue and Wortley Crescent, the other to the Ellershaw estate via Newhill and Park Road.

In the past trolley and motor-bus routes were lettered

but, with the introduction of the Atlantean, route numbers appeared for the first time. Now all motor-bus routes are numbered and the trolleybus routes will be numbered when they are converted to motor-bus operation. The following is a list of motor-bus routes as they will be on March 27th, showing the old route letters and the new numbers:—

Route Letter	Route	Route Number
A	Rotherham-Mexborough (Adwick Road)	8
B	Rotherham-Conisbrough (Windmill estate)	9
—	Rotherham-Conisbrough (Ellershaw estate)	9A
S	Rotherham-Rawmarsh (Green Lane)	7
—	Rotherham-Rawmarsh (via Sandhill estate)	7A
M	Rotherham-Low Stubbin	6
—	Rotherham-Rawmarsh (Thorogate)	6A
R	Rotherham-Kilnhurst	4
K	Parkgate-Swinton (Crosswell Arms)	5
—	Swinton-Mexborough (Windhill)	3
K	Kilnhurst-New Stubbin Colliery	5A
—	Conisbrough-Kilnhurst (duplicate service)	24/24A
C	Manvers Main or Highwoods - Conanby or Ellershaw estate	1

Of the nineteen trolleybuses owned by the company in March 1960, five (8, 9, 10, 20 and 24) have been scrapped. Twelve are to go to Bradford City Transport (25 to 33 inclusive, and 35 to 37) and the remaining two (38 and 39) are to go to the Tees-side Railless Traction Board.

The following is a list of vehicles owned or on order in January 1961:—

Trolleybuses		
Sunbeam/Brush (all 35-seaters)		
25	FWX909	32 FWX916
26	FWX910	33 FWX917
27	FWX911	35 FWX919
28	FWX912	36 FWX920
29	FWX913	37 JWW375
30	FWX914	38 JWW376
31	FWX915	39 JWW377
Motor-buses		
Leyland Tiger Cub/Weymann		
40	MWU140 44-seat*	50 SWW 50 37-seat
41	MWU141 44-seat	51 SWW 51 36-seat
42	MWU142 44-seat	52 TWX 52 36-seat
43	MWU143 44-seat	53 UWY 53 37-seat
44	MWU144 44-seat	54 WWW54 41-seat
45	MWU145 44-seat	55 YWT 55 42-seat
46	MWU146 44-seat	56 YWT 56 42-seat
47	MWU147 44-seat	57 YWT 57 42-seat
48	MWU148 44-seat	58 YWT 58 42-seat
49	MWU149 44-seat*	
*Semi-coaches		
Leyland Tiger Cub/Burlingham coach		
100	OWU660 41-seat	
101	UWY101 41-seat	
Leyland Atlantean/Weymann (all 72-seaters)		
1-12 inclusive. Regn. nos. 7001WU-7011WU for the first eleven.		

Glasgow Tramway Service Numbers in the 'Twenties

SOME NOTES BY J. K. D. BLAIR

It is well-known that the current system of service numbers used by the Glasgow tramways was started in 1938 and that up till then cars on different routes were identified by being painted one of five different colours which were red, yellow, blue, white and green. It is perhaps not so well-known that in the 'twenties in addition to the colours, the cars carried numbers indicating the destination to which they were travel-

ling. Each service was allocated a pair of numbers and suffixes were added for different terminal points on the same line, the nearest to the city having no suffix with others starting at A and going up from there. Since the opposite ends of 10 and 14 were similar both services used 9 thus avoiding the use of 13. The following table gives the basic numbers with the terminal points and also the car colour and the 1938 service number.

Destination Numbers	Route	Colour	1938 Number
1/2	Millerston/Bishopbriggs and Rouken Glen	Red	8
3/4	Clarkston/Langside and Kirklee/Jordanhill	Yellow	5
5/6	Keppochhill Road/Lambhill/Springburn and Renfrew	Blue	4
7/8	University and Moss Park	White	3
9/10	Hillfoot and Mount Florida	Red	13
11/12	Kelvinside Avenue and Sinclair Drive	Red	11
9/14	Hillfoot and Renfrew Ferry	Blue	14
15/16	Springburn and Netherlee	White	19
17/18	Provanmill and Polmadie	White	2
19/20	Airdrie/Springfield Road and Knightswood/Scotstounhill	Green	1
21/22	Airdrie/Uddingston and Ferguslie Mills	Green	15
23/24	Auchenshuggle/Burnside/Rutherglen and Dalmauir West	Red	9
25/26	Cambuslang and Anniesland	Red	17
27/28	Rutherglen and Kirklee	Blue	10
29/30	Burnside and Springburn	White	18
31/32	Millerston and Craigton Road	Yellow	7
33/34	Mount Florida and Paisley Road Toll	Yellow	12
35/36	Keppochhill Road and Scotstoun	Green	16
37/38	Riddrie and Dalmauir West	Blue	6
39/40	Clydebank and Duntocher	S-Deck	20

EDWARD HILLMAN OF ROMFORD

J. C. GILLHAM

(Incorporating an article published by Charles F. Klapper in The Omnibus Magazine in September 1932, with additional material).

THE business of Edward Hillman's Saloon Coaches Ltd., based first at Stratford and later on Romford, has several claims to fame. It had the largest fleet of Gilford vehicles in Britain; it was the largest independent operator acquired by London Transport; it ran one of the most intensively-frequent express limited stop services anywhere in Britain; it co-operated with a manufacturer in the introduction of a revolutionary front-wheel-drive double-decker; it rose from nothing to nearly 100 coaches in only five years but was then destroyed in its prime by circumstances beyond its control; and finally it turned to operating aeroplanes instead.

Mr. Edward Hillman started with one vehicle early in 1928, from premises at 52b Romford Road, Stratford, E.15, running theatre excursions and private hire coach trips. On December 7th he started a limited stop Stratford-Ilford-Romford-Brentwood service under the title of Hillman's Daily Service. This was the first express route in the London area to maintain a short headway and issue tickets on the coach instead of by pre-booking in an office. Early in 1929 six journeys daily were extended to Chelmsford, and they proved so successful that by May they were increased to 16 trips daily. Towards the end of 1929 certain journeys were extended further, to Colchester.

The Stratford terminus was originally in the Broadway but, as was usual, the police objected, and so on and after December 9th, all Hillman's services started at the head office and waiting room at 52b Romford Road, which was on the "wrong" side of the Broadway, and came inwards to make a brief pick-up stop outside the Broadway Cinema and circumnavigate the parish church before heading onwards towards Ilford and beyond. On Monday, March 31st, 1930, one journey daily was extended beyond Colchester to Clacton-on-Sea. Local passengers were still carried, though efforts were made to segregate them on busy days when duplication became necessary. The fleet had now grown to 18 coaches, all forward-control Giflords, and there were 54 departures daily from Stratford. By the end of April there were three trips daily to Clacton, at a fare of 5/- single and 8/- return.

As from October 1st, 1930 the business became a partnership between Edward Hillman and the R.B. Syndicate Ltd., under the title of Hillman's Saloon Coaches, which title was registered on March 18th, 1931. This syndicate was incorporated as a private company on February 27th, 1931, its directors being Percy Davis Roe and John Jeffrey Baker, each of whom was also a director of the Gilford Motor Co. Ltd. The ordinary shareholders of the R.B. Syndicate included the two directors (320 shares each), the Elfrida Syndicate Ltd. (160 shares), Sydney Herbert Baker (120 shares), and Donald Claud Cann (40 shares), whilst Edward Hillman held the five issued preference shares. It was stipulated that if any shareholder wanted to sell he should transfer his holding to the other shareholders in proportion to their existing holdings, or, on their refusal, to Edward Hillman. The Elfrida Syndi-

cate was a private company of merchant bankers formed on September 23rd, 1910, and composed of various members of the Baker family, who were also largely concerned in the financing of the Gilford Motor Co. Ltd.

In about July of 1930 six journeys daily were extended from Colchester to Ipswich, and in August two of these were further extended via Saxmundham and Lowestoft to Yarmouth, whilst later in the year two others were extended from Ipswich via Scole to Norwich, the fleet having grown to 57 by December. In order to obtain a London terminus nearer to the City than Stratford, and at the same time more commodious, Hillman acquired premises in Bow Road, between Tomlins Grove and Campbell Road, which had originally been the works of H. C. Baulby Ltd., steam wagon builders. These were rebuilt as a private coach station, and all services were extended the 1½ miles from Stratford to here. The new terminus was only a minute's walk from Bow Road Underground station, with direct access to the City. A booking office was opened on the other side of the main road, but later moved into a disused cinema next door to the coach station.

For a very short time Hillman worked a Bow to Laindon service, with four weekday trips. On February 11th, 1931 Hillman commenced working the Aldgate-Upminster service of Woodgrange Coaches, under circumstances already detailed in my first article.* Turning also to aeroplanes, Edward Hillman took a lease from December 7th, 1931 of Maylands Aerodrome, situated mid-way between Romford and Brentwood on the north side of the main road, and he used one de Havilland Puss Moth for private hire from that date. A Romford-Clacton service was worked in the summer of 1932, closed down for the winter, and re-established on April 1st, 1933. Surely Hillman must be the only operator ever to have run aeroplanes in competition with his own coaches on the same route! Also on April 1st, 1933, a Romford-Paris service was started, at £5 return fare, and seven days later a Romford-Margate service started, both using de Havilland Dragon five-seaters.

The coach timetable at the beginning of 1932 showed 70 departures each weekday from Bow, of which 22 went only as far as Brentwood, 33 to Chelmsford, 6 to Colchester, 3 to Clacton, 2 to Ipswich, 2 to Yarmouth, and 2 to Norwich. As far as Brentwood there was thus a regular 15-minute headway from 6.15 a.m. to the 11.30 p.m. departure, but beyond here the service was in irregular multiples of 15. Rush-hour extras ran as far as Romford only. Journey times were 55 minutes to Brentwood, 1½ hours to Chelmsford, 2¾ hours to Colchester, 3¼ to Clacton or Ipswich, and 5¼ to Yarmouth or Norwich. Single fares to these places were respectively 1/-, 2/-, 3/6d., 5/-, 5/-, 6/- and 7/6d., with returns somewhat cheaper. In the

*The Omnibus Magazine, February 1961.

May 1933 timetable all these times were exactly the same, but Yarmouth and Norwich fares had now risen to 8/- and 9/-.

Early in August 1932 the partnership between Edward Hillman and the R.B. Syndicate was dissolved, and a private company was incorporated on August 10th as Edward Hillman's Saloon Coaches Ltd. This had an authorised capital of £50,000 in £1 shares, the directors being Edward Hillman, E. H. Hillman and R. F. Frazer. The registered office was in a large old private house standing in its own grounds at Romford, on the south side of London Road, at No. 56. Soon afterwards a very large new garage was built just behind this house. The headquarters of the business being thus removed from Stratford to Romford, all new vehicles purchased afterwards (a total of 14) had EV or CNO registration numbers, because Romford is in the county of Essex, whereas all the 97 previous Hillman vehicles had been registered AN or JD due to Stratford being in the county borough of West Ham. A brief fleet list is given below; all vehicles shown are forward-control Gilford single-deckers, except JD 383-384 (AJS forward-control single-deck), JD 787-788 (Commer normal-control s.d.), JD1942 (Gilford double-deck), and EV7340 (AEC Renown single-deck). Bodywork of most or all was by Wycombe. All the Gilfords were of 168OT type, except the ANs and JD 13-23.

AN8937/9063/9220/4/9515-6 (1-6, 166OT)
 AN9667/9750-3/9905 (7-12, 166OT)
 JD 13-23 (13-23, 166OT)
 JD383-384 (AJS)
 JD385-6/390-1/500/392-7 (24-34, 168OT)
 JD608-616 (35-43, 168OT)
 JD687-688 (44-45, 168OT)
 JD783-786 (46-49, 168OT)
 JD787-788 (50-51, Commer)
 JD1005-1010 (52-57, 168OT)
 JD1193-1204 (58-69, 168OT)
 JD1216/1218-29 (70-82, 168OT)
 JD1552-1557 (83-84/90-93, 168OT)
 JD1942 (100, Gilford double-deck)
 JD1976-1981 (107-112, 168MOT with larger engine)
 EV7338-7339 (113-114, 168OT)
 EV7340 (115, Renown)
 EV7578-7581 (116-119, 168OT)
 EV8106-08/8905/9018 (120-124, 168OT)
 CNO 75-76 (Gilford Hera).

JD 787-788 (formerly) and CNO 75-76 (latterly) were used solely in conjunction with the aeroplanes, and the two Heras had very large rear luggage lockers. The solitary Renown was a special luxury coach for private hire; this six-wheel single-deck chassis was very rare outside the fleets of the L.G.O.C. and several operators in South Wales, but one of Hillman's close neighbours in East Ham (Batten's Coaches, with a garage right on Hillman's line of route) also had one. The Gilford Hillman double-decker, the only one of its type ever built, was 25 or 30 years ahead of its time and incorporated so many unusual ideas, most of which are only now beginning to become popular, that it rather strangled itself. It had a two-stroke six-cylinder oil engine, of opposed-piston layout, with two crankshafts, one on top of the engine. It had air springing, front-wheel drive, chassisless construction, a gearbox in the cab, a full-fronted body, and an extremely low overall height with conventional seating the same as the Lodekka of today. It was exhibited at the Commercial Motor Show in November 1931, but although painted with Hillman's livery and name, and registered with a JD number, it is believed not to have entered public service.

Some 31 of the above vehicles (Nos. 13 to 43) were transferred on August 15th, 1932 to the subsidiary company, Upminster Services Ltd., but continued to be housed and serviced in the same garage at Romford. There was a strike at the Romford garage on March 30th, 1933, which stopped both Hillman's and Upminster coaches, but it was settled later in the day. It concerned a dismissal, and another similar strike occurred on July 29th, 1933. In April 1933 it was announced that a new company was to be formed to take over the Hillman and Upminster companies; this was to be known as London and County Passenger Services Ltd., with a capital of £225,000, but in fact this did not materialise, for the threat of compulsory absorption by London Transport was now on the horizon. Hillman's protested as much as they could, but it was of little use.

On January 10th, 1934 the new Board took over the whole of the Upminster business, with its 31 coaches, and the major part of the Hillman business, amounting to a further 34 coaches (Nos. 44-49, 52-78, and 82), the Romford garage and offices, and the services from Bow to Romford and Brentwood. For the time being Hillman retained the other 28 coaches, the Bow garage, and all services to Chelmsford or beyond. From January 10th the coaches going only to Romford or Brentwood terminated at Bow by traversing Campbell Road, Archibald Street and Tomlins Grove, so as to avoid entering the garage and coach station, but after a few weeks they reverted to the garage again.

A few months later all Brentwood (but not Romford) journeys were extended from Bow to and from Aldgate Minories lay-by, and the service was amalgamated with the previous 12/15-minute Aldgate-Brentwood service of Green Line Coaches Ltd., to give an Aldgate-Brentwood frequency of every 10 minutes slack hours and 5 minutes peak, and a Bow-Romford frequency of every 5 and 2½ respectively. The Romford journeys were extended from Bow to Aldgate at the end of 1934, without change of frequency, but in the summer of 1935 the service was reduced to be: Aldgate-Brentwood every 15 minutes slack and 7½ peak, and Aldgate-Romford every 7½ minutes slack and 3½ peak. The route number was Y at first, then Y1, then 55, and now 721. The Sunday extensions to Highwood Hospital at the Brentwood end and to Horse Guards Avenue at the London end, which were both inherited from the Green Line and not the Hillman service, were retained for a few years but eventually dropped. Double-deckers were introduced in 1940, and hence the post-war frequency has been only every 20 minutes slack and 10 peak from Aldgate to Brentwood, and 10 slack and 5 peak from Aldgate to Romford. The service (and the Upminster one) is still worked exclusively from Hillman's garage at Romford, this being the only ex-independent garage retained by London Transport for more than a few years. On summer Sundays certain Romford-Aldgate journeys are extended to Whipsnade Zoo via Baker Street and Barnet.

But we must return to 1934. Having been forced to part with most of the business, Hillman decided to sell the rest voluntarily. In July 1934 the Eastern National Omnibus Co. Ltd. applied for a licence to take over the Bow-Chelmsford service, to incorporate therewith its own existing Brentwood-Chelmsford service, and to discontinue intermediate fares between Bow and Brentwood. They also applied for Hillman's Bow-Clacton service, and to extend it from Hillman's office in Old Road, Clacton, to their own office in Pier Avenue, and to incorporate with it the three Hillman

Bow-Colchester journeys at revised times and with modified pick-up points. The Eastern National, which was the principal party to the agreement with Hillman's, made a sub-agreement with the Eastern Counties Omnibus Co. Ltd. and George Ewer & Co. Ltd., whereby those two companies should acquire and withdraw all Hillman workings north of Colchester. Eastern National therefore applied on behalf of Hillmans to discontinue the Bow-Ipswich, Bow-Yarmouth, and Bow-Norwich services.

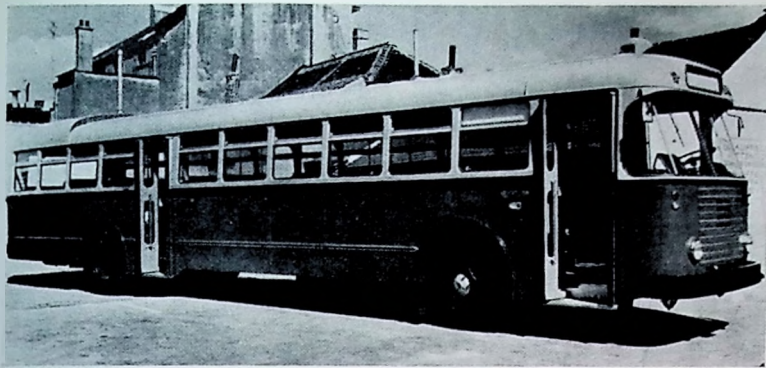
When the applications came before the Eastern and Metropolitan traffic commissioners on July 23rd, 1934 there was opposition from George Ewer so far as concerned the transfer to Eastern National of the services to Chelmsford and Clacton, it being stated that the granting to Eastern National of a fare stage from London to Chelmsford would enable that company to book through to Harwich, using the bus service for the final section, and thus competing with Ewer's through service. It is noteworthy that Eastern National had not previously had a fare stage from London to Chelmsford, in which town their headquarters were situated, although the Eastern Counties company did have one. The result was that the Clacton service was abandoned, as well as Yarmouth and Norwich. The rest of the applications were approved, and on August 13th, 1934 the services from Bow to Clacton, to Ipswich, to Yarmouth, and to Norwich were all discontinued and the travelling public lost some valuable seaside facilities at the peak of the summer holiday season. On the same day Eastern National took over the Bow-Brentwood-Chelmsford service, together with five coaches, thereafter working it every 30 minutes, and co-ordinated it with their own 30-minute service between Brentwood and Chelmsford to give a 15-minute headway. The Bow garage was soon disposed of, and coaches terminated instead in the forecourt of Bow Station on the North London Railway. Later, in 1951 or 1952, the railway station having been closed, the coach terminus was moved to Tomlins Grove, vehicles now taking layover on the public street after many years of two different off-the-street terminals on private property. By this time, also, the coaches had been replaced by ordinary double-deck buses.

The five coaches taken by Eastern National in 1934 were EV7338-39 and EV7579-81, all Gilford 168OT type; they were now renumbered 3521/3/2/4/5. There seems no logical reason why the other 23 coaches no longer required for Clacton and Yarmouth, etc., should have passed to London Transport, but they did, and on August 13th, 1934 the Board acquired JD1226-28, JD1552-57, JD1942, JD1976-81, EV7578, EV8106-08, EV8905, and EV9018 (all Giffords), and also the Renown EV7340. All these were the newest vehicles in the Hillman fleet, whereas the January acquisition had involved only the oldest ones. The Board also took Hillman's breakdown lorry, a Morris Commercial VX2967, and all that were left with Hillman's were the two airways coaches JD 787 and 788, which they subsequently replaced by the two new Gilford Heras CNO 75 and 76. As stated earlier, local passengers between Bow and Brentwood had always been carried on the services to Chelmsford or beyond. This practice ceased from August 13th, 1934, so that from that date London Transport became wholly responsible for the local passengers, but the 23 coaches acquired in this second instalment were not used for this purpose (and would have been far too many in any case), because the timetable of the Brentwood service was not at that time increased. In fact many of these 23 either went themselves on to local bus routes in Hertfordshire, or replaced other Green Line Giffords which then did so.

So that was the end of the Hillman coach business, which had brought tremendous benefit to the people of East London and achieved wonders in the short space of five years, although the municipal tramways and the railway out of Liverpool Street must both have suffered. For a few years Hillman's Airways flourished, and appeared to have a bright future, becoming indeed one of the largest British independent air operators of the 'thirties. But that is another story. In the end they were one of five firms to amalgamate and form British Airways, which had only a short life before the present B.E.A. and B.O.A.C. were given the monopoly for civilian air traffic. CNO 75 and 76 were last seen in B.O.A.C. livery in 1947, and Maylands aerodrome, alas, is long defunct.

AROUND THE TECHNICAL PRESS—JANUARY 1961

- | | |
|--|---|
| AEC Gazette
(bi-monthly) | Diesels replace electricity (London trolleybus changeover, stage VIII). |
| Bus & Coach
(2/6 monthly) | More miles, more passengers, more cash (Ministry of Transport's annual statistics for 1959); coloured pipes simplify oil changing (Blackpool Corporation); spending money to save money (London Transport's research laboratory); the bus operator's calendar—January (first in a series of articles by W. J. Crosland Taylor). |
| Coaching Journal
(monthly) | New research laboratory for London Transport; it's also the rich who travel by coach today (a study of the 1961 holiday programme). |
| Commercial Motor
(1/- weekly) | 6th Men who make transport—J. O. Bowley (director and general manager, AEC); Manx transport needs new legislation. |
| | 13th Men who make transport—J. M. Birch; new garage for Greenslades; scope for youth (transport engineering at Barrow-in-Furness). |
| | 20th Dawley new town offers p.v. scope. |
| | 27th Men who make transport—C. H. S. Pickett (Tilling group management); Brussels show report. |
| Leyland Journal
(bi-monthly) | Tropical paradise—but not for road transport (Central America and Caribbean); the conductor comes into his own (Blackpool p.a.y.c. double-decker); 1,875-mile pioneer coach service links two African capitals; 7,000 miles through ten countries (in a 1947 PS1). |
| Modern Transport
(1/- weekly) | 7th Portrait—W. T. James. |
| | 14th Bus operation in the south Midlands (development of United Counties, part II). |
| | 21st North London trolleybus conversion; fork lift truck on bus overhauls (West Yorkshire). |
| Passenger Transport
(2/- monthly—illustrated)
(6d. weekly—news) | 18th Traffic commissioners' annual report; at home in Holland (British buses in Holland—pictorial). |
| Transport Journal
(2/- monthly—illustrated)
(6d. weekly—news) | 13th 1961 Big Bedford (road test); Blackpool experiments (PD2 conversion); better facilities at Bedford (new bus station); new research laboratory (LTE, Chiswick). |
| Transport World
(2/- monthly) | Where three threes equals a new fleet (Anderton's Tours Ltd., of Keighley); articulated trams for Remscheid (transport modernisation in a small German town). |



LONGEST ON TWO AXLES!



Ten new rear-engined buses, thought to be the longest in the world on two axles, have been placed in service by the National Vicinal Railway Company (SNCV) of Belgium. They were designed and built by the Belgian manufacturer, Brossel Freres, to an overall length of 42 ft. 8 in., and have a capacity of 57 seated and 23 standing passengers. Bodywork is by Jonckheere. The specification includes Leyland 150 h.p. engines and 4-speed Self-Changing Gears gearboxes of the RV28 type. (Block by courtesy of Self-Changing Gears Ltd.).

NEW ISSUES OF TIME TABLES

Information for inclusion in this feature should be sent to Mr. J. A. B. Hibbs, M.Sc. (Econ.), at 15 Brooklands Avenue, Cambridge. Amounts shown for postage are given only as a guide, except where operators state the cost of postage in their publicity.

Name and address of operator	Date	Price	Postage
Leeds City Transport, 1 Swinagate, Leeds 1	10/60	3d.	2d.
Nottingham City Transport, Lower Parliament Street, Nottingham	10/60	4d.	4d.
West Riding Automobile Co. Ltd., Belle Isle, Wakefield, Yorks.	10/60	6d.	5d.
Chesterfield Corporation Transport, Thornfield Depot, Sheffield Street, Chesterfield	11/60	4d.	4d.
Hull Corporation Transport, 26 Newland Park, Hull	10/60	4d.	4d.
Yorkshire Traction Co. Ltd., Upper Sheffield Road, Barnsley, Yorks.	11/60	6d.	6d.
Bradford City Transport, Forster Square, Bradford 1	11/60	6d.	4d.
Leeds City Transport, 1 Swinagate, Leeds 1	1/61	3d.	2d.
Yorkshire Woollen District Transport Co. Ltd., Savile Town, Dewsbury, Yorks.	1/61	6d.	5d.
Devon General Omnibus & Touring Co. Ltd., Newton Road, Torquay, Devon	10/60	1/-	6d.
Southern Vectis Omnibus Co. Ltd., Nelson Road, Newport, Isle of Wight	9/60	9d.	5d.
Crosville Motor Services Ltd., Crane Wharf, Chester (5 area books)	9/60 & 1/61	5/-	(inc. post.)
Lancashire United Transport Ltd., Atherton, Lancs.	10/60	6d.	6d.
Walsall Corporation Transport, St. Paul's Street, Walsall, Staffs.	11/60	6d.	5d.
Oldham Corporation Transport, Wallshaw Depot, Oldham, Lancs.	10/60	6d.	4d.
North Western Road Car Co. Ltd. (express services), Charles Street, Stockport, Cheshire	9/60	6d.	5d.
Birmingham & Midland Motor Omnibus Co. Ltd., Chief Traffic Office, Bearwood, Birmingham (6 area books)	10/60	6/9	(inc. post.)
Colchester Corporation Transport, Magdalen Street, Colchester, Essex	1/61	6d.	3d.
Whippet Coaches Ltd., Hilton, Huntingdon	11/60	4d.	3d.
Wolverhampton Corporation Transport, Cleveland Road, Wolverhampton, Staffs.	10/60	1/-	6d.
Headleys Kent County Time Tables (including Newman's service), Invicta Press, Ashford, Kent	12/60	6d.	6d.

(Continued from page 30)

Meeting in Manchester—January 21st

The annual general meeting of the North Western & Yorkshire Branch brought forth some valuable discussion on various Society topics including *The Omnibus Magazine*, the increased subscription, the Branch's visits programme, and so on. After refreshments came a film show—and a very well assembled programme it was. The longest film was Leyland's *Wheels of the World*, regrettably, perhaps, prepared before the days of the Atlantean but showing the wide range of Leyland products and stages in their manufacture at the huge Leyland works. Ford was represented by the film of the epic trip to Moscow in conjunction with European Excelsior, of Bournemouth. The Laing film of the construction of the M1 made the planning and building of this motorway into the romantic story it surely was. We saw the London Transport buses sent to accompany the "Made in England" exhibition and wondered if it might not pay the LTE (or must we soon call it the LTB?) to do this sort of thing more often; little did we then know that a Routenaster was destined for Basel in February. We saw the parade held in 1956 held to celebrate the centenary of LGOC buses on London's streets; and finally, we followed a tortoise,

left on a London bus, through the lost property office documentation along with every other sort of lost article, until its young owner came to collect it.

(K.W.S.)

Meeting in Birmingham—January 21st

The Omnibus Society and the Light Railway Transport League held a joint afternoon meeting at the Imperial Hotel. Two complementary talks were given on the preservation of old trams and buses. The first was by Mr. G. B. Claydon, of the Tramway Museum Society, and this was well illustrated by photographs of the trams they own running on the systems that originally operated them, again on the way to Crich, and finally at Crich itself, where the Society now has 22 trams. The second talk was by Mr. P. J. Marshall, of the Heavy Commercial Vehicle Club and the Vintage Passenger Vehicle Society. This was also well illustrated by photographs and transparencies of p.s.v.s that have been restored, of vehicles in the process of restoration, and of neglected buses and coaches that are awaiting purchasers who are willing to restore them. Excluding the fact that one Society's vehicles run on rails, the chief difference between the two Societies appears to be that the trams are owned by the Museum but the buses are owned by individuals and there is no suitable garage to keep all the vehicles together.

(A.D.S.)

AROUND THE TRAFFIC AREAS . . .

NORTHERN TRAFFIC AREA

DARLINGTON CORPORATION

As part of a scheme to brighten the town, one bus has been painted in cream, with blue bands, and entered service on February 1st. If it is successful the whole fleet will be changed to this livery from the present blue with a cream band.

Service 8 is being curtailed to work between the Market Place and Thompson Street West instead of as a circular.

MIDDLESBROUGH CORPORATION

A provisional order has been placed for a further 10 Dennis Loline chassis, making a total of 20 of this type of chassis on order.

HALL BROS. (SOUTH SHIELDS) LTD.

This well-known Tyneside operator has taken over the business of Spencer Coaches Ltd. of Heaton, Newcastle-upon-Tyne. Spencer Coaches Ltd. was formed in 1952 by a former driver of Taylor Brothers of North Shields (now a Hall Bros. subsidiary company) and the fleet consists of three Bedford SB coaches with Plaxton bodies.

KINGSWAY COACHES, Langley Park

The old established Co. Durham firm of J. Iveson & Son, with garages at Cornsay Colliery and Esh Village, has been taken over by Farrey & Burn, t/a Kingsway Coaches, of Langley Park. Iveson operated some six Duple-bodied Bedford SB coaches on miners' services and excursions and tours from the Cornsay area.

NEWCASTLE CORPORATION

New Leyland Atlanteans with Alexander bodies are due to enter service in February. 189-194 are the first of the batch. The Atlanteans will replace a number of 1947 AEC Regent and Daimler CVG6 buses fitted with Roe or Metro-Cammell bodies, and also some of the Massey-bodied Regent IIIs of 1948 vintage.

Flashing indicators are now being fitted to vehicles undergoing a complete overhaul and the lowbridge Regent V buses employed on the Haymarket-Darras Hall route are being fitted with heaters.

NORTHERN GENERAL

Work is to commence shortly on a new bus station for South Shields. The proposed site is in Alderson Street and the station is to cost some £60,000. The present terminal arrangements in South Shields are very unsatisfactory, buses loading and unloading at various street stands in the vicinity of the railway station, and one route even using the station yard.

The double run to Heworth Colliery on 12 has been withdrawn now that Gateshead and District's 15 has been extended along Albion Street.

RIBBLE

It is proposed to divert Carlisle City service C4 from its Longsowerby terminus into the growing Morton Park estate terminating at the junction of Levens Drive and Hallin Crescent.

T. SMIRTHWAITE LTD., Northallerton

Application has been made to severely prune services on all routes.

J. M. SMITH, Amble

Extra journeys have been applied for between Amble and the Links Estate on his Shilbottle-Amble-Links Estate licence in reply to the application of H. E. Craiggs to divert their service via the Links Estate (February issue). If J. M. Smith is successful his application for an Amble town service (October 1960 issue) will be withdrawn.

SOUTH SHIELDS CORPORATION

The replacement of the trolleybus fleet by buses has been decided on "in principle." 54 trolleybuses are operated and the estimated cost of the changeover will be £250,000. It is now planned to substitute buses for trolleybuses on 5 (The Lawe-Ridgeway).

UNITED AUTO

Following upon the regretted news of the sale of the BBT class comes news of the end of another, and even newer, class. Only BBC8, now a mobile information office, will remain of the ten BBCs—Bristol L6Bs with full-fronted ECW touring coach bodies delivered in 1950.

A new bridge over the river Blyth is being built at Kitty Brewster, near Bebside, to provide an alternative to the Furnace Bank bridge which is very narrow with steep approaches and hairpin bends. 41 (Blyth-Ashington) is to use the new bridge but apparently not the Blyth-Morpeth routes (47, 47A, 48)—presumably to avoid the level crossing at Bedlington Station.

YORKSHIRE TRAFFIC AREA

BRADFORD CORPORATION

Twelve Sunbeam F4 single-deck trolleybuses are being bought from the Mexborough & Swinton Traction Co. for rebodysing as double-deckers (see page 35).

COUNTY MOTORS, Lepton

Two Roe-bodied Guy Wulfrunians have been ordered.

J. H. GREENHOW & SONS

Further to the note in the last issue, it is understood that Smith and Pickerill have maintained Greenhow's workings on the Wombwell-Darfield route since August of last year. If the application made by R. Hancock is successful he intends to take over Greenhow's Plaxton-bodied Foden (KWA883). The man who wishes to run from Wombwell to Great Houghton, H. Pottage, already runs a mill contract from Great Houghton to the Huddersfield area.

HANSON

The haulage and coach business of W. H. & F. Schofield, of Marsden, was taken over on February 1st.

Two more 39-seaters, and a forward-entrance double-decker, all with Roe bodywork, are to be constructed on new chassis frames incorporating the running units from AEC Regal IIIs 326/7/30 recently withdrawn.

HEBBLE

Ex-Ripponden & District Leyland Royal Tigers 22-4 are to be replaced by three Duple-bodied Ford Thames Traders.

HULL CORPORATION

On January 29th, trolleybus route 70 (Paragon Street-Dairycoates) was converted to motor-bus operation. There has been no change in the route, service number or terminal points.

LEEDS CITY TRANSPORT

Late on December 31st the last journeys operated from Rockingham Street bus station and the two routes which had continued to terminate there up to that date were transferred to the central bus station. On January 2nd, a new Monday-Friday peak period service, 16, was introduced between City Square and Coal Road. This is in addition to the existing 16 service (Whingate-Seacroft) and it operates over the same route to Seacroft, then via Ramshead Drive and Ramshead Approach to Coal Road.

MEXBOROUGH & SWINTON

An article on page 34 of this issue gives full details of the trolleybus abandonment taking place at the end of this month. Recorded also in that article is the withdrawal after operation on January 1st of the Manvers Main-Conanby trolleybus service.

Ford Thames Trader XWX376 with Plaxton body has come from Yorkshire Traction following their take-over of the Camplejohn business.

ROTHERHAM CORPORATION

Two extensions of Rotherham - Kimberworth Park estate services took place on January 23rd—39 to Oaks Lane via Morley Road and Kimberworth Park Road, and 40 also to Oaks Lane via Kimberworth Park Road.

SHEFFIELD TRANSPORT

There is to be no limitation on the number of coloured personnel employed by the transport department; at the present time about 11 per cent of the staff of 2,500 are coloured.

Illuminated tramcar 349 (shorn of its decorations and repainted green and cream) and rail-grinder 330 were removed to the Tramway Museum Society's site at Crich in December.

WEST RIDING

Routes 20 (Wakefield-Ossett), 32 (Agbrigg-Broadway via Horbury Road) and 33 (Agbrigg-Broadway via Dewsbury Road), all operated with Guy Wulfrunians, of which 12 more (864-75) entered service on January 1st, were on January 9th reduced in frequency and headways are now 30, 24, 20, 16, 15, 12 or 8 minutes instead of 30, 20, 15, 12, 10 or 6.

Six new Plaxton Embassy 41-seat coaches on AEC Reliance chassis are 914-9 and 12 more Reliances are to come with 44-seat Roe bus bodywork.

WEST YORKSHIRE

Details of the revisions at Harrogate on December 4th, promised in the last issue, were as follows:—

Routes withdrawn

- 1 Starbeck-Oatlands
- 2 Bachelor Gardens-Pannal
- 3 Bachelor Gardens-Burn Bridge
- 4 Harrogate-Harlow Hill
- 5 Harrogate-Harlow Hill
- 7 Harrogate-Cornwall Road
- 9 Harrogate-New Park
- 12 Harrogate-Bilton
- 17 Harrogate-Starbeck
- 18 Harrogate-Forest Lane
- 17A Harrogate-Woodlands
- 18A {
- 2A Harrogate-Bachelor Gardens

New routes

- 1 Bus station-Starbeck (Harrogate Hotel)—week-days only.
- 2 Bus station-Starbeck (Cawthorne Avenue)—daily.
- 3 Bachelor Gardens (Knox Road)—Harlow Park (Harlow Park Crescent)—daily.
- 4 Harlow Hill (Plantation Road)—Forest Lane (Crossways). On Sundays operates only between the bus station and Harlow Hill.
- 4A Harlow Hill-The Avenue—weekdays only.
- 7 Cornwall Road-Burn Bridge. On Sundays operates only between the bus station and Burn Bridge.
- 7A Cornwall Road-Pannal—weekdays only.
- 9 New Park-Oatlands (Beech Avenue). On Sundays operates only between the bus station and New Park.
- 11 Bilton (Roche Avenue) - Bilton (Fountains Avenue), via bus station, thence to Woodlands via Wetherby Road returning via Oatlands Drive and Station Parade to Fountains Avenue—daily.
- 12 Bilton (Fountains Avenue) - Bilton (Roche Avenue), via bus station, thence to Woodlands via Oatlands Drive returning via Wetherby Road and Station Avenue to Roche Avenue—daily.

The town terminus of routes 1A to Claro Road, 5A to Beckwithshaw and 6 to Rosset Green has been altered to the bus station.

Details of the revisions were issued to the public in six sections, using leaflets of distinctive colours which indicated the routes on which one-man buses are used.

YORKSHIRE TRACTION

During November, 29 (Wath-Thurnscoe) was withdrawn and a new service 29 introduced between Mexborough (West Street) and Thurnscoe (Coronation Street) via Highgate, operating on weekdays only.

The four ex-Camplejohn service buses are numbered as follows:—

- 129C HAW577 Sentinel STC6
- 130C LWT880 Sentinel STC6
- 131C TTC882 Atkinson 5HLW
- 132C 775ERF Sentinel STC6

They were driven straight to the Yorkshire Traction depot off service on December 31st and were running for their new owners on January 2nd from Wombwell depot. Of the coaches, the Thames Trader (XWX376) has been sold to Mexborough & Swinton and the Atkinson (XTD665) went into the paint shop to be given Yorkshire Traction coach livery and fleet number 133C. Duplicate vehicles on the Wombwell-Darfield route now terminate at Wombwell Market Place instead of Camplejohn's garage and the same applies to the last bus at night. The last bus at night on the Ardsley route used to finish at Darfield but now returns via Low Valley to Wombwell.

Another ex-PS2 Windower body is seeing further service, this time on a Daimler CVD6 of Kildare Coaches Ltd., Adwick-le-Street.

YORKSHIRE WOOLLEN DISTRICT

For the third year running new forward-entrance AEC Regent Vs have entered service on January 1st—Northern Counties-bodied 842-51.

NORTH WESTERN TRAFFIC AREA**ASHTON-UNDER-LYNE CORPORATION**

Mossley Road depot has been extended and all vehicles are now garaged under cover.

BLACKPOOL CORPORATION

The pay-as-you-enter double-deck conversion (305) seats 14 in the lower saloon and not 18 as reported in some quarters including our own (December issue).

On January 2nd, 23 (Victoria Hospital-South Pier) was extended via Station Road, Bond Street, Clifton Drive, Harrowside and Highfield Road to Highfield Road East. This absorbs the southern end of the summer route 10A which presumably will not be reintroduced in the same form this year. Alternate journeys continue to terminate at South Pier and now show 23A. Buses on the extended 23 do not pass South Pier on the northbound journey.

BURY CORPORATION

The show model Guy Wulfrunian has been working on 37 (Walmersley-Whitefield) since entering service.

CROSVILLE

All 14 of the forward-entrance Bristol Lodekkas have been delivered but only DFB40 went into service on February 1st from Heswall to test reactions. The remainder (DFB41-53) will start on March 1st. Also delivered are Bristol MWs up to 402 and SCs up to 673.

The D1 has reverted to its original route (from December 19th) after its disruption on account of the closing of the bridge over the Shropshire Union Canal approaching Llangollen.

LANCASHIRE UNITED

The Guy Wulfrunian from Earl's Court went into service on the ex-SLT road (82 Bolton-Leigh) and was due to continue on this until the end of January. Then it was to spend three weeks on 38 (Wigan-Manchester) before being transferred to Swinton depot.

LIVERPOOL CORPORATION

From January 23rd, buses on 92B (Pier Head-Northwood) run via Richard Hesketh Drive and James Holt Avenue instead of Kirkby Row. Application has been made for a new service from Knowsley (Sugar Lane) to Pier Head via Page Moss, and the frequency would then be reduced on 9 (Lyme Cross-Pier Head).

The revised livery which confines the cream relief to the window surrounds appears now to be applied indiscriminately and early post-war AEC Regent IIs have been noted carrying it.

MANCHESTER CORPORATION

Illuminated advertisements will appear on the offside of 150 double-deck Corporation buses if a transport committee recommendation is accepted by the city council. Application has been made for a new service between Middleton (Mill Street) and Mainway; it would be one-man operated except between 4 p.m. and 7 p.m.



Two more Jersey Motor Transport Leylands which have recently been shipped back to England for preservation. On the right is JMT 24, a TD1 which has been purchased by Mr. C. Shears for inclusion in his collection of vintage vehicles. It was originally a Leyland demonstrator, coming to JMT in 1933. The other is 25, a TD2 delivered new in 1932. It has been purchased by two members of the Vintage Passenger Vehicle Society. Both buses were withdrawn from service as late as last September and were the last two petrol-engined double-deckers to run in public service in the British Isles. (Block by courtesy of the "Jersey Weekly Post").



The first new bus to enter service in Sunderland since a recent announcement that future buses would be more comfortable and attractive is No. 32 (PGR332), an AEC Reliance with Park Royal group body attributed to Roe's. Although the chassis is an orthodox Reliance with synchromesh gearbox and the body design is also of orthodox p.a.y.e. practice, 32 nevertheless marks the most complete break from tradition ever found in one particular vehicle for Sunderland Transport and is much sought after on the routes on which it is operating. It is in its colour specification that 32 is outstanding. Externally it is painted cream below and green above the lower band of a double waist band in contrast to the previous livery of green with cream relief. Inside, the front-entrance centre-exit body has 41 tubular-framed service-coach seats upholstered in LTE Routemaster pattern moquette, with all trimming below the waist rail of red leather; the radiused metal window frames are stove enamelled primrose, and the Darvic plastic ceiling panels are in a pastel shade of blue with slightly darker blue stringers. A blue Cronaprest continuous bell strip is fitted above the windows on each side, and the interior specification is completed with heaters, fluorescent lights behind attractive plastic shades, full-length stainless-steel handrails and a compartment for luggage or push-chairs immediately behind the exit. A drop-frame at the front allows a lower and wider platform beside the driver with another step into the saloon. (Block by courtesy of the "Sunderland Echo")

The two routes put on at the request of Stretford borough council and Trafford Park Estates (*The Omnibus Magazine*, May 1960) were withdrawn in December through lack of support.

NORTH WESTERN

Application has been made to take over the excursions and tours from Portwood Street, Stockport, previously authorised to the subsidiary company Edwards Tours Ltd., and also for summer Saturday services to Scarborough from Baguley and Northwich.

PRESTON CORPORATION

Dogs travelling on the buses will be charged the same fares as adults, except that the maximum per journey for a dog will be 3d.

RIBBLE & STANDERWICK

35 Leyland Leopards with Harrington coachwork will have air suspension similar to that employed on a Western Welsh Tiger Cub with air bellows combined with leaf springs. 20 will be 32-seaters for extended tours and 15 41-seaters. There will also be five low-bridge Atlanteans and 12 more "Gay Hostess" double-deck coaches based on the standard Atlantean, together with the already announced 50 Titan PD3/5s with 72-seat forward-entrance bodies by the MCW group. All except the "Gay Hostesses" are for the Ribble fleet.

ROCHDALE CORPORATION

The first bus to be painted all cream with one broad blue band is 277, which re-appeared in December.

SALFORD CITY TRANSPORT

The East Midland bus operated on loan (December issue) was an AEC Reliance. The orders for 50 new buses will comprise:—

30 Daimler 65-seaters.

6 Daimler 64-seaters with forward entrances.

2 Daimler Fleetlines.

2 Leyland Atlanteans.

10 AEC Reliance 45-seaters.

All will have bodywork by the MCW group.

Application has been made for a service between Trafford Bridge and Lower Kersal (Kersal Way).

STOCKPORT CORPORATION

Some journeys on 47 are now diverted to Heaton Chapel (Norbury Road) but they carry the same route number.

WIGAN CORPORATION

12 Leyland PD2s (AEK501-12) are being made into 61-seaters (33/28).

COACH OPERATORS

Wilkinson's Transport Ltd. has acquired the haulage side of R. Jay Ltd., of Littleborough, whose coach business is carried on by the new company, Littleborough Motors Ltd.

T. F. Parry (Regina Coaches), of Blaenau Ffestiniog, has applied for five continental tours licences and I. J. Parry, of Lillthfaen, wants an excursions and tours licence from Lleyn Peninsula. A joint service on Saturdays from Whitsun to September between Swinton and various other points in Lancashire to Butlin's camp at Pwllheli is applied for in the name of J. W. Fieldsend Ltd. (Salford), Rigbys Ltd. (Patricroft) and Wheatley's Garage (Patricroft) Ltd.

WEST MIDLAND TRAFFIC AREA

BIRMINGHAM CITY TRANSPORT

It is now understood that the Leyland Atlantean has been given a Power Plus modification and not a larger engine.

On January 15th route 3A was extended by about a third of a mile to the junction of Quinton Road West with Ridgacre Road, and at the same time the service numbers were altered so as to bring them into line with the present policy of using the Bassom system, and vehicles on the full journey show 3.

The extension to Tyburn Road works was opened by the lord mayor on December 13th.

MIDLAND RED

As from October 2nd, L36 (Leicester-Eyres Monsell) was re-numbered L87 and is now operated jointly with Leicester City Transport. From the same date the existing Leicester-Eyres Monsell service of Leicester City Transport (service 51, running via a different route and finishing at a different point at Eyres Monsell) became joint with Midland Red L88. Corporation buses cannot show the L prefix however. Subject to the grant by the traffic commissioners, services from St. Margaret's bus station which run along Belgrave Road will be re-routed along a section of the new Leicester ring road—Burley Way.

697 (Nuneaton Market-Easworth-Ashby) became one-man-operated from November 26th and certain of the shorts to and from Nuneaton and Stoke, Golding and Market Bosworth (730 and 731) also became o.m.o. They are operated by vehicles from Nuneaton and Swadlincote, bringing to eight the total of Midland Red garages providing one-man buses (the other six are Evesham, Hereford, Banbury, Shrewsbury, Ludlow and Wellington). As from December 12th, certain journeys on 832 (Stafford-Hodnesford) were re-routed via Chads-moor and show 833. The garage at Stafford is now being rebuilt and extended and the capacity will be increased from 23 to 60.

As from January 2nd, a new rail replacement service was introduced. This is X58 from Banbury town hall to Buckingham station, which runs twice daily except Sundays and connects at Buckingham station with trains to Bletchley. It was in August 1956 that the steam passenger services were taken over by two single-unit diesel railcars which worked from Banbury (Merton Street) to Bletchley via Buckingham. Although this brought about an increase in traffic and sometimes the two railcars had to be coupled together to cope, it seems that the line must still have been an uneconomic proposition. It is one of the first abandonments of a diesel service. There are now five Midland Red services between Banbury and Buckingham (X58, 482, 492, 494 and 495).

Midland Red have until recently served a Royal Air Force maintenance unit near Kidderminster with stage carriage facilities but when the working week was recently reduced by shortening each working day, the company was unable to continue the services and Whittle of Highley and Everton of Droitwich provide facilities on a contract basis. Express services L and M (London-Manchester) now pick up at Mill Hill instead of Edgware and are consequently re-routed via Watford Way from January 9th. A new Coalville local service has been applied for—hourly from Coalville to Peterfield Road and numbered C85.

The first post-war saloon to be withdrawn (3090) came off in January and has been transferred to the driving school. A small number of the same class (S6) were withdrawn two years ago but were soon reinstated. The prototype D10 (4943) entered service at Digbeth on 159 (Birmingham-Coventry) during the week ending January 22nd.

POTTERIES MOTOR TRACTION

Application has been made for a new hourly circular service to and from Newcastle bus station on Mondays to Saturdays, via Hassell Street, A34, Bradwell Lane, Bursley Way, Arnold Grove, Milehouse Lane (Porthill), A527, Barracks Road and Hassell Street.

STRATFORD BLUE

One of the Leyland Tiger PS2s, JUE353, is being fitted at Roe's with a 63-seat forward-entrance double-deck body along with the five for Yorkshire Traction, and the chassis was first overhauled by Yorkshire Traction. Revised timetables have been granted between Banbury and Kington (three routes) for the operation of one-man buses.

WALSALL CORPORATION

Dennis Lollines and Daimlers are on order—15 of each.

WEST BROMWICH CORPORATION

A licence has been granted to enable journeys to be operated to Ingestre Hall, near Stafford, in connection with extra-mural classes held there for school children now that the hall has been bought by West Bromwich Corporation.

Four Daimlers have been ordered.

WOLVERHAMPTON CORPORATION

Because of road works involving the construction of a subway in Salop Street near the new Market Hall, trolleybuses have been withdrawn from routes 4, 9, 11 and 32 for a period of about four months and to take their place Birmingham City Transport have loaned 20 of their Daimlers (1559/62/9-75/7-9/87/8/90, 1606/8/12/4/30). They commenced service with Wolverhampton on January 23rd, without their Birmingham indicators of course and carrying a single route number in the front blind and an "on hire" card in the side display.

Metro-Cammell are bodying the 30 mk. IV Arabs on order.

NEW BUS STATIONS OPENED

Situated in Lancaster Road and used by Midland Red, Brown's Blue and Brown Bros., the new bus station at Hinckley was opened on October 1st. At Leamington a new bus station was opened on December 3rd and is used by Midland Red for most of its country services and some of the local services and also by Stratford Blue.

EAST MIDLAND TRAFFIC AREA**BARTON**

The Midland & Great Northern replacement service operated by Lincolnshire from Spalding to Melton Mowbray—their service 70—is being taken over by Barton. Lincolnshire made no secret of their desire to rid themselves of this service if any other operator should be willing to step in, and for Barton it represents a further move eastward, started when they announced that they were taking over the Cream Bus Service, of Stamford. The Stamford business was taken over on February 1st.

A correspondent points out that the report that permission has been sought to operate Dennis Lolines under Sawley Junction railway bridge (*The Omnibus Magazine*, January) could be held to imply that the routes we listed are not, or have not, been operated by double-deckers before. 10A (Kegworth-Sutton Bonington-Loughborough) has been double-deck operated since 1941, and 10C (Kegworth-West Leake Lane-Loughborough) has been double-decked since its inception in 1953. Neither of these routes passes within six miles of the bridge. To avoid this bridge, double-deckers operating reliefs on 10 and on special occasions operate via Breaston and Old Sawley, and highbridge vehicles can be used. On service 10 there is another low bridge at Kingston-on-Soar, which at present precludes the use of double-deckers, but this is higher than that at Sawley Junction. On 11, there is a low bridge in Whitwick which prevents Midland Red and Barton the use of conventional double-deckers.

TRENT

A 1947 AEC Regal I (RC9012) has been presented to Group Captain Leonard Cheshire's Staunton Harold Home near Melbourne in Leicestershire. The company has adapted the bus so that it can carry the invalid chairs and spinal carriages of incurably sick and handicapped patients and has a ramp which can be extended at the rear to facilitate loading.

WEBSTER, Hognaston

Permission has been granted for the operation throughout the year of the present summer timetable on the Hognaston-Ashbourne service.

EASTERN TRAFFIC AREA**J. W. BUNN, Walsingham**

This operator is objecting against Eastern Counties' attempt to remove the condition barring stopping at

Little Snoring on M. & G.N. Railway replacement service 401 (Yarmouth-Kings Lynn) which was imposed to protect Bunn's service running three times a week.

COLCHESTER CORPORATION

A new timetable booklet was published on January 29th. Service frequencies were increased generally from 20 minutes to 15 minutes on all routes between 8 a.m. and 6 p.m. on weekdays. Fares were revised and co-ordinated with Eastern National within the borough.

The High Street bus station eventually opened without ceremony on February 26th.

EASTERN COUNTIES

254 (Peasenhall-Aldeburgh) and 264 (Ipswich-Aldeburgh) have been extended in Aldeburgh from High Street to Fort Green.

323 (Peterborough-Southwick) has been diverted to serve Glapthorn Village.

EASTERN NATIONAL

Joint operation with Eastern Counties on 123 (Clacton-Ipswich) and 207 (Colchester-Ipswich) was eventually effected from January 29th.

The terminal point of Bishops Stortford country services has been altered from South Street to Station Road.

335 (Maldon-Braintree) short journeys from Witham Hawbridge estate operate via Elizabeth Avenue and Maltings Avenue to Maldon Road instead of Lawrence Avenue.

GREAT YARMOUTH CORPORATION

Three Daimler chassis with Gardner 6HLW engines and three Roe bodies with 43 semi-luxury seats are on order for delivery in September.

The Transport Committee has agreed in principle to provide and operate a coach station and vehicle park on the site of the old Beach railway station.

LUTON & DISTRICT TRANSPORT

Application has been made to extend certain journeys on 59 (Luton-Sundon) from Sundon Road to Grampian Way/Mendip Way via Fourth Avenue, Eighth Avenue and Hill Rise.

INDEPENDENTS

Increased fares have been applied for by Coach Services (Thetford) Ltd. on the Shropham-Bury St. Edmunds and Thetford circular services via Euston and Wretham, also by Rules Coaches, of Boxford on the Sudbury-Boxford services.

McGregor, of Sible Hedingham has another Bristol L6B (KHW641) ex-Bristol Omnibus. The Bristol K5G open top (CAP207) of Shangri-La Holiday Camp was exchanged for a similar ex-Brighton vehicle (CAP230), which was later sold to Catt & Swinn, Great Bromley.

SOUTH WALES TRAFFIC AREA**NEWPORT CORPORATION**

On December 4th, revised services were introduced which are estimated to save £20,000 per annum. All services are affected in some way except 10 (Newport-West Nash), 12 (R.T.B. works service), 30 (Newport-Cardiff, joint with Cardiff Corporation) and the special service from the Dock Gates to South Quay. Details of the revised services are as follows:—

- 1 Now Newport-Christchurch only. All short workings to Gibbs Road withdrawn and part of the route replaced by new service 4 (double-decker route as against use of single-deckers on 1).
- 4 Now leaves the Western Avenue terminus via Melbourne Way (formerly served by 3A) and travels to Gibbs Road (formerly 1) via St. Julians Road (formerly 4A).
- 4A Still leaves Bassaleg Road but on the eastern part of the town it now travels to Beaufort Road (formerly 4) before proceeding into the St. Julians estate (formerly served by 4 and 4A doing circular trips).
- 5 Journeys on Wednesdays and Saturdays only to New House withdrawn.

6 Newport-Alway estate service now travels via Chepstow Road and Aberthaw Road instead of Somerton Road and Liswerry, thus avoiding the busy level crossing over the London-South Wales main line at Liswerry.

A new service 15 (Cambrian Road-Moorland Avenue) largely replaces 6 (via Liswerry but at a greatly reduced frequency (every 40 minutes against 15 minutes).

6A Formerly from Barracks to Nash Road, is now split into two services—6A Cambrian Road-Nash Road; and 14 Cambrian Road-Barracks.

8 Now runs from Town Centre to Llanwern Road via Royal Oak. The extension from the Royal Oak to Llanwern Road, about 1-mile, was authorised over a year ago but never introduced. Journeys to the Ringland estate have now been re-numbered 16 and during the period 8 a.m. to 7 p.m. only alternate journeys are routed to Hendre Farm Drive, a new terminal in this estate.

3A Formerly Brynglas - Ridgeway - Melbourne Way, has been split into two—3A Brynglas-Town Centre; and 13 Cambrian Road-Ridgeway (Melbourne Way is served by the diversion of 4).

11 Formerly St. Julians Estate (Merlin Crescent)-Gaer Estate (Masfield Vale), has been split—11 Cambrian Road-Masfield Vale; and 17 High Street-Merlin Crescent.

With this reorganisation, three services (the new 11, 13 and 14) never enter the congested central area as they now terminate on the fringe. Consequently, they run to time.

The new services bring the service numbers up to 17 plus the lone 30. (New buses in the fleet were observed as long ago as 18 months back with indicator blinds running up to 46!) In addition to the above, all services have had their frequencies reduced and cross-route vehicles, such as those starting on 8 (Royal Oak) and running through to 9 (Docks) have been discontinued. The net result of the upheaval is a saving of 10 vehicles and, of course, staff. Meanwhile the traffic is still bad in the centre of the town.

RED & WHITE

The first batch of 70-seat Bristol Lodekkas (L160-1060) is now in service. The new buses, rear-entrance models, are allocated to Tredegar (5), Blackwood (4) and Aberdare (1). The latter is outstationed at Cardiff for working Pontypridd-Ynysybwl, and the others are working Tredegar-Newport, Tredegar-Merthyr, and Tredegar-Bargoed. For the first time, Lodekkas are working regularly on the Cardiff-Gloucester service—long the preserve of Guy Arabs—and these are some of the 60-seaters displaced by the new batch.

A service to the Garnlydan estate at Ebbw Vale has, at last, started under a temporary licence. Over the last two years no fewer than nine separate applications have been lodged by three operators and all have been refused due to the bad road to the estate. The latest applications were heard recently with the result that Red & White will provide an hourly service from the estate to Ebbw Vale. Edmunds, of Rassau, will provide workmen's buses from the estate to the steelworks at Victoria. The applications of Glyn Davies, of Ebbw Vale, for both the above services were refused.

RHONDDA

Nine more large forward-entrance AEC Regent Vs (445-53) are in service.

WESTERN WELSH

19 more Leyland Atlanteans are running (313-31), most, if not all, having illuminated offside advertisements.

WESTERN TRAFFIC AREA

BERE REGIS & DISTRICT

Recent second-hand vehicle acquisitions included a former Daimler demonstrator—LRW377. This was one of the first Freelines and was built in 1951 with a

dual-entrance 36-seat standee Duple bus body. It was previously operated by Lodgard, of Leeds.

BRISTOL OMNIBUS

Service 123 (Gloucester-Longdon), a Wednesday and Saturday service, is to be diverted intermediately via Bridge End, near Elderfield, at present served on Thursdays only by 124 from Cheltenham to Staunton. This latter route is interesting insofar as it consists of two return journeys on one day a week taking about an hour but requiring two vehicles.

No sooner was the 6000 block of numbers introduced for single-deckers (see January issue) than it was decided to use the 2500 series instead and accordingly 6000-3 are being renumbered 2500-3 and the latest MW5G deliveries are of 2504-7. The 6000 and 7000 series will be used for Lodekkas of the FSF and FLF models respectively.

CHELTENHAM DISTRICT

On January 2nd, 2 (Charlton Kings-St. Marks) was extended during offpeak periods on weekdays to Coronation Square in the large postwar estate nearby. 5 (Lynworth-Hesters Way) was also extended from the north to the same point with a few journeys on weekdays.

DEVON GENERAL

The nine convertible-top Leyland Atlanteans mentioned in the last issue will be named after admirals and painted in a reversal of the usual livery. They will have Metro-Cammell bodywork, but the remaining seven of the order for 16 will be bodied by Roe. The nine Atlantean tops will during the summer be stored on the chassis of AEC Regents DR701-3 (former Leicester City Transport vehicles) which have been fitted with suitable scaffolding and lengthened frames.

PLYMOUTH CORPORATION

40 (Centre-Southway Lane estate), which commenced in the summer of 1957 and was extended a short way in the new estate in January 1959, is to be further projected to Flamborough Way.

WESSEX, Bristol

About eight coaches are understood to be involved in the transfer to Wessex Coaches Ltd of the "Kingswood Queen" business of G. Feltham & Sons Ltd.

WESTERN NATIONAL

Amendment booklet No. 3 for the Cornwall area was issued on January 1st and consisted largely of re-timings of the Falmouth Docks journeys presumably due to the shorter working week now in force in the shipbuilding industry. A similar leaflet has been issued on the same date for the South Devon and East Cornwall area, numbered (surprisingly) 1 but superseding No. 2 issued several months ago. The new Tavistock town service mentioned in an earlier issue of *The Omnibus Magazine* and which commenced on September 19th is numbered 85. This number became vacant when the old 85 from Plymouth to Milton Combe was renumbered in the Plymouth Corporation series as 45 in March 1958. The only other actual route alteration is the diversion of one school journey on the Launceston local from Scarne Cross to St. Stephens which proceeds clockwise from the south of the town to the centre, unlike the operation of most of the other routes which work anti-clockwise.

SOUTH EASTERN TRAFFIC AREA

ALDERSHOT & DISTRICT

The short diversion of 55C (Woking-West End, Wheatstead) to West End Working Men's Club commenced on November 14th.

BRIGHTON, HOVE & DISTRICT

The first result apparent from the coming into force on January 1st of the new joint agreement between Brighton Corporation, Brighton, Hove & District, and Southdown Motor Services, was the taking over by Brighton, Hove & District of Southdown route 115 from Pool Valley bus station in Brighton to Hangleton. It is now worked by two convertible open-top cream-coloured Bristol Lodekkas 21 and 22 carrying neatly fitted slip-in

boards on the front proclaiming that they are "on hire to Southdown." This is the first time that B.H. & D. buses have run into Pool Valley and as this is a Southdown service crews are having to cope with return tickets, parcels, etc. The first two forward-entrance Lodekkas were received on January 13th and were due to enter service on 3A on February 1st. They are short wheelbase 60-seaters with folding doors and an unladen weight of 8.2.1. Fleet numbers are 26/7, and three similar (28-30) are expected for this season.

EAST KENT

The company have now moved into new headquarters—a five-storey building on the site of their pre-war head office which was destroyed during the war.

Certain journeys on 71 (St. Lawrence Church-Allenby Road) were on October 10th extended in Ramsgate a short distance to Nelbarden's Factory. On January 8th 74 (Sandwich-Westmarsh) was diverted in Sandwich via St. Barts Road and Burch Avenue (not Birch Avenue as notified by the company) to Woodnesborough Road.

HANTS & DORSET

59 (Southampton-Calshot) now has express journeys direct via the newly constructed B3053 from Tooton to Diben and thence onwards to the Fawley refinery area.

MAIDSTONE & DISTRICT

The new Tonbridge garage was opened on January 1st and, apart from minor timetable alterations, the following amendments occurred:—

77 Royal West Kent Avenue-Barden Park. Extended to Chestnut Walk (this route is operated by a new Albion Nimbus).

98 Tunbridge Wells-Trench Wood estate, Tonbridge. Diverted to Higham Wood estate.

100 Tonbridge local, Dowgates Close-Higham Wood estate. Diverted to Trench Wood estate to which point it ran before summer 1958.

The garage supplies vehicles for stage services 77, 81, 85, 87, 88, 91, 98, 100, 130, 131 and 132 and has a vehicle allocation of 6 highbridge and 3 lowbridge conventional double-deckers, 3 highbridge Atlanteans, 5 single-deckers, 6 one-man-operated single-deckers (of which two are Albion Nimbus) and 3 coaches. All the vehicles, with one exception, were transferred from Tunbridge Wells garage.

The 15 Harrington-bodied Albion Nimbus buses (SO305-319) are all in service. They are equipped for p.a.y.e. service and have interior racks and a rear luggage locker. Also completed is the delivery of Atlanteans DH551-570 which are operating from Chatham and Gillingham depots, although three are fitted with Loadmeters and will be moved to other depots as required.

Following the closure of Sheerness naval dockyard in March 1960, the journeys on 36 (Sheerness-Eastchurch) to it were withdrawn. They are to be reinstated now that a trading estate has been established on the site of the dockyard.

PORTSMOUTH CORPORATION

Further to the note in the January issue, as well as Leyland PD3s of the 123-7 batch being used on Southdown 49/68 there was always a PD2 of the 108-22 group on it. In fact the regular allocation was one PD2 and one PD3 which worked from the Southdown depot at Emsworth. The use of Portsmouth buses finished on February 2nd.

READING CORPORATION

M (Grovelands, Dee Road-Erleigh Road), following its recent diversion in August 1960 (see previous issue) was split into two routes operating from the station in December. The Grovelands section operates more or less at peak periods only every 20 minutes, but the other section remains an all-day route.

That replacing the western section of M is lettered P. The last time the letter P was used was from June 1949 to May 1951 for the bus route from Stations to Staverton Road.

ST. DUNSTAN'S TRAINING CENTRE

A new coach has entered service. It is an AEC with Harrington body and is registered 3918CD. It is un-

used in that up to now St. Dunstan's have always used Dennis, Albion or Daimler coaches, and in view of the fact that the livery is also different it gives rise to the possibility that it may have been diverted from another operator.

SOUTHAMPTON CORPORATION

This operator's offices were destroyed during the war and a new three-storey building has just been occupied in Portswood Road.

Twenty Leyland Titan PD2/27s have been ordered with 66-seat Park Royal bodywork.

SOUTHDOWN

Brief mention was made earlier of the diversion of 60A in Petersfield en route for South Harting. This occurred on January 1st and at the same time was re-numbered 159 because 60 no longer had any resemblance to 60A since its curtailment last September at Midhurst and replacement by 59. This is a typical exactitude of Southdown which could well be followed by many other operators who have haphazard route numbering systems which, like Topsy, just "grewd".

THAMES VALLEY

21 (Maidenhead-Wokingham) has for many years had journeys diverting near White Waltham to the Anti-Attrition works on the western outskirts of Maidenhead. As from December 17th these journeys now proceed direct to the works via Allwood Road and under the new Maidenhead by-pass along Cannon Lane from the north end. The service is now operated mainly by double-deckers.

LONDON TRANSPORT

The various research groups located in several places have now all been transferred to a new research laboratory recently opened at Chiswick, which will have a staff of 80. Equipment at the £241,000 Chiswick laboratory is valued at £55,000 and the annual costs will be £114,000. It is expected that continued economies will be effected as a result of future research.

Stage 9 of the trolleybus conversion concerned Highgate depot and took effect from February 1st. Trolleybus routes 513, 517, 613, 615, 617, 639 and 653 were withdrawn and replaced by the introduction of five new bus routes and the revisions of four existing routes, as follows:—

513/613—Route 45 extended to Hampstead Heath via Holborn, Gray's Inn Road, Kings Cross, Pancras Road, Royal College Street, Prince of Wales Road, Malden Road, Southampton Road and Fleet Road.

Route 63 extended to Parliament Hill Fields via Pancras Road, Royal College Street, Kentish Town Road and Highgate Road.

Route 39 extended on weekdays from Camden Town to Parliament Hill Fields via Kentish Town.

The night service on these routes has been replaced by new service N93 from Charing Cross to Hampstead Heath via Strand, Ludgate Circus, Farringdon Road, Kings Cross, Pancras Road, Royal College Street, Prince of Wales Road, Malden Road, Southampton Road and Fleet Road.

517/617—New bus route 17 running from North Finchley as far as Kings Cross via the trolleybus route. On weekdays buses then run via Gray's Inn Road to Holborn and, on Mondays to Fridays, the new route 17 is extended to Camberwell Green via Ludgate Circus, Blackfriars Bridge, Elephant & Castle and Walworth Road (via route 45 in fact). The service via Farringdon Road has been replaced by the weekday extension of bus route 143 from Highgate via Holloway Road, Caledonian Road, Farringdon Road to Farringdon Street. On Saturdays the new route 17 runs to Farringdon Street and on Sundays to Kings Cross.

615—New bus route 214 over the same route.

639—New bus route 239 over the same route.

653—New bus route 253 over the same route.

It is interesting to note that Swinton Street, which was used one way only by trolleybuses to provide an extensive circular terminal, is now covered by the projected 143 in both directions. Charterhouse Street at

Holborn is once again being covered by the extended 45 in one direction. This route before the war used this street for very many years in both directions until 1938 when it was diverted via Goswell Road to Holloway garage, and it then became a wartime casualty, re-appearing in somewhat similar form after the war when it took over the old 34 tram route but terminating at Farringdon Street (Farringdon Avenue). When Farringdon Avenue disappeared in the considerable rebuilding in the area, the terminus became the newly widened Stonecutler Street (when the private cars do not get there first!)

With the conversion of the bulk of Highgate trolleybus depot (HT) certain other existing bus garages were affected. Routes 17, 63, 143, 214, 239, 253, N93 and also 45 on Sundays operate RMs from Highgate. 39 has lost its 6 RTW turns from Chalk Farm (CF) and now operates 9 RT turns from Holloway (J) which were previously operated on 143. 45 now has buses operating from the northern end with the spare RTWs from Chalk Farm (CF) from 39. A total of 114 RMs were required for this changeover but not all were new. There are now about 620 of these vehicles in operation in London.

Details of the remaining five stages of the trolleybus conversion are as follows:—

Stage 10—April 26th, 1961

Routes 627, 629, 659 and 679.

Stage 11—July 19th, 1961

Routes 543, 643, 647 and 649.

Stage 12—November 8th, 1961

Routes 521, 621 and 641.

Stage 13—January 31st, 1962

Routes 609, 645, 660, 662 and 666.

Stage 14 (final)—May 23rd, 1962

Routes 601, 602, 603, 604, 605, 657 and 667.

Stage 10 brings in 629 to conform with the new north to south running in Gower Street, Bloomsbury Street, Monmouth Street and St. Martin's Lane, all of which have not seen buses before.

George Cohen, Sons & Co. Ltd. will have received 822 trolleybuses for scrapping between March 4th, 1959 and January 31st, 1961, but after Stage 9 buses of the 1380-1529 group have been transferred to Fulwell depot to replace 8 ft. wide post-war BUTs, 88 of which have been sold to Spanish operators (25 to Bilbao, 25 San Sebastian, 12 Pontevedra, 12 Coruna, 8 Coruna-Carballo, 6 Santander). Since the previous stage of the conversion (November 1960, Hanwell depot) 20 of these 127 vehicles have been out of service but it appears that reallocations are already being effected. The trolleybuses working the 657 (based on Isleworth) were previously of the batch registered LYH but during January this year several 657 vehicles were of the HYM series. Some of these latter trolleybuses were running with painted FW (Fulwell) garage codes, one was seen with an IH (Isleworth) metal stencil plate, while 1789 had, in addition to a freshly painted FW code, a window poster giving details of the 607 and 655 conversion, showing that the vehicle had previously been at Hanwell depot. There are now about 545 licensed trolleybuses.

A set of timetables previously issued for staff only has now been offered to the public as an experiment. The set comprises five area books covering the Green Line and Country bus services and the timetables can be obtained from garages and enquiry offices, price 2/- each, in addition to the local district booklets.

It is proposed to extend the use of BESI (bus electronic scanning indicator) to five more routes in central London. The device has so far been employed only on one route (74 Camden Town-Putney), on which it has been in use experimentally for three years.

In the last few months two new sections of road have been opened which affect London Transport bus routes. The first replaces the extremely crooked and busy part of Perry Street between Chislehurst and Sidcup. All 161A and 228 (and latterly 228A) buses, together with Green Line 725, use the new road in both directions. The remainder of Perry Street has been realigned and widened, now making this useful connecting road of

reasonable size. The other new section of road is in the east end of London from West India Dock Road to West Ferry Road. It is a stretch of new dual carriage-way road some quarter-of-a-mile long. Now 56 and through buses on 277 to the Isle of Dogs no longer have to use the extremely narrow Garford Street, which has become one way for general traffic. Short workings on 277 to West India Dock as well as 5A and anything else running late along the Commercial Road still continue down West India Dock Road to the junction of Garford Street and turn eastwards into the lay-by in Ming Street. This lay-by was constructed when tram route 77 was converted to trolleybus 677 before the war.

In furtherance of trying to beat the ever-increasing traffic congestion a new set of one-way streets will probably be in operation by the time this issue appears. This time the extremely busy Aldgate area is the scene of operations where, due partly to the constant opening and shutting of the nearby Tower Bridge and partly to the intense dock-bound traffic, Houndsditch and Minories become southbound, and Mansell Street and Middlesex Street northbound. As a result 78 (Shoreditch-Dulwich) will be transposed as at present it uses Houndsditch northbound and Middlesex Street southbound on weekdays. Presumably it will be status quo on Sunday as Middlesex Street is famous as "Petticoat Lane" with its Sunday market. 42 (Aldgate-Herne Hill) and 78 will now use Mansell Street in addition to Minories. The Aldgate lay-by or, as it is now called with the recent withdrawal of trolleybuses, bus station, will be used only in an anti-clockwise direction by 42 and Green Line 720-3 and shorts on 15 and 25, etc., from a westerly direction. The remainder of the many routes using the bus station, including the large number of late runners, normally double run in and out via Aldgate High Street. Finally, 5 (Barking-Bloomsbury) and 5A (West India Dock-Clerkenwell) will not be able to make a right turn from Commercial Road to Commercial Street northbound and will as a result divert via the narrow Alic Street to Leman Street and thence direct across Aldgate High Street at Gardners Corner to Commercial Street. The main peculiarity of this street re-organisation is that it will mean that all traffic keeps to the right as far as the due north-south one-way streets are concerned. At the approach to Tower Bridge the mass of vehicles will therefore cross over the other stream by means of the existing circulatory system in order to keep left as is normal on to Tower Bridge itself.

SCOTTISH TRAFFIC AREA

GLASGOW CORPORATION

The Maryhill terminus of bus 60 is at Crosbie Street (off Caldercuilt Road) and since December 11th the opposite terminus at Fingask Street has been described as "Shettleston" to avoid confusion with the Sandyhills terminus of bus 1 some distance away. Bus 2 is extended at Kings Park by Blairbeth Road and Broomieknowe Road to Blairtum Drive; since this is in the burgh of Rutherglen consent was necessary. As from January 8th the Garscadden terminus of bus 6 is altered to Duntreath Avenue at Dask Avenue. Trolleybus 106 is to be diverted in Govan via Skipness Drive and Holmfauldhead Road as work on the new Linthouse-Whiteinch tunnel will require one-way traffic in Govan Road.

WESTERN SMT

Revision of the K4 group of local services in Kilmarnock is planned. K4 Lennox Crescent-Samson Avenue, K4A Lennox Crescent-Culzean Crescent, K4B Lennox Crescent-Annanhill Avenue, and K4C Lennox Crescent-Bellfield Gates are to be withdrawn and new services Cross-Culzean Crescent, Lennox Crescent-Lammermuir Road and Cross-Samson Avenue are to be introduced. In addition journeys on K3A Cross-Hurlford are to be diverted by Holehouse Road and Culzean Crescent.

A. M. JARDINE, Ochiltree

The proposal to take over the Burnside-Ayr service of W. A. White has been refused, despite the fact that the latter's licence is not being renewed.

JOHN KEENAN, Coalhall

The application for a Prestwick-Killoch Colliery service (see January issue) has been withdrawn.

J. LAURIE & CO., Hamilton

The frequency of the Hamilton local service between New Cross and Belhaven Road has been improved from every 30 minutes to every 15 minutes. The application for a Burnbank-Ayr service, as mentioned in the November issue, has been withdrawn.

A. C. LENNOX & SONS, Whiting Bay

The services of Gordon Bros., Lamlash are being acquired. Routes serve Lamlash, Brodick and Whiting

service to Tomintoul already provides a connection for two trains between Dufftown Station and Square). Application has also been made for a group of excursions and tours from Dufftown Square.

S.C.W.S., t/a SMITH'S MOTOR SERVICES, Barrhead

It is proposed to extend the Paisley-Nitshill service to South Nitshill via Nitshill Road, Wiltonburn Road and Whinfield Road.

M. C. TURNBULL, Lockerbie

The Lockerbie-Heathhall service and excursions and tours from Lochmaben, formerly operated by M. Green, have been taken over.



AEC Regent V HSN485 of Garelochhead Coach Services Ltd. This was new in 1958 and has a highbridge 65-seat body by Walter Alexander & Co. (Coachbuilders) Ltd. (Block by courtesy of "Passenger Transport").

Bay and there are also excursions and tours from each of these points.

MRS. MOIRA MCGIBBON, Liff

The Dundee-Muirhead service and excursions and tours from Muirhead of Liff have been taken over by T. D. Alexander, t/a Greyhound Luxury Coaches, 32 Hereford Street, Sheffield.

A. & C. McLENNAN, Spittalfield

The terminal point in Dundee for the Perth-Errol-Dundee route is now at Shore Terrace.

R. MURRAY & SONS, Stranraer

It is proposed to operate the Stranraer-Clachanmore service on Saturdays only.

F. J. B. PATERSON, Dufftown

A service to connect with all trains is proposed between Dufftown Square and railway station. (Low's

JAMES WHITEFORD & SONS, Nempflar

It is proposed to discontinue the service for churchgoers on Sundays between Nempflar and Lanark.

CHANNEL ISLANDS**JERSEY MOTOR TRANSPORT**

At the end of 1960 JMT took over the Promenade Bus Service which operated a two-mile-long sea-front service between West Park and Bel Royal, employing two Karrier Bantams fitted with locally built 25-seat open bodies. By this acquisition JMT now have an absolute monopoly of stage carriage services in the island of Jersey.

Two more ex-JMT buses have found their way back to England, a TD1 and a TD2. A photograph appears with full details on page 42.

"I still wish that London Transport could have sent the 63 route to Hampstead Heath instead of the 45s."

So says G. J. ROBBINS in an article in

the next issue of **THE OMNIBUS MAGAZINE**