

The Omnibus Magazine

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

© The Omnibus Society 1961

Hon. Editor:
K. W. SWALLOW, 1 Meldrum Road, Liverpool 15.
Hon. Publications Officer:
L. BULL, 91 Malvern Road, Thornton Heath, Surrey.

Price 3s. 0d.

Society Notes . . .

FORTHCOMING EVENTS

HEADQUARTERS

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

Tuesday, September 26th.—Talk by Mr. Alec G. Jensen, F.R.I.B.A., on the early bus history of Birmingham—from 1834 to the birth of Midland Red. Mr. Jensen is an authority on Black Country bus and tram history. Victoria Coach Station restaurant, 6.45 p.m.

Tuesday, October 31st.—Arrangements are being made for a meeting to be held in the Elizabeth Room at Victoria Coach Station, not the restaurant.

LONDON & SOUTHERN COUNTIES COMMITTEE

Notifications to Mr. J. T. King, 1 Douglas House, The Avenue, Beckenham, Kent, for all visits, are required from Branch members. London members receive an application form for each visit a month or two in advance of the date.

Sunday, September 17th.—Study tour (using an interesting vehicle) of the Medway towns and the Isle of Sheppey, with, it is hoped, a visit to the local Maidstone & District garage on the island. Provincial members can obtain further details from Mr. King.

Saturday, October 21st.—Morning visit to Fulwell trolleybus depot. This is a "repeat" visit which has been arranged for those who could not take part in the one on July 1st.

Saturday, October 28th.—Visit to Smith's Luxury Coaches (Reading) Ltd., restricted to 30 members. Meet at the company's garage at Rosekilm Lane, Basingstoke Road, Reading, 2.30 p.m.

NORTH WESTERN & YORKSHIRE BRANCH

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

Sunday, September 17th.—Visit to Barton Transport Ltd., Chilwell, 2.30 p.m., jointly with Midland Branch. From Nottingham, Barton services 3, 3C, 5, 5B (from Mount Street bus station), 10, 11 32 and 33 (from Granby Street), and from Derby services 5 and 5B pass Chilwell depot.

Sunday, October 15th.—Visit to Morecambe and Heysham Corporation. Meet at the depot in Heysham

Road, 2.15 p.m. (October 15th is the last day of the Morecambe illuminations).

Wednesday, November 22nd.—Visit to Norris, Henly & Gardners Ltd., Patricroft, Manchester, 2.15 p.m., to see LW and LX production lines.

MIDLAND BRANCH

Branch members receive booking forms for all visits; members from other Branches should contact Mr. S. E. Letts, 52 Stanley Road, Birmingham 32.

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

Sunday, October 22nd.—Interest tour via Ludlow, Shrewsbury, etc., for the purpose of visiting independents informally. The accommodation will be strictly limited and members from other Branches should contact Mr. Letts immediately if they wish to take part.

NORTHERN BRANCH

Saturday, September 16th.—Treasure hunt by service bus. Meet outside the Northern booking office, Park Lane bus station, Sunderland, 2.30 p.m. prompt.

Sunday, October 8th.—Visit to Newcastle Corporation Transport. Meet at the rolling stock office, Byker Central Works, Shields Road, Newcastle, 2 p.m.

Wednesday, November 8th.—Film show at the Y.M.C.A., Blackett Street, Newcastle, 7 p.m. Full details of the programme will be given later.

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

SOUTH WALES BRANCH

Sunday, September 17th.—Visit to Rhondda.

Sunday, October 1st.—Visit to Red & White at Brynmawr.

The attention of members in the Bristol area is drawn to the above visits arranged by the South Wales Branch. They, and any members from other Branches, should contact Mr. M. Gaywood, 18 Howells Crescent, Llandaff, Cardiff, for further details.

SCOTTISH BRANCH

Sunday in late September.—Study tour from Glasgow of Lanarkshire independent operators.

Saturday in October.—Film and slide show by Branch members in Edinburgh.

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

EAST MIDLAND GROUP

Full details of the Group's activities in the Nottingham, Leicester and Derby areas can be obtained from

the Hon. Secretary, Mr. D. M. Bailey, 6 Mantle Road, Leicester.

HAMPSHIRE GROUP

Sunday, October 1st.—Tour of North East Hampshire Independents, visiting the garages of Creamline (Bordon) and Odiham & District, and following the routes of Altonian, Liss & District, and Porters. Lunch break at Basingstoke. Departs Fareham station 11.30 a.m., picking up en route to Alton. Fare will not exceed 10s. Booking forms now available from Mr. C. W. Munt, 49 Freegrounds Road, Hedge End, Southampton.

Friday, October 20th.—Monthly meeting to be held at 46 Wilton Crescent, Shirley, Southampton (between Hill Lane and Winchester Road, bus route 2), 7.30 p.m.

TRANSPORT FILM PROGRAMMES IN LONDON

The Transport Ciné and Colour Group, formed of transport enthusiasts who also take colour slides and make amateur cine films, will be showing its fifth series of programmes during the coming winter months. Altogether, there will be eight programmes, generally on the third Wednesday of each month, September to April, inclusive, and they will be held at Fred Tallant Hall, Drummond Street, London, N.W.1 (near Euston Square station) at 7 p.m. Each programme will be balanced as far as possible to include a wide range of transport subjects, and Omnibus Society members will be welcomed.

Tickets for the series of eight programmes cost 5s. each and may be obtained by sending this sum, together with a 3d. stamped addressed envelope, to Mr. F. W. Hunt, 42 Riverway, Palmers Green, London, N.13. The number of tickets has to be limited to 100 because of the capacity of the hall.

UNIVERSITY OF LONDON—DEPARTMENT OF EXTRA-MURAL STUDIES

The following courses at the University of London will probably be of considerable interest to London members.

The Development of Road Transport in London

J. A. Hibbs, M.Sc. (Econ.)

The course will include a survey of the history of road passenger transport within what is today the operating area of the London Transport Executive. The problems of urban road passenger transport will be studied, with reference to the solutions attempted both in London and other large cities. A section of the course will be devoted to the controversial problems of the private car. Reference will also be made to the difficulties facing road goods transport operators in the London area.

Wednesdays (7.15-8.45 p.m.). Begins October 11th. Ten meetings.

At Willesden Central Library, Willesden Green, N.W.10.

Fee for admission: 5s. 0d.

Inquiries and applications: J. T. Gillett, F.L.A., Willesden Central Library, London, N.W.10 (Willessden 5242).

(Mr. Hibbs, traffic survey officer in the Eastern Region of British Railways, is a well-known authority on road transport and an Omnibus Society member).

Bus or Car?

W. T. Lambden,

W. J. Crosland Taylor

Bus operators frequently complain of difficulties and ever-declining receipts. The reasons for the present state of the bus industry will be fully discussed and the whole question of the effect on public transport of the growth in the number of private cars will be examined. Mondays (6.30-8.30 p.m.). Begins October 16th. Six meetings.

At London Transport Executive, Room 390 (3rd floor North Wing), 55 Broadway, S.W.1.

Fee for admission: 10s. 0d.

Inquiries and applications: Staff and Welfare Office, London Transport Executive, 55 Broadway, London, S.W.1.

(Mr. Lambden is assistant editor of *Bus & Coach* and Mr. Crosland Taylor the retired general manager of Crosville Motor Services Ltd. Both are Omnibus Society members, Mr. Crosland Taylor having served as President in 1955).

CHANGE OF ADDRESS

The Scottish Branch secretary, Mr. W. G. Steele, is now at 1743 Cumbernauld Road, Glasgow E3.

NEW PUBLICATION

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

Ian Allan ABC Series—British Bus Fleets No. 7, Midlands Area (2s. 10d.).

This is in the usual form with a brief history and current fleet list for each operator. Those covered are: Black & White, Burton-on-Trent Corporation, Coventry Corporation, Northampton Corporation, PMT, Stratford Blue, United Counties, Walsall Corporation, West Bromwich Corporation and Wolverhampton Corporation. There are 62 pages of information and 21 photographs.

PUBLICATION RECEIVED

Bristol in the 1940s

Reece Winstone, 23 Hyland Grove, Bristol 9.

11s. 6d. (12s. 3d. post free) in laminated covers; 19s. 0d. (£1 post free) cloth bound.

This volume is the fifth in the series recording Bristol in days gone by, and contains 175 reproductions of the author's own photographs. Throughout the book, which is divided into four sections, the photographs have been arranged in chronological order as far as possible.

The first section, entitled "Before the Blitz" and covering the dates January 1st to November 24th, 1940, depicts scenes and actions typical of this time: preparations against enemy attack by both land and air, some general views of the Centre, as then laid out and current roadworks. Of particular interest are photographs of buildings and articles of historic importance which were destroyed during the subsequent air raids.

The second and third brief sections cover the dates November 24th, 1940 to August 15th, 1945 and are entitled "The Battle of Bristol" and "After the Blitz." During this short time much of the centre of Bristol was completely destroyed, many historic buildings and archives lost and great damage caused to residential property in the suburbs. Many scenes of destruction were recorded and have been published in other books. The author has not unduly duplicated these records but has selected photographs of small incidents in the daily life of the people.

The last section—"After the War"—covers the remaining years in the 1940s and is on similar lines to the other volumes in this series, recording views of Bristol both general and in the particular. It includes photographs of a number of buildings subsequently demolished and of scenes which have been unrecognisably changed.

Throughout the book the p.s.v. interest is considerably less than in previous volumes. An electric tramcar is shown in one photograph, and buses are only part of the scene in eight others. Of these, four give panoramic views of the Centre during the 1940s. Only one illustration is included for the purpose of recording a bus scene and this shows the use of a gas producer trailer on a single-deck vehicle during the extreme petrol shortage.

To one who can remember these times quite well, the photographs recall memories of these difficult years. The life of these years is quickly forgotten, but the photographs in this book have been well chosen and depict not only the effects of bombing, but also typical scenes of those days. (M. J. T.)

(The photograph of the electric tramcar mentioned by our reviewer is reproduced opposite.—Editor.)



The white paint and lamp masks on this Bristol tram are a reminder of the days of World War II. The picture was taken in April 1940 at Redcliff Street and all the buildings seen on the left of the tram were later to be destroyed in the blitz. (Black by courtesy of Reece Winstone, Esq.)

THOUGHTS . . .

Our good friend Tony Newman has been digging amongst early issues of *Tramway & Railway World* and *Modern Transport* once again and has sent us the following snippets which he thought worth passing on:—

The LGOC has arranged with the P.A.Y.E. (London) Syndicate Ltd., of 6 Broad Street Place, London, E.C., to equip two motor-buses with a system consisting of a special platform with a separate entrance and exit. All passengers will pay their fares on entering. The vehicles will be submitted to the Commissioner of Police for approval.—(Tramway & Railway World, February 8th, 1912).

Avery and Roberts Ltd., of Liverpool, operate a remarkable lorry from Warrington which has an alternative charabanc body. This enables the Halley 3-ton chassis to be converted to a 36-seater charabanc at week-ends and back to a lorry during the week.—(Tramway & Railway World, September 12th, 1912).

Mr. W. Davies, operating as "Flying Fox," of Cambrian Motor Garage, Oswestry, is operating a Straker Squire bus with two classes of travel. There are seats for a total of 30 passengers in two compartments, one of which is marked 1st Class. The vehicle is used for the conveyance of military personnel to nearby camps.—(Tramway & Railway World, September 14th, 1916).

A B-type bus has been converted for use as a mobile daylight cinema to gain publicity for London's Underground.—(Modern Transport, March 31st, 1923).

Thornycroft coach registered E5554, owned by Mr. A. P. Sanders, operating as "Silent Knight," of Chasetown, Staffs., is believed to be the first radio coach. A five-wire aerial is suspended between bicycle rims over the roof of the coach and a four-valve Burneipt receiver is installed in the coach with a loudspeaker.—(Modern Transport, May 5th, 1923).

Not to be out-done by this burst of enthusiasm—and we hope it will provoke readers' comments—we unearthed a pre-war newspaper cuttings book belonging to a small Midlands operator. In it was an extract from a *Motor Transport* of the mid-thirties which the journal had reproduced from an American paper and which it held up as a model of brevity for journalists—

Johnny Dixon struck a match to see if there was any petrol in his tank. There was. Aged 56.

Another quotable extract comes from the *Sunday Telegraph* and formed part of its leader in a recent issue—

END OF THE ROAD

Piccadilly is now one-way because of the heavier traffic expected from the new Knightsbridge clearway—and Knightsbridge is to be a clearway because of the traffic pouring through the improved roads to the West.

Other improvement schemes are planned to cope with the extra vehicles from other improvement schemes. Will the Piccadilly plan breed Leicester Square and Shaftesbury Avenue plans, and they in turn . . . ? Is there really an end to it? Or will London discover as New York has already learned, that Parkinson cannot be denied: traffic expands to jam the amount of space available?

This year, even with the content of *The Omnibus Magazine* greatly increased, we have again found that we have insufficient space to publish all the material we have in hand. Accordingly, we must do what we did last year and produce a supplementary publication under the £1 scheme. This will have to include one or two of the articles we had promised would be printed in this journal. An announcement of this new publication, *An Autumn Collection*, will be made in our next issue.

* * * * *

The Manchester Tram is to be the title of a book of reminiscences covering the last decade of tramways in Manchester and the neighbouring towns up to 1951. The author, Ian Yearsley, sets out to describe the tramways he knew, what they were like, how they worked and what it was like to ride on them. He takes you on an imaginary tour by tram over the various routes, and in the closing chapter describes in detail their final eventful demise. The book will be illustrated with photographs and in addition will include sketches and diagrams by the author. Although including a wealth of technical and historical information, it is written from the viewpoint of the artist rather than that of the engineer or historian. This makes it unlike any previously published book on British tramways and before proceeding with publication the author wishes to have some idea of the potential demand. It will be put into production as soon as 400 people have signified their interest. Members of the Society interested in buying a copy on publication or by advance subscription should get in touch with Mr. Yearsley at 58 Brantingham Road, Whalley Range, Manchester 16.

* * * * *

Next year's President of The Omnibus Society will be Mr. T. W. H. Gailey, M.A., M.Inst.T. A biographical note will be published in a forthcoming issue.

RECENT EVENTS

London Transport Fulwell depot—July 1st

The party taking part in this "in-between visit" were given a resume of what Fulwell used to do as a trolley-bus overhaul works, now strangely silent and different, particularly with the departure to Spain of the Q-type trolleys. The depot still has the "tramway atmosphere" and the all-conquering diesel bus will soon invade its precincts. (J.T.K.)

Huddersfield area tour—July 2nd

After the bright weather of the previous days came a dull, rainy Sunday morning, on which the North Western & Yorkshire Branch party arrived in Huddersfield for a tour in a Hanson-Roe rebuild of one of the Hanson AEC Regal IIIs. The first stop was the Manchester Street coach station, followed by a conducted tour of the offices and workshops at Hanson's St. John's Road depot—now proving very inadequate. The next halt was made at the Leeds Road depot of Hanson Haulage Ltd., where most of the coaches in the Hanson fleet are garaged. Much interest was shown in the haulage fleet, including many in ICI colours and a dray in full Hanson livery; only one coach was on view. Before adjourning for lunch the party was shown the trophy brought back from Blackpool this year by a Thames Trader. After lunch, Mr. Tom Wood of Baddeley Bros. was waiting at Holmfirth with an armful of literature and his two garages open for inspection. Next came a call at Ward Bros.' Red Lion garage (so named after a public house that previously stood on the site). After passing the Yorkshire Woollen headquarters in Dewsbury, the party arrived at that company's Heckmondwike garage to meet the chief engineer, Mr. Tuff, deputising for the general manager who was on holiday. Members were then given the freedom of Yorkshire Woollen's Liversedge depot, before moving on to Halifax and Hobbie Motor Services. Three Hobbie officials welcomed the party and had ready for them an example of each of the three batches of 1961 deliveries for photographs to be taken, and the party was then divided into two for the chief engineer to show the modernisation being carried out in the garage and workshops and the traffic manager (an Omnibus Society member—A. J. Woodworth) to give an insight into the offices. Mr. Dravers, the general manager, was also on hand throughout the visit. The tour finished in Huddersfield so that Lancashire members could reach home at a reasonable hour. (T.S.)

Perival Bros. (Coaches) Ltd., Richmond—July 15th

This Northern Branch visit commenced in Richmond Market Place on the 11.45 a.m. departure for Tunstall. From Tunstall the party was taken in the coach to Catterick to see the departure of coaches on week-end leave services which operate as far afield as Liverpool

and Hull. They were met at the coach park by Mr. Percival, who explained the working of these services and then accompanied them on an inspection of Percival's main depot at Catterick. A coach was then provided to take the party back to Richmond where they adjourned for lunch.

After lunch members assembled at the head office in the Market Place and an interesting hour was spent with Mr. and Mrs. Percival discussing the operation of country bus services and delving into the history of the company. At 3.15 p.m. they joined the stage service to Arkonparthdale and back—a most memorable run, an additional bus being required for part of the journey to accommodate the party. After a cup of tea another interesting journey in a Leyland Comet coach (a most lively performer) was enjoyed by all; the tour ended in Barnard Castle at 6.30 p.m. (R.C.D.)

Bristol Omnibus—July 16th

The South Wales Branch organised a most interesting visit to Bristol in July. They were met at Lawrence Hill depot by the depot superintendent, the district traffic manager and the district engineer. After conducting them round, they had tea, then were taken to the new bus station to be entertained by the station superintendent. Amongst the vehicles seen during the visit was the prototype Lodekka which was out of service awaiting spares; being a non-standard vehicle any parts required have to be specially made. Members also saw a Lodekka fitted with glassfibre panels to the lower saloon which has been running for about three years without giving any trouble. As Tilling-green pigment was incorporated in the "mix," no painting is required and the surface finish is quite good. Later experiments with polished moulds have enabled the company to obtain an even better finish. Another experiment being tried is the use of a.c. instead of d.c. This not only facilitates the use of fluorescent lighting but also enables a larger capacity generator to be installed. Smaller batteries can be used with a consequent saving in cost and these are charged through rectifiers. (M.G.)

Southampton Corporation—July 16th

In distinctly dubious weather, a party of 25 travelled to Southampton in the Meadows-engined Tilling Stevens of Charles W. Banfield Ltd. The assistant engineer of the Corporation Transport, Mr. E. S. Jenkins, gave them a very illuminating and amusing survey of the overhaul system and they were most impressed by the efficient way in which the rolling stock is maintained. Like, apparently, the remainder of the populace of the town, they criticised the box-like appearance of the latest Leylands, at the same time appreciating that the Corporation's main concern is to transport their customers as cheaply and as expeditiously as possible; the frills, if required, can come later. A most enlightening visit which the rain failed to mar! (J.T.K.)



★
Bound for Trimdon Village, this Ford Thames Trader, the first of 25 Ford buses and coaches which have been supplied to Trimdon Motor Services Ltd. since June of last year, is at Peterlee's new main shopping centre. The coach has a 41-seat Duple Yeoman body and is operating on the service from Houghton-le-Spring to Trimdon. (Block by courtesy of "Transport World").

Transport in Peterlee

M. G. DIXON

PETERLEE, one of the two "new towns" built in County Durham under the 1946 Act, is situated about nine miles from West Hartlepool and eleven miles from both Sunderland and Durham City. It now has nearly half of its projected 30,000 population, though the sequence and rate of building is dependent on the pattern of coalmining under the area.

Although there is a small factory estate in the Stephenson Way district, the main purpose of Peterlee is to cater for the expanding under-sea collieries of Easington, Horden and Blackhall. This, incidentally, has given rise to a particular traffic hazard as it is traditional in County Durham for miners' free coal to be dumped in the road outside their houses, though after long negotiations it has now been agreed to deliver bagged coal in Peterlee.

The pioneer bus operator in Peterlee was J. W. Stewart, of Horden, who in 1951 commenced two routes from Horden station to Easington Village, one via Horden Colliery and Horden Hall and the other via Eden Lane. The latter was diverted in 1952 into the original part of the "New Town" past the Royal Arms.

I will not attempt to give a detailed transport history of Peterlee but the present position may be of general interest, both as a comparison with other "new towns" and because Peterlee developments feature fairly often in "Around the Traffic Areas." The present time is particularly opportune for a review as BTC companies have just acquired all but one of the independent routes in the town and so the period of competition, which has shaped the routes so far, has now come to an end.

Trimdon Motor Services Ltd. acquired Stewart's routes at the end of 1953 and these have been modified on several occasions as Peterlee has expanded, though

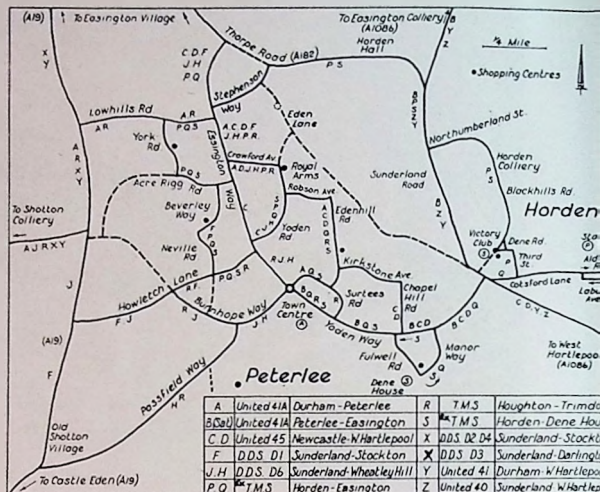
the sections in Horden and Easington, outside the Peterlee boundaries, have remained unaltered, each service operating hourly. At about the same time the existing TMS route between Houghton le Spring and Trimdon Village was diverted to travel via Peterlee, also hourly, and in December 1960 a new hourly route was introduced from Horden to the Dene House district of Peterlee concurrently with further modifications to the ex-Stewart routes. Arrangements have now been made for United Automobile Services Ltd. to purchase these three routes which really constitute local town services, but at the time of writing (beginning of August) they are still being worked by TMS. This acquisition will give BTC companies almost a complete monopoly in Peterlee, only the TMS service between Houghton le Spring and Trimdon Village remaining in independent control.

United Automobile Services Ltd. first entered Peterlee in 1953 with a West Hartlepool-Easington Village service which has since been linked up with a Northern General route to provide the present service 45 between West Hartlepool and Newcastle. This operates every half-hour but alternate journeys take different routes through Peterlee. As Peterlee is in United territory they provide duplicates between Easington and West Hartlepool, but both Northern and United vehicles share the scheduled journeys. An hourly service 41A runs from Durham, normally terminating at Peterlee town centre but extended on Saturdays to Easington Village via Horden and Easington Colliery.

Durham District Services Ltd., another BTC company, operate two services from Sunderland—D1 every two hours runs through to Stockton and Middlesbrough, while the hourly D6 diverges in Peterlee, alternate journeys travelling via Shotton Colliery and Old Shotton respectively to Wheatley Hill, forming a



(Left) This Leyland Titan TDS was purchased by Trimdon Motor Services Ltd. in 1959, and is pictured at the Royal Arms, Peterlee. en route from Easington Village to Horden (note the incorrect spelling on the indicator blind). The vehicle was formerly operated by Southdown and has a 54-seat Beadle body. (Block by courtesy of "Transport World"). (Right) Bus routes serving Peterlee.



loop service.

There are thus no fewer than ten different routes or variants in Peterlee, seven operated hourly and the three DDS services each every two hours. As the map shows, most of the routes, and especially those introduced or varied by TMS, weave a very circuitous course through the town. This has the effect of linking every part of Peterlee with the town centre and also with most of the other neighbourhoods as well as with Horden and Easington, though with infrequent services. The present route pattern has evolved partly as a result of competition to serve each new district as it developed and partly due to the order in which neighbourhoods and roads have been built.

Most of the town to the north of the centre has been completed but it is only in the past year that development has taken place in the southern half. There are so far six local shopping centres as well as the main one, which although far from complete at least boasts a Woolworths. From the architectural point of view, the older areas of Peterlee are uninspiring but the new neighbourhoods have aroused much interest and controversy by the revolutionary "cubist" appearance of the houses. The nearest cinema is at

Horden, which also attracts many of Peterlee's residents to the workmen's clubs and other amenities of a traditional mining village.

There is only one coach proprietor actually in Peterlee—S. Welsh, trading as Kelvin Coaches, and formerly of Horden, who has a garage and filling station near the new town centre. In the summer months Wilkinson's Motor Services, of Sedgfield, run an express service from West Hartlepool to Blackpool with a picking-up point in Peterlee.

During 1958, G. T. Vincent, of Easington, applied for a route from the Royal Arms to Easington Colliery via Easington Village, but later withdrew the application.

1960 saw the closing, due to mining subsidence, of Eden Lane, a road formerly used by five of the routes.

Competition between TMS and the BTC companies has played an important part in shaping the present services but now that United and their subsidiary, DDS, have gained a virtual monopoly in the area, a period of rationalisation seems probable. From the transport enthusiast's standpoint, Peterlee will be the poorer for the change, but it remains to be seen whether or not the local residents will benefit.

Over the new Runcorn-Widnes bridge

J. E. DUNABIN

ON Friday, July 21st, the new Runcorn to Widnes bridge was opened, providing the first direct road connection between the two towns, and later that day regular bus services linking them began.

Local motor-bus services in Widnes commenced in 1908 and operation was taken over by the municipality in the following year. The town was developing, predominantly in a north and south direction, linking the village of Appleton with the "wide ness" from which

one could reach Runcorn, crossing the Mersey by walking across the railway bridge or by the newly opened transporter bridge, and it was natural that the mile-long route from the town centre to the river crossing should be of prime importance.

Services developed around this main trunk route, with branches radiating north and north-east from the town centre. Expansion there has been: the fleet, which thirty years or so ago consisted entirely of small

capacity single-deckers (Tilling-Stevens petrol-electrics) is now almost entirely double-decked; new routes have been introduced, such as the Horns circular shortly after the war, and vehicle mileage has doubled since 1946, but the basic route pattern has remained unchanged. This contrasts with the situation in some towns, where rather haphazard route development has had to be followed by painful pruning.

The opening of the new bridge, however, meant that a change had to be made. Not only was there a new and better route to be served, but the main outlet from the southern terminus of the old trunk route was going to be sealed off. The former service was basically of 10-minute frequency. This has been replaced by a 30-minute service on the old route, running Peel House Lane-Town Centre-West Bank, with some buses starting beyond Peel House Lane from Moss Bank, Farnworth Street, and so on, whilst the main service every ten minutes runs over the new bridge, turning northwards into High Street, Runcorn, and terminating near the centre of the town. (It might be more convenient to regard this as the original service diverted, with the journeys to and from West Bank as a new facility). The new timetable for the main route is almost identical with the old one, and it is noteworthy that only the same time (ten minutes) is allowed for the journey from Widnes Town Hall to Runcorn as for the much shorter one to the northern end of the transporter. It should be added that the 10-minute service is not a single one, but is made up of hourly departures from Barrows Green, Bold Heath, Cronby, Rainhill, Farnworth Street and Horns, with extras from other points.

A new bus station has been built on a cleared site north of High Street, Runcorn. This is used by the Widnes services and by some Crosville routes, but was not completed until ten days after the new bridge opened. In the meantime, services terminated on a nearby cinder patch, which is now to become a car park. This development is linked with the provision of a new market hall which has a row of shops and a snack bar facing the bus station.

Crosville Motor Services Ltd. operate services from Runcorn and Widnes, and local routes in and around the former town. For geographical reasons the Runcorn town services were not focussed on the river crossing in the way the Widnes services were, and in general they are continuing as before. Instead, the new bridge has been used to link the services between Runcorn, Frodsham, and Chester, with those between Widnes and Liverpool, excluding the Warrington-Widnes-Speke-Liverpool route. The former Liverpool-Halewood-Halebank service (H19 and H20) is also embodied in the reorganisation, and a very complicated timetable has resulted. Certain workmen's services which formerly started or called at the transporter stop in Runcorn do not do so now. In some cases the terminus is now the railway station. Buses were diverted into the new bus station when it opened. Other services, the two-hourly one to Northwich (joint with North Western), the Saturday service to Aston, and the Clatterbridge hospital runs, which started from the

transporter (South Bank Hotel), use the bus station also. A new workmen's service (H25) between Liverpool and Runcorn via Speke started on Monday, July 24th, incorporating former journeys on the H1 route.

Operating conditions on the Crosville services over the bridge give protection to the Widnes Corporation services, the carriage of short distance passengers within the section Halebank-Runcorn Cenotaph being prohibited, except that, as previously of course, they can be carried from points in Runcorn southwards to the Cenotaph.

Publicity material provided by Widnes Corporation about the changes was excellent. Well before the opening date, they had available a booklet with full details of the new services, a separate leaflet for the revised West Bank service, and in addition a new edition of their complete timetable, dated for July 21st. Crosville also produced a booklet detailing their new services, with special notes explaining the changes that would take place on the Friday evening, before full operation commenced on the Saturday.

Since the old transporter bridge would no longer be required for vehicular traffic from the moment the new bridge was open to the public, it was logical that it should cease operating immediately. The change took place at 6 p.m., some six hours after the official opening, and the new services of both operators commenced shortly afterwards.

As might be expected, bearing in mind that no preliminary route proving could take place, operation during the first few hours on Friday evening was not quite trouble-free. At least one Widnes driver lost his way whilst trying to locate the Runcorn terminus, and for a short while red and yellow buses seemed to be appearing from here and there in a surprising manner. The conductor on the same bus had his troubles too—a failed TIM machine. This resulted in an unexpected diversion in Widnes, through Moor Lane bus depot, where a replacement machine was picked up, and out again. Half fare passengers, who formed a high proportion of the upper deck load, thought this was "smashing"!

Buses in regular service formed only a small fraction of the traffic using the bridge of course, but it was reported that the first motorist across when it was opened to the public was a bus inspector of Hoole, and one of the first vehicles to cross in the opposite direction was a coach belonging to Yates Tours. The Yates business, which has been established in Runcorn for some years, was enlarged fairly recently by the acquisition of an excursion and private hire business in Widnes. No doubt the new bridge will be of value in linking operations from the two towns.

To complete the picture, mention should be made of the fact that Crosville—probably the only regular p.s.v. users of the old bridge—run several summer seaside services picking up at Widnes and Runcorn and these will now have an easier passage, and that North Western have applied to route their weekly Northwich to Liverpool service via Runcorn instead of Warrington.

LOOK BACK IN PLEASURE

Enclosed with this issue of *The Omnibus Magazine* is a reprint of an article from the June 1961 issue of *Bus & Coach* by that journal's technical editor.

H. WEBB *recollects*

2 — Contracts and carriages

I WAS born in October 1880 and when I was 21 years of age I obtained my first conductor's licence. At that time licences were not issued to anyone below that age. I went along to Scotland Yard with a fellow workman from the soap factory who wanted to be a driver. On the application form we filled in was a question "Have you ever been convicted of an offence against the law?" We both gave the same answer, "No." I obtained my licence without any trouble but my companion was called to Scotland Yard where he was told he had once been fined for playing pitch-and-toss in the street. They did not propose to let this adversely affect his application but he was warned that he must always be truthful, and he had to amend his form accordingly. He subsequently passed his driving test in traffic and proved to be a very good driver. What wonderful records the police must have kept even in those far-off days!

To revert to the horses: occasionally an obstinate or badly trained animal would be put out with a quiet, reliable horse so that he could be broken into the routine of stopping, starting and pulling a bus. My driver was a steady jogtrot type, not considered the "tops," so we did not have many of these raw horses, but when we did they were a nuisance, unpredictable in their behaviour, jerking the bus about when they jumped into the collar, getting a leg over the traces and usually sweating profusely. Sometimes they would hug the pole, whereupon an old horse brush would be strapped on the pole so that the horse would make contact with the bristles and sheer off, causing more erratic running. But the most distressing sight was a broken-winded animal who breathed heavily and noisily, seeming to be all in after a half journey. If there was no improvement after a short rest, it would be returned to Peckham centre, for as a public spectacle it was a bad advertisement for the company.

Thomas Tilling always had a marked preference for grey horses, probably inherited from his father, who had nothing but greys on his farm at Hendon. When Tillings owned 7,000 horses, over 1,000 of them were greys. They invariably put grey horses in their wedding turnouts and many coloured post cards were distributed depicting a wedding carriage with a grey horse, the cards bearing the slogan "Tilling's famous greys ensure happy days." In the year 1883 they completed over a thousand wedding orders, while despite the rapid advance of the motor they carried out just over a hundred horsed wedding jobs on Christmas Day and Boxing Day in 1920.

For many years May day was a red letter day with Tillings. Grey horses were worked all day on important routes like the Times, and on the first journeys of their other services. Rosettes were put on the bridles, buses were given an extra polish, drivers frequently sported new hats and whips, whilst those on the Times route were presented with new grey toppers by the firm, who also provided new harness for the Times horses. In addition the bell pulls were decorated with

ribbons. Conductors smartened their buses in various ways, often fitting light fancy curtains to their windows, whilst buttonholes were worn. This was a good cheap advertisement for Tillings, stimulating interest among passengers, prompting comments in the local papers and at the same time the men gained something in the way of tips.

One of the biggest contracts Tillings had was to horse the London fire brigade. They fully deserved this business, for they had previously horsed the Surrey volunteer fire brigade, Peckham, free of charge. Prior to this when a call was received, there was often a delay before the fire was reached because the horses on the Fire List had to be collected from various owners, and they were not always available. Tilling's action meant they were on the spot when required and the brigade soon had the reputation of being the smartest in London. Sir Massey Shaw, chief of the fire brigade, when asked why Tillings supplied so many of their horses, replied "Because they have always given us the right type, and if they all dropped dead tomorrow they would be immediately replaced."

Grey horses were often requested by customers, as was the case in 1887 when the Metropolitan Police ordered 40 four-horse coaches and brakes for an outing. Needless to say, the greys were provided. A coach-and-four tour from London to Inverness was carried out successfully in 1892—a wonderful feat of organisation. For about sixty years Tillings provided horses and vehicles for the Lord Mayor's show. The horses to pull the Lord Mayor's famous coach needed very special training. At Tilling's riding school at Peckham they were driven around with Boy Scouts banging drums and waving flags, blowing whistles, letting off fireworks and doing all sorts of unusual things until the horses were thoroughly trained to keep calm under all circumstances.

Derby day was a very busy one and Thomas Tilling always went there with a few horse-keepers, who erected tents to house the horses after they had been groomed, fed and watered. Thus his horses were always fresh on the return journey, in contrast to those of many other proprietors whose animals did not get such treatment. He attended thirty Derbys yet never saw the race run, being busy at the time with his customers, men, horses and vehicles. Indeed he surprised his Peckham foreman on his return from one Derby by asking him which horse had won. A strange bet was made once when one man bet another he could point out a jobmaster who had two hundred horses there, but a count supervised by Thomas revealed there were only one hundred and ninety-eight.

Space will not allow the many important jobs done by Tillings to be quoted, but mention may be made of Queen Victoria's Jubilee in 1887, her Diamond Jubilee ten years later, her funeral in 1901, King Edward's Coronation in 1902 and his funeral in 1910, followed by King George's Coronation. In these events Tilling's resources were taxed to the utmost, and the Royal

Mews were taken over and supervised by Mr. Balls, our horse manager, on several occasions. He was afterwards decorated for his services. During the war, when economies were the order of the day, Mr. Edward Tilling examined the Royal horses and selected those to be sold. Mr. Edward was an expert *par excellence* where horses were concerned. He could size them up very quickly and remember their individual names for a long time afterwards.

The Princess of Wales (afterwards Queen Alexandra) whilst out driving was much struck by a sprightly grey horse she saw drawing a Salvage Corps vehicle. She asked Lord Suffield to find out who the owner was as she would like to buy the animal. Needless to say, the horse belonged to Thomas Tilling. Negotiations were carried out by Mr. Edward Tilling, who, with characteristic straightforwardness, pointed out that the horse had two faults, and suggested the Princess should see a splendid bay horse they had. The colour, however, did not suit Her Highness, but the Prince of Wales fell in love with the horse at once and purchased it for 150 guineas. Thus Tillings were entitled to display the Royal coat of arms.

In the year 1881 a great snowstorm descended on London and the roads soon became impassable. Thomas Tilling hastily had a snow plough and sand distributor constructed in his coachbuilding works, and with them he cleared the roads sufficiently to enable the Times buses to run. For a time they were the only buses running in London—another striking example of Tilling initiative.

If a customer was interested in a Tilling horse he could have it on a month's trial free of charge if he purchased the horse afterwards; if not he had to pay for a month's hire. Many doctors and professional men hired horse, carriage and coachman from Tilling, for a fee reduced according to length of contract. Brakemen were attached to Tilling's stables at Peckham and at the "Windmill," Clapham Common. It was the job of these men to exercise each day the horses not on contract, to keep them in condition. In the course of this work they called at regular customers' houses to see if there were any orders. This was dangerous if a sprightly, restless horse had to be left unattended, so Tillings introduced a card bearing

a large "T" to be placed prominently in the window if there was an order to be given. This was in the second half of the last century. Thus was introduced a system of window tickets copied by Carter Paterson, Pickford and Wall in comparatively recent years.

It has been said with much truth that the horse is a noble animal, always responding to kindness. It has served mankind in a thousand ways for centuries, now mechanisation has greatly reduced its usefulness. It will still, however, grace our race courses, our show-jumping events, our equestrian stables, hunting with the hounds, in the Brigade of Guards and in pageantry. Much more could be written about the horse, but I will conclude with two true stories.

Chummy Burfoot entered Tilling's service in 1870. He weighed 17 stone and drove the smallest cab horse in London. She was called Polly Tracey, was as strong as two horses, and was driven by Chummy for eleven years without a break, a wonderful record for a cab horse. Famous people he had driven included King Edward when he was Prince of Wales, and Viscount Lascelles. One gentleman was vexed when he found the cab he had hired from Tillings was drawn by a grey horse, but Chummy said, "Excuse me, Sir, that's a very good horse. You're not like King Richard when he called 'A horse, a horse, my kingdom for a horse.' He didn't mind what colour it was so long as it was a good horse." The gentleman was so amused by Chummy's remarks that he engaged him for a whole week and thereafter became a very good customer.

In our bus shelter at Raynes Park busmen engaged in leg-pulling and much good natured banter. On one day a question was asked, "If horses were stood nose to tail round the equator, how many horses would it take to cover it?" If there was a snappy answer I do not know it, but to our surprise a quiet little driver said, "I can tell you that," and proceeded to do some calculations on paper. We smiled and nodded our heads behind his back, for he had not enquired what the average length of a horse was from head to tail. After a while he produced a long row of figures and said that was the answer. Asked how he arrived at his total he said, "Well, a horse has four feet, I reduced the equator from miles to feet, and divided by four." Incorrect and illogical, but it cannot be said that busmen are dull!

AROUND THE TECHNICAL PRESS—JULY 1961

Bus & Coach (2/6 monthly)		Recasting a company's old-established town network (West Yorkshire at Harrogate): working on the buses (an investigation by university students into the men who work in the industry, part I); starting from scratch and proving successful (Sportsman Coaches, Whiston); the bus operator's calendar—July: rewards for careful drivers (Dan Co-operative, Tel Aviv); a spotlight on the USA's bus business.
Coaching Journal (monthly)		The independent operators in the Isle of Wight: big developments at Sutton (Surrey Motors); London-Moscow and back at over 50 m.p.h.
Commercial Motor (1/- weekly)	7th 21st 28th	Smaller buses are more economical (Birkenhead Transport). Men who make transport—W. M. Dravers (BET). Thinking in the future with Liverpool buses.
Leyland Journal (every two months)		Handling the holiday peaks (Devon General's Atlanteans); Leyland successes at Brighton (Coach Rally).
Modern Transport (1/- weekly)	8th 22nd	Bradford trolleybus anniversary: 80 years of electric tramways—postwar planning in Germany (continued). Reviving Irish transport (continued progress of CIE).
Passenger Transport (2/- monthly)		London to Moscow and back averaging 50 m.p.h.: Liverpool put Atlanteans to the test.
Transport Journal (2/- monthly—illustrated) (6d. weekly—news)	7th	Larger p.s.v.s are on the way. Reading buys new trolleybuses. [This journal has now extended its scope to the goods field.]
Transport World (2/- monthly)		On Spurn Head just ring for a bus! (Connor & Graham).

to the Editor . . .

White Rose of Rhyl

Sir,—It was with some interest that I read your *Thoughts* in December of last year. Realising, as you have done, that very few records of the earliest services now exist, apart from those preserved for posterity by transport historians and enthusiasts, I resolved some five years ago to amass all the information I could on the services that had operated locally here in Rhyl.

I am at the moment working on Brookes Bros., White Rose Services, who sold their bus business to Crosville in 1930. Crosville have given me much useful information additional to that contained in their Handbook and the company's depot superintendents allowed me to visit the local garages and canteens so that, armed with copies of the few Brookes Bros. photographs I had found, I could enlist the help of many of the old bus crews. The Brookes brothers themselves are still in business around Rhyl. I placed an advertisement in the local newspaper appealing for information, and its proprietor was so taken by the idea that he very kindly allowed it to be kept running for what is now over a year. Leyland Motors very kindly provided 17 photographs and Simpson & Slater, of Nottingham, found two pictures of their bodies. I have called on about two hundred local people and many of them have turned up snapshots with useful background views of buses. The local library proved a valuable source of information because the chief librarian has for several years been making a collection of "old Rhyl."

I hope in due course to be able to let you see some of the results of my efforts, including a fleet list I have compiled, but before I do so, it may well be that

someone in the Society is in possession of White Rose time-tables or tickets, or even photographs or fleet information. If you would allow me, Sir, to make this appeal in the columns of *The Omnibus Magazine* for them to get in touch with me, I should be grateful.
14 Vale Park, off Victoria Road, JOHN NICKELS.
Rhyl, Flintshire.

The reds and the greens

Sir,—Regarding the concluding paragraph of the article on the L & CBER in the July issue, page 120, it has now been possible to obtain details of the company's balance sheet for the year ended December 31st, 1959. The accumulated loss on profit and loss account at that date had increased from £6,473 to £6,603, and the current liabilities from £5,225 to £8,446, including a secured bank overdraft of £2,945.

The "assets" had increased by £2,700, but this is a purely notional figure being the contribution to the coast protection scheme, and the "other assets" figures were very much the same as in the previous year.

It will therefore be appreciated that the financial position of the company had deteriorated considerably during 1959 and as the value of the fleet was included without making any provision for depreciation, in fact they were no doubt worth considerably less than the cost price shown in the balance sheet. On the other hand, the toll road is presumably covered by a nominal £1 under the heading "Land, Wayleaves, Easements, etc." In fact the actual operation of the service showed a net profit for the year of £661 but this was more than swallowed up in expenditure brought forward from the previous years, so that the debit balance on the profit and loss account was increased as shown above.

Upper Colwyn Bay, Denbighshire. F. F. CLOUGH.

AROUND THE TRAFFIC AREAS . . .

NORTHERN TRAFFIC AREA

BOND BROS., Willington

Delivery is shortly to be taken of a 44-seat Bedford SBI service bus with Yeates Pegasus bodywork. This body incorporates an entrance in front of the front axle, and will be the first to operate in the Northern traffic area. If it proves successful in service other buses of its type are to be ordered.

DURHAM DISTRICT SERVICES

The operation of rural services in the Barnard Castle area with one-man operated vehicles commenced on July 16th. Four Bristol LL6G service buses, rebuilt with forward-entrance bodies, have been acquired from United Automobile Services to operate them.

GLENDALE GARAGE LTD., Wooler

This new company has been formed to take over the business of J. Walker, of Wooler. With a mixed fleet of four coaches of Bedford, Commer and Austin manufacture, Walker is the only private operator in Glendale and in addition to private hire work has an excursions and tours licence for tours from Wooler.

SUNDERLAND CORPORATION

The revision of services proposed in an attempt to stabilise bus fares for the next five years is again in the doldrums. Following the non co-operation of Northern General in the original proposals (see December 1960 issue) Sunderland Corporation produced a revised scheme finally scheduled for introduction on July

17th. At the last moment the local branch of the union announced strike action if the revised services were introduced. A further revision was made to incorporate the requests of the platform staff and a three months' trial was announced commencing August 23th. This compromise, however, has also been rejected by the union and a further meeting of the platform staff is to take place. Main objection, according to the local press, is the overloading of buses on Newcastle Road at school times, where a single-deck p.a.y.e. service is proposed, and also the 50 per cent cut in the Vilette Road service, which the staff say will cause undue hardship to passengers and crews alike. The department had offered to step up these services during peak periods for a three months' trial.

Meanwhile, seven new 41-seat dual-entrance p.a.y.e. buses (35-41) have been delivered, of which six remain out of service. The vehicles are based on AEC Reliance chassis and the well finished bodywork has been built by Willowbrook, the first ever of this make for Sunderland. The buses are equipped with two-pedal control and the bodywork is on typical BET lines apart from the destination indicator, which does not lean forward.

UNITED AUTOMOBILE SERVICES

25, operating from Darlington to Richmond via Scorton, has been diverted between Barton and Middleton Tyas via Scotch Corner. 41, Durham to West Hartlepool via Easington, is, as prematurely reported in the January issue, to be diverted in Hartlepool via West View. The granting of this application, made last

October, has been accompanied by the refusal of licences to both Hartlepool and West Hartlepool Corporations for services to the new northern part of this estate.

New luxury coaches for excursions and tours from Scarborough have entered service this season. Numbered BUC6-8, the coaches are fitted with 39-seat full luxury ECW bodies and the Bristol chassis are powered by Gardner 6-cylinder engines.

Rapid progress is being made with the construction of the new Darlington bus station and depot—a most impressive structure all under cover—and work has also commenced on an extension to the Loftus depot.

VENTURE, Consett

Venture have again applied to divert some journeys between Prudhoe Station and Prudhoe Hall (15) via the new West Wylam estate. A similar application made last February was withdrawn when United also withdrew their application to run through the estate.

As announced last month vehicles to the new legal length of 36 feet have been ordered. Eight buses are to be supplied on Leyland Leopard chassis.

YORKSHIRE TRAFFIC AREA

BRADFORD CITY TRANSPORT

Five AEC Regent Vs have entered service (UKY121-5) with 60-seat forward-entrance bodywork by Metro-Cammell. 125 was on loan to Rochdale for a week shortly after delivery.

COUNTY, Lepton

The first Guy Wulfrunian is in service (100). It has a Roe body. An interesting feature is the buzzer for the upper saloon and the bell for the lower, an indication to the driver of the whereabouts of his conductor. The second Wulfrunian (99) is due this month.

EAST MIDLAND

Seven more Leyland Leopards have been delivered, two with Burlingham Seagull 70 bodies, and the remainder with Willowbrook service saloon bodywork.

EAST MIDLAND/SHEFFIELD UNITED TOURS

On July 1st, two new joint express services were introduced, to operate on summer Saturdays only. One is between Sheffield and Clacton; the other carries passengers for Leigh, Westcliff-on-Sea, and Southend. Both pick up in Sheffield, Dronfield and Chesterfield.

HALIFAX PASSENGER TRANSPORT DEPT.

The first Leyland Leopard was delivered in May (OCP231), and is thought to be the first standee-type Leopard. It carries 33 seated and 26 standing passengers in its dual-entrance Weymann body. Tenders have been invited for 8 or 16 highbridge vehicles.

HANSON

TVH499, another single-deck AEC Regal rebuild, entered service shortly after the two mentioned previously. Meanwhile, Fords with Plaxton Embassy bodies had entered service both in Hanson's and the associated Bottomley fleet, one of the Hanson ones capturing a trophy at the North Western Coach Rally. Next winter, for the third in succession, Hanson are overhauling chassis for rebuilding—three more Regals. It will be interesting to see whether the experience of a one-man double-decker will persuade them to build some more, or whether they will keep to single-deckers.

A new depot to be built in Leeds Road, Huddersfield, almost opposite the present Hanson Haulage depot, which accommodates some of the coaches, will include a helicopter landing ground.

HEBBLE

Three Ford Thames Traders fitted with Duple coachwork were delivered during June, and meanwhile further orders have been placed, all with AEC, for five Reliances, of which two will have Plaxton Panorama bodies and the others Alexander bus bodies, and four Regent Vs. The double-deckers will have 64-seat Northern Counties bodies, and the smaller 7.75 litre engine, reputedly for the Bradford-Bingley route. It will be remembered that the East Yorkshire 7.75 litre Regent V was tried on this route—one of the most arduous in the territory.

HUDDERSFIELD CORPORATION

Trolleybus fares are going up—for the first time since September 1958. The minimum fare will now be 23d, and the increase will mean the introduction of a 33d. ticket. Concrete shelters have been painted light green after 15 years in an unpainted state. The bus livery is being altered slightly, and in future all Corporation-owned vehicles will have all-cream fronts, with jointly-owned vehicles retaining the present livery.

Two East Lancashire-bodied AEC Regent Vs have entered service, and it has been announced that five more are on order—this time to have Roe bodies. Leylands have also been ordered—eight for this year and ten for 1962—all with Roe bodies. This year's Leylands will be PD3As and delivery should be before October 8th—the proposed date for the conversion of the West Vale service. Although going outside the town boundary, this will not be jointly run with the British Transport Commission.

LEDGARD, Leeds

More vehicles have been purchased from Bristol Omnibus—two Leyland PD1s and a Bristol K6A.

LEEDS CITY TRANSPORT

Daimler Fleetline 7000HP was on loan during May but did not enter public service. Closed-circuit television was installed experimentally at Corn Exchange during the same month so that the loading island could be viewed from the department's head office in Swingate. As a result, Pye television equipment is to be hired for two years and installed at three loading points in the city, connected to monitors at a central control room. The hire charge will be £1,150 per annum and the Corporation have the option to either continue the hire or purchase the equipment.

The department has recently issued a route map of its bus services, drawn to a scale of approximately three inches to the mile, and with an inset showing the routes in the city centre at a scale of nine inches to the mile. On the reverse side is a list of routes, showing the names of all streets and roads traversed, and an index of roads, parks, etc., showing the route numbers of the services passing the particular point. A number of route alterations which have not yet been made are shown, and an amendment slip gives details of these. A small plan issued by the police, showing car parks in the city centre, is enclosed, and the price of the whole is 1s., or 1s. 6d. post free from the head office, Swingate, Leeds 1.

35 new vehicles ordered at a cost of nearly £200,000 include forward and rear-entrance double-deckers and one-man-operated single-deckers, the chassis and bodies comprising:—

- Double-deck— 5 Daimler-Roe forward-entrance
- 5 Daimler-Roe rear-entrance
- 10 Leyland-MCW rear-entrance
- 10 AEC-Roe rear-entrance
- Single-deck — 5 AEC-Roe.

SHEFFIELD TRANSPORT

A new city tour was introduced at Whitsuntide, visiting various new highway and housing developments in Sheffield such as Park Hill Flats, Gleadless Valley estate, the university and other local landmarks. No other city tours have been run this year, but the "Lakeland" tour (of North Derbyshire reservoirs) is again operating each week-end.

The 1961 summer timetable omits the full fare tables published in previous issues for space reasons. A revised index of places served not only gives the routes serving them but single and return fares from the city.

Two experiments have been tried on the livery in the last month, only one of which is to be adopted. Four vehicles have had the panel between the indicator boxes painted black, giving the impression that it is all one blind, but the idea has been abandoned. An idea which has been adopted since Mr. Humpidge took over is the re-painting of roofs cream as opposed to grey. The first ones appeared in this style in July.

WALLACE ARNOLD, Leeds

C. Burgess, trading as Sea Crest Luxury Coaches.

Scarborough, was taken over in April: an article will appear in a new publication, *An Autumn Collection*, to be published next month. Several new Fords have been hired from Stanley Hughes, the Bradford dealer, and in addition two of the Bedford SB1-Plaxtons hired last year have been hired again.

WEST RIDING

In place of the six single-deck Guy Wulfrunians originally ordered, a similar number of AEC Reliances have been delivered. They are fitted with 41-seat dual-entrance bodywork by Roe, and are very similar in appearance to the 45-seat version delivered to Rotherham. 20 more Wulfrunians have been ordered, bringing the total on order or in service to 71.

Further to our note on the centre-entrance AEC Regent III vehicles in the July issue, we are informed that some were actually operated from other depots (although painted red) immediately after delivery. Those at Castleford depot, incidentally, are operating services which were previously thought to be unsuitable for highbridge vehicles.

UNITED AUTOMOBILE SERVICES

On July 1st, A. E. Nobles' Forge Valley Motors service between Scarborough (St. Thomas Street) and Langdale End was taken over under a short period licence. A full licence has been applied for, and meanwhile the Scarborough terminus has been moved to Valley Bridge.

YORKSHIRE SERVICES

Applications have now been granted to revise the summer-only early morning departures from the West Riding to London and Birmingham, and the corresponding return journeys. It was hoped to introduce these alterations with the summer timetable on May 18th and timetables showing them had been printed, but the licences were not granted in time, and so far as is known they have not yet been introduced. At present there are two feeder services to and from Barnsley: Bradford via Halifax and Huddersfield; and Leeds via Dewsbury and Wakefield. In future there will be three: Bradford via Dewsbury; Halifax via Huddersfield; and Leeds via Wakefield. Departure times from Barnsley will now be 15 minutes earlier. It is not proposed at present to introduce through running between Yorkshire and Southend and passengers will still have to change on to the Eastern Counties service at Cambridge.

WEST YORKSHIRE

Four more Bristol FS6B Lodekkas have been placed in service—the first reversed-registered double-deckers in the fleet. All carry illuminated offside advertisements.

YORKSHIRE WOOLLEN DISTRICT

Six Duple-bodied Ford Thames Traders entered service at the beginning of July, but the remaining Beadle-Leyland rebuilds will remain in service until the end of the season. Further orders include one for nine Leyland PD3s, the first Leyland double-deckers (except the former demonstrator UTF930) since 1950, and for 15 AEC Reliances with bodies by Marshall-Mulliner.

INDEPENDENTS

Leon, of Funningley, have a 73-seat forward-entrance Roe-bodied Daimler CVD650 (57 432KAL). The chassis number 30000 suggests that it has been used in chassis form for demonstration or test work by Daimler and it seems likely that it was shown at Earl's Court in 1958. . . . Holt, of Newport, has surrendered his licence for the Newport-Gooles service (via Hive). . . . The Mulliner-bodied Guy Warrior recently sold by Blue Line, of Armthorpe, has been purchased by Mosley, of Barugh Green. . . . Parker, of Doncaster, has standardised on the Ford-Plaxton combination and has seven such vehicles. . . . The first post-war vehicle to be bought new by Cherry, of Beverley, is a Ford with a Harrington body.

NORTH WESTERN TRAFFIC AREA

The new £3m. high level road bridge between Widnes and Runcorn was opened on July 21st. The way in which the Widnes Corporation and Crossville services have been affected is described here and in J. E. Dinabin's article on page 154.

BURY CORPORATION

Fifteen Leyland Atlanteans have been ordered for delivery next year. We understand that Creed are anxious to obtain further orders for their new ticket machine, designed by Bury general manager Frank Thorp, before proceeding with Bury's 150.

CHESTER CORPORATION

The three new forward-entrance Guy Arab IVs 24-6 (see July issue) are understood to be replacing Guy Arabs 53/4 (wartime models with 1952 D. J. Davies bodywork) and Daimler 59.

CROSVILLE

The linking of services across the new Widnes-Runcorn bridge has produced the following:—

- H19 Liverpool-Hunts Cross-Halewood (as former H19).
- H20 Liverpool-Hunts Cross-Halewood-Widnes-Runcorn-Frodsham-Chester (former H20 extended from Hunts Cross).
- H21 Liverpool-Hunts Cross (former H20). Peak-hour extensions to Carr Lane.
- H23 Liverpool-Tarbock-Widnes-Runcorn - Rocksavage-Frodsham-Chester (former H23 extended from Widnes).
- H24 Liverpool-Gateacre-Halewood - Widnes - Runcorn-Frodsham, with certain journeys extended to Helsby Works (former H24 extended from Widnes).
- H25 Liverpool - Speke - Widnes - Runcorn (revision of certain workpeople's journeys on H1 Liverpool-Speke-Widnes-Warrington).

Since a round-trip time of four hours is not possible between Liverpool and Chester and a twice-hourly service was required, the new services have been based on a 12-hour cycle, worked in the following sequence:—

- H20 Liverpool-Chester, returning as H23 (4 hours 20 minutes).
- H23 Liverpool-Chester, returning as H20 (4 hours 25 minutes).
- H24 Liverpool-Frodsham, returning as H21 (3 hours 15 minutes).

The time given in brackets is the round-trip time inclusive of layover at both ends of the route. To maintain once-per-hour departures from both ends of H20, H23 and H24, therefore, requires 12 vehicles, and these are provided by Runcorn (6), Liverpool (5) and Chester (1) depots. In addition, two more Liverpool buses work H19 between Liverpool and Halewood, providing an hourly service and taking two hours (inclusive of 32 minutes layover) to complete the round trip. Whilst this basic pattern is in operation on Monday-Saturday mornings and afternoons and on Sunday afternoons, departures from Liverpool are at the following times past each hour:—

- 0 H24 to Frodsham.
- 15 H20 to Chester.
- 35 H23 to Chester.
- 45 H19 to Halewood.

In the evenings, the 12-hour cycle changes, the H20 being dropped and the H21 coming into operation in its place, giving these basic departures from Liverpool:—

- 0 H24 to Frodsham.
- 15 H19 to Halewood.
- 30 H23 to Chester.
- 45 H21 to Hunts Cross.

The first through buses ran on the Friday afternoon at 5.25 p.m. from Chester and 5.30 p.m. from Liverpool.

These revisions entailed the withdrawal of service C31 (Runcorn-Chester), now absorbed in the extended H20, H23 and H24. A new bus station, adjacent to the recently-completed Market Hall, opened in Runcorn on July 31st. Between the date of the opening of the bridge and then, the revised services used the adjoining car park.

Application is made to re-route services in Nantwich, besides local services, the Liverpool-London service via Crewe, Lichfield and the M1 is also affected. Outward journeys from Warrington to Liverpool are to be rerouted in Warrington. A new service is proposed on

weekdays only in Chester from Sealand Road (Blacon Point) to Plas Newton Lane (Newhall Road). In Birkenhead, the Moels, Heswall and Parkgate services are to be re-routed from Woodside to traverse Chester Street, Duncan Street, Hamilton Street, and Grange Street outward to Borough Road, and returning from Borough Road via Argyle Street, Hamilton Square North and Hamilton Street.

From the commencement of the summer timetable on July 2nd, F38 (Birkenhead Park station-West Kirby via Moreton and Hoylake) was re-numbered F37 for buses running to Park Station only. Buses from Park station are unaltered, and F39 is still used for short journeys. This, for Crosville, is a rare example of a route showing a different number in one direction than the other.

LIVERPOOL TRANSPORT

The undertaking faces a £1m. deficit and application is to be made to the traffic commissioners for the largest increase in fares in its history, the basic range being increased from 2d.-9d. to 3d.-1s. and the average stage length being reduced from 3-mile to 2-mile. The proposals brought forth angry scenes at the council meeting which was asked to approve the transport committee's proposals, but it might have been relevant to add that of the 95 municipal undertakings covered by the NPTA's annual summary of accounts for the year ended March 31st, 1960, only Doncaster and Eastbourne besides Liverpool were shown as last having increased their fares earlier than 1957.

From June 26th, 57A was extended to Netherpton (Magdalene Square) over the same route from the end of Bridle Road as the 53A. With the introduction of two-way traffic in Paddington, those services using Elizabeth Street and West Derby Street outward were re-routed from August 1st via Paddington, so that they now use this street in both directions. The new two-way scheme follows the council's approval of plans to close part of Elizabeth Street for the university's expansion programme.

MANCHESTER CORPORATION

The transport committee propose to order 25 Leyland PD2/37 Titans with 65-seat Metro-Cammell bodywork (3671-95), 20 Daimler CRG6 Fleetlines with 76-seat bodies, again by Metro-Cammell (4590-4609) and 6 Leyland PSUC1 Tiger Cub 40-seaters from Park Royal (51-6). Five of the Daimlers will have Gardner 6LX engines and the remainder 6LW.

Bell Punch's p.a.y.e. version of the Ultimate ticket machine, the Solomatic, is now in use on the new 142 service, fitted to a Park Royal-bodied Leyland Tiger Cub. Standard ticket rolls are used in it instead of the usual stacks.

NORTH WESTERN

Application has been submitted for the operation of double-deckers not exceeding 13ft. 8in. in height between Manchester (Lower Mosley Street) and Macclesfield, and consequently to amend the route in Macclesfield.

RAWTENSTALL CORPORATION

A new daily service is proposed between Queens Square, Rawtenstall, and Rossendale General Hospital.

RIBBLE-MORECAMBE & HEYSHAM CORPORATION

A joint application has been lodged to take over the services of the Middleton Tower Holiday Camp from the camp to the Morecambe railway and coach stations.

SALFORD CITY TRANSPORT

Five Daimler double-deckers were re-painted cream and green for special services during Civic Week and in the three weeks following on city tours.

SOUTHPORT CORPORATION

Leyland PD2/3 84 was delicensed from July 1st for rebuilding to convertible open-top. The upper saloon moquette seats are to be retained with water-proof covers. From August 1st, 85-7 were delicensed for similar conversion.

ST. HELENS CORPORATION

The first of the 40 buses ordered for the RT-type replacement programme went into service in July, although some of the RT-type were taken out of stock

some time previously. The new arrivals are AECs L1-7, Regent Vs with bodywork by the MCW group. Of the old fleet numbers 1-7, D2/4-7 were still in stock but only D7 ran for a few days at the same time as the new L7 before joining the others in store.

WALLASEY CORPORATION

Ten more Leyland FDIs have been replaced by the same number of Atlanteans. The new vehicles are the first without the WALLASEY CORPORATION MOTORS inscription on the side panels and comprise 21-30.

WIDNES CORPORATION

By substituting "Runcorn Omnibus Station" for "Bridge" in their timetables, the 10-minute headway on the Town Hall-Transporter Bridge section has been transferred to the new high-level road bridge between Widnes and Runcorn. The former transporter bridge terminus, now appearing in the timetables as "West Bank," now has a far less frequent service.

INDEPENDENTS

Fourteen more Lancashire operators have applied to operate on certain excursions double-deck vehicles with no more than 50 seats and not exceeding 14ft. 6in. in height without altering the maximum number of vehicles authorised. . . . J. A. Lightfoot Ltd., of Widnes, have applied for a service from Widnes (Kershaw Street) to Towyn (Post Office), setting down also at Talacre and Rhyl, on Saturdays from the last in June to the third in August only. . . . Yellowway Motor Services Ltd., of Rochdale, have ordered seven AEC Reliance 36-footers with Harrington Cavalier coachwork for their express services.

WEST MIDLAND TRAFFIC AREA

BIRMINGHAM CITY TRANSPORT

Only ten services are at present making a profit, 54 making a loss. Details are given in the table reproduced on the next page.

COVENTRY CORPORATION

The present order for 22 Daimlers with MCW bodywork (291-312) is the first step in a new transport committee policy to purchase new vehicles out of revenue, thus not creating loan charges.

All 8ft. wide vehicles are to be fitted with flashing trafficators. Daimler CVG6s 216-65 were delivered with side trafficators only, and 266-90 with side and rear installations. During the last few months CVG6s 166-92 have received side units, fitting having now ceased owing to a decision to fit both side and rear units.

MIDLAND RED

Application has been made for a service between Birmingham (Dudley Street) and Worcester (Newport Street) via A38, M5 motorway to Whittington and A44 into Worcester. The only picking-up point other than the terminals would be Selly Oak. An hourly service is proposed with single fares of 3s. 6d. from Birmingham and 3s. 3d. from Selly Oak. Another application concerns the rail replacement service X58 operating between Banbury and Buckingham which, if it is granted, will no longer serve Fulwell and Westbury station but will continue to run via Westbury village.

In Rugby from July 1st, the route of R80 (Rugby-Overslade estate) was slightly amended in the town itself. It now runs outward along Moultrie Road and Hillmorton Road (previously Church Street and The Clock) and inward via Hillmorton Road and Whitehall Road (previously Hillmorton Road and Moultrie Road). From the same date, those R96 journeys (Rugby-Abbott's Farm) which terminated at the junction of Vere Road and Lower Hillmorton Road were extended to the junction of The Kent and Lower Hillmorton Road, except on Sundays when they continue to run only to Vere Road. All the remaining R96 journeys to Featherbed Lane are unaltered. From July 10th, a new service began from the Overslade estate to Rokey School via Overslade Lane, running once a day during school terms and numbered R31.

A new service L60 began operation on July 22nd between Leamington and Stud Farm estate (Mason

Avenue/Newlands Road) via Buckley Road. This operates every half-hour on Mondays to Saturdays but with no Sunday service. It is common for part of the route with the existing L57 (Leamington-Mason Avenue/Buckley Road, Stud Farm estate, via Valley Road) and L58 (Leamington-Manor Farm estate via Valley Road). As from the same date those journeys running from Napton and so on to Rootes' factory at Ryton show service

Birmingham City Transport

This table was recently published in the *Birmingham Mail*—

The ten bus routes MAKING MONEY are:

No.	Route	Profit per passenger bus mile
8	Inner Circle	8.9d.
14	Tile Cross Estate	1d.
39	Witton	7.9d.
50	Maypole (via Bradford Street)	4.1d.
64	Erdington	1.9d.
69	Lozells (via Wheeler Street)	1.68d.
70	Oxhill Road	0.45d.
74/75	Dudley and Wednesbury (inter-running receipts for travel inside Birmingham)	6.21d.
B.82/83	Bearwood and Heath Street (inter-running receipts inside Birmingham)	7.71d.
Special Service	to West Heath Hospital	4.47d.

The bus routes LOSING MONEY are:

No.	Route	Loss per passenger bus mile
1A	Acocks Green via Moseley	8.05d.
2	King's Heath and Ivy Bush	11.13d.
3A	Ridgacre Road	4.88d.
5A/7	Perry Common and Portland Road	5.95d.
6	Sandon Road	10.25d.
9	Quinton	4.45d.
10	Quinton Road West	6.44d.
11	Outer Circle	1.28d.
12	Bartley Green	5.28d.
13A	Yardley Wood (Ravenshill Road)	7.31d.
15/16/17	Hamstead and Whittington Oval, Garretts Green Lane/Meadway	3.67d.
18	Yardley Wood and Northfield	3.16d.
21	Bangham Pit	9.55d.
22	Weoley Castle	8.51d.
24	Warstock	5.94d.
25	Kingstanding (Finchley Road)	9.57d.
27	King's Heath—West Heath	19.65d.
28	Great Barr via Small Heath	6.01d.
29/29A	Hall Green and Kingstanding	6.18d.
31A/32	Gospel Lane	4.66d.
33/34	Kingstanding and Quinton	5.34d.
36	Stechford and Stoney Lane via Forman's Road	10.97d.
37	Hall Green and Albert Street	8.86d.
40A	Lozells and Gravelly Hill	5.35d.
41	Turves Green	1.31d.
42	New Oscott	8.30d.
43	Nechells	1.26d.
44A	Acocks Green via Warwick Road	1.94d.
45	West Heath and Navigation Street	3.73d.
48	Maypole via Balsall Heath	0.86d.
49	King's Heath via Leopold Street	8.30d.
51	Great Barr via Walsall Road	5.70d.
52	Beeches Estate	3.99d.
53/54	Stechford and Carrs Lane	1.35d.
55	Shard End	5.84d.
56	Castle Bromwich (Newport Road)	0.34d.
58/60	Cranes Park, Sheldon, Albert Street	1.31d.
61/62/63	Rednal, Rubery, Allens Cross	5.73d.
65	Short Heath	7.30d.
66	Pype Hayes	0.34d.
95	Ladywood	0.20d.
96	Lodge Road	0.86d.
All Night Services	4.77d.

number 251 instead of L60. Service number X16 is now used by works buses operating between Pedmore Fields (Stourbridge) and Lyde Green (Hammersleys works).

A new D9, 4827, is fitted with strip lighting. On the curved interior panels above the windows in each saloon are fitted semi-translucent panels, about the same size as the paper advertisements usually fitted in such positions. Behind them the lights are fitted and advertisements can be placed in the panels and consequently illuminated. 4827 is also of interest in that almost all the panelling is of glassfibre. Certain of the beading is aluminium coloured (unpainted), the panels are colour-impregnated and therefore little or no paint has been applied to the vehicle.

Amongst recent withdrawals was 4847, one of the ex-Boyer Sentinels.

It is understood that BMMO and Bristol Commercial Vehicles are to co-operate with Bristol Siddley Engines Ltd. of Coventry in connection with a fully automatic hydraulic torque converter which the latter is to manufacture. It will be tried in single-deckers.

POTTERIES MOTOR TRACTION

The new timetable booklet came out in the last week of June, with a new cover design. The map has been modified for the Congleton area.

STRATFORD BLUE

Some of the 55 bodies ordered by the BET Federation from Marshalls of Cambridge on Leyland Tiger Cub and Leopard and AEC Reliance chassis are destined to join this fleet.

WALSALL CORPORATION

The first women trolleybus drivers since the war have been undergoing training. Their employment is due to a very acute shortage of suitable men. The Corporation are to introduce one-man operation on certain routes in the Essington, Snareshill and Cheslyn Hay areas within the next twelve months. This would provide regular use on stage work for the single-deck vehicles, most of which have been used on special journeys and reliefs recently. The cut down Guy double-decker 221 has now become the Bradford Place mobile canteen, replacing the Dennis Ace (see June issue). The second Crossley trolleybus ex Grimsby-Cleethorpes (873) entered service in June. Some of the expected AEC Regent Vs have been delivered from Metro-Cammell but were not in service when we went to press.

Fares have been raised a half-penny in an attempt to meet an expected deficit of £20,000 on the current year's working. Last year nearly 1½m. fewer passengers were carried than in the previous year.

WEST BROMWICH CORPORATION

106, the last pre-war single-decker in service, has been withdrawn. It was the only remaining vehicle with a Jensen body—a type favoured by West Bromwich presumably because the firm is situated in West Bromwich. Six more 30ft. Daimlers are on order; they will have fluorescent lighting.

INDEPENDENTS

In recent weeks strikes have been threatened by employees of the Green Bus Co. Ltd., of Rugeley, and of Berrersfords Motors, of Cheddleton. Mr. Wheldon, senr., the managing director of Green Bus Co. Ltd., said that the company could not afford to pay its employees the increase recently awarded. The employees accordingly threatened to strike but after the intervention of Alderman Simcox, of the Transport & General Workers' Union, the strike was called off, the men agreeing to forgo the back-dating of the award. Mr. Wheldon, whose family hold all the shares in the company, has said that it may be impossible for the company to carry on in the near future. Depots are maintained at Rugeley and Uttoxeter. Not only will Green Bus be feeling the universal effects of the bus operator's bogey, our "affluent society," but they must have been affected by the closure of the Royal Air Force camp at Hednesford some time ago, which used to entail a double-run on the Rugeley-Cannock service. The double-deck fleet underwent a transformation when a fleet of ten NCB-bodied

Daimler CVD6s from Bradford City Transport was introduced last year. . . . F. Yarranton, of Tenbury Wells, recently abandoned his services and it is understood that certain of them have been applied for by Yarranton Bros. Ltd., of Eardlston, and by Corvedale Motor Services, of Ludlow. In some cases, these two concerns are already operating the services on short period licences and it is known that the Ludlow-Tenbury service together with a C5-type Bedford/Duple have passed to Corvedale. According to a correspondent, the abandonment took place when all Mr. Yarranton's drivers left him at the same time. . . . Astill & Jordan, of Ratby, have surrendered their Ratby-Newtown Linford licence. The service ran on bank holidays only. . . . Application has been made by Crosville to make certain amendments to the Oswestry-Black Park and Oswestry-Woodside routes that are at present operated by J. W. Lloyd & Sons Ltd., and D. J. Hampson is seeking to modify his excursions and tours licence from Oswestry to incorporate the Lloyd licence. Early in August, Lloyd's double-deckers were still running on service. The four coaches passed to Hampson earlier this season, and he numbered the Bedford SBs 23 (HNT186) and 25 (EID514), selling the OBs. Another acquisition of Hampson is that of ex-Southern National Bedford OB H30669 with a Beadle bus body, but this has not been used yet.

EAST MIDLAND TRAFFIC AREA

Fare increases were made on July 2nd by Barton, East Midland, Mansfield District, Midland General and Notts & Derby. They have also been applied for by Nottingham City Transport, West Bridgford urban district council, and by South Notts on routes jointly operated with the two municipalities.

NOTTINGHAM CITY TRANSPORT

The transport committee have decided to ask the council to approve the purchase during the next nine months of 18 "new-type front-entrance buses with the door operated by the driver, to seat 77 or 78 passengers." These are to replace old vehicles. The committee also asks approval for the purchase of 30 new buses each year for the four years following the 1962/63 financial year, also to replace old vehicles, and to cover the cost of all this, and also of the new depot proposed, by raising fares. Clearly, the "new-type" buses are intended to be Daimler Fleetlines or Leyland Atlanteans, but the wording is interesting in view of the proposed abandonment of the trolleybus system—"buses" to replace "vehicles."

Route maps showing all motor-bus routes and trolleybus routes, including those jointly operated with West Bridgford and South Notts, and also routes run by Midland General and Notts & Derby on local services from Nottingham to Wollaton, are displayed at the main terminals in the city centre.

TRENT

Some Leyland Atlanteans of the first batch now going through the shops have had their rear destination indicators removed.

WEST BRIDGFORD UDC

The two new vehicles are to have AEC chassis but the bodybuilder has not yet been named.

EASTERN TRAFFIC AREA

Increased fares have been applied for by Eastern National, Eastern Counties, United Counties, Lincolnshire, Southend-on-Sea Corporation, Birch Bros. Ltd., Beestons (Hadleigh) Ltd., and Cook & Tibbs Ltd., of Holbeach.

EASTERN COUNTIES

The summer timetable booklet for the Eastern Area is dated June 18th to September 9th. Route alterations include:—

6 Yarmouth-Marham. Certain journeys operating from Yarmouth to Caister (Second Avenue) are routed via Eastern Avenue and Silver Sands caravan camp.

237 Ipswich-Felixstowe Dock or Ferry. All journeys operating to Felixstowe Ferry have been re-numbered 251.

244 Ipswich-Melton. Most journeys proceed via the main road instead of via Martlesham Camp.

248 Felixstowe sea-front service. This is no longer worked by open-top buses, the two such vehicles having been withdrawn and not replaced this summer.

322 Peterborough-The Deepings. Certain journeys extended from Colinton to Peakirk.

402 Norwich-Melton Constable. On Wednesdays certain journeys extended to Hindringham.

Starting in June as an experiment, all journeys operating from Yarmouth bus station run via St. Peter's Road and King Street instead of St. George's Road, inward journeys being unaltered. This climinates an awkward Z-turn across St. Peter's Road.

EASTERN NATIONAL

Further route alterations from June 25th include:—

45 Chelmsford town service. Now operates from Woodhall estate to Galleywood End instead of Springfield Park.

48 New daily service between Chelmsford bus station and Springfield Park, Sandford Road.

233 Ex-Campbell service between Pitsea station and Gardiners Lane, Basildon, withdrawn.

314 Bishops Stortford terminus altered from Stansted Road A.A. Box to Station Road on this service to Stansted airport.

Application has been made to divert most Saturday journeys on 12 from Meadow View Camp to Clacton via the railway station.

IPSWICH CORPORATION

New East Lancs-bodied 65-seat AEC Regent Vs which replaced trolleybuses on 9 (Whitton) in June are 41-4.

LOWESTOFT CORPORATION

Application has been made to alter the Hollingsworth Road terminus on the service to Pakefield (Elm Tree Road) to Tedder Road. Similarly on the service from Sparrows Nest to Pakefield the latter terminus is to be at Elm Tree Road instead of Tramway Hotel.

INDEPENDENTS

The two new Premier Travel express services operated jointly with Yelloway Motor Services are numbered as follows:—

74 Clacton-Cambridge-Manchester-Oldham-Blackburn

75 Clacton-Cambridge-Manchester-Preston-Blackpool.

Amongst recent applications are the following:—

F. G. Carter, of Northwold—to re-route the Northwold-Thetford service via Fouldham, Mundford and Lynford.

Culling & Son (Norwich) Ltd., of Claxton—to delete the Sunday service between Hardley and Norwich.

Coach Services (1947) Ltd., of Thetford—to delete Tuesday journeys on the Thetford circular service.

Cobholm Hire Service Ltd.—to operate a summer

Sunday service between Moulton and Great Yarmouth in addition to that on market-days.

Seagull Coaches Ltd., of Great Yarmouth, including

Grangeway Coaches which were acquired in 1958, have

purchased nine new petrol-engined Bedford SB3s with

Duple coachwork seating 41. Together with five similar

vehicles last year and one in 1959 the fleet now totals

15 vehicles. Other vehicle acquisitions of interest in-

clude an ex-Ribble Leyland TD5 (RN8647) with Phillips,

of Chatteris; ex-Ribble Leyland PD2/3 CCK665 with

Whippet Coaches, of Hilton; ex-Preston Corporation

Leyland PD1 BCK940 with Smith, of Newmarket; ex-

Crosville Bedford-Duple Vista KFM846 with Emerton,

of Cranfield; Bradle-AEC NKT944 from Maidstone &

District with Coleman, of Leverington, who also has

ex-North Western Bristol K5G AJA159; AEC Regal III

FWN808/9 from South Wales Transport with Horseshoe,

of Kempston, and KAL131 from East Midland with

Harris, of Cambridge, who is also running a Maidstone

& District Bristol K6A, JKM918; and, finally, a former

Western National Bristol K5G (ETA971) at Holbeach,

with Pooley.

SOUTH WALES TRAFFIC AREA

As in all parts of the country, applications for increased fares have been occupying much of the traffic commissioners' attention. They have been applied for by Rhondda, South Wales, United Welsh, James, Red & White and Western Welsh, and also by Gelygær and Pontypridd municipalities on the same basis as the companies. This basis is, broadly, that single fares will remain unaltered but returns will be assessed at single fare plus 75 per cent instead of single fare plus 65 per cent. The exception is Thomas Bros., Pori Talbot, who are to follow this practice for single fares up to £d., but for singles over 6d. the return fare will be single fare plus 55 per cent instead of plus 50 per cent.

CAERPHILLY U.D.C.

Application has been made for a new service from Caerphilly to Penbryn (Penyrheol housing estate). The service will comprise three return journeys on Mondays to Fridays.

CARDIFF CORPORATION

The financial results for 1960/61 reveal a profit of £59,816 on the 182 buses, a profit of £15,555 on the 79 trolleybuses and a deficit of £7,323 on the defunct tramways account. The department are to seek higher fares as the recent wage award, adjustments to meal breaks and through duties, extra provision for renewal of buses and the increased national health insurance rates will cost the undertaking £115,000.

EVANS BROS., Aberayron

The stage service between Aberayron and Lampeter via Llwynnelyn, Oakford, Mydrollyn, Deheid, Capel-y-Groes and Llanwnen has been withdrawn.

D. JAMES, Llangeitho

The take-over of the services run by W. E. Lloyd (see July issue) has been approved by the traffic commissioners, except for the reduction in service on the Pontrhydfendigaid-Lampeter route. Mr. James has, however, re-applied for this reduction in timetable.

SOUTH WALES

The Swansea (Kingsway roundabout) terminus for 9 and 96 (Morrison via Treboeth) has been transferred from Lower Orchard Street to Belle Vue Way, 78 and 80 are now routed via Belle Vue Way, Grove Place and Alexandra Road instead of Orchard Street on outward journeys to Manselton and Clase respectively.

WESTERN WELSH

The Bridgend-West House estate-Laleston service (207) is to be re-organised. The journeys now terminating at Church Site will be extended to Bryn Golau, and all journeys will now proceed via the Old Age Pensioners' Homes. Journeys operating to and from Laleston will proceed via Bryn Golau and Bryntirion in each direction.

The Maesteg-Llangynwyd-Heol-yr-Ysgol service (223) is to be re-routed on journeys from Heol-yr-Ysgol to operate via Heol-yr-Ysgol, Prospect Place and the A.4063 to Llangynwyd Square instead of via Heol-yr-Ysgol, Heol Cadrawd and Llan Road to Llangynwyd Square.

The operation of Leyland Atlanteans on the Penarth service (June issue) will not be for about a year until the toll bridge has been strengthened. Until then, AEC Regent Vs and other double-deckers will be used.

WESTERN TRAFFIC AREA

BATH

5 (Bath-Twerton), 7A (Bath-White-way) and 12 (Bath-Twerton) are to be diverted via the new ring road on the north bank of the river Avon between the Old Bridge and the Midland Bridge.

BLACK & WHITE

An order has been placed for nine 36ft. long Leyland Leopards with Plaxton Panorama coachwork.

BRISTOL

A further large reorganisation of the City services is to be made during this month which will finally clear the Old Market area of terminal points. The revisions comprise:—

133 Fishponds-Old Market—extended to Durdham Downs via city centre and renumbered 13.

144 New Cheltenham-Old Market—extended to the new inner circuit road and Centre to Hotwells and renumbered 14. As a result 7 (Durdham Downs-Hotwells) will disappear.

139 Manor Park-Old Market—extended to Prince Street and joined to 239 to Ashton Vale. Both are single-deck routes.

83 Cheltenham Road - Old Market—a "swiss-roll route"—extended to Temple Meads station.

36 Withywood-Old Market—extended to Prince Street. It is intended eventually to renumber all the Bristol City services in one block starting at 1 instead of the present range from 1 to 282. The city council have agreed to the removal of the city crest from all Bristol buses and instead the word "Bristol" will appear. The reason for this is that outside the city the crest means little or nothing to the inhabitants of the wide area covered by this large operator.

In the Country Area the most staggering application is a joint one with Red & White for an hourly stage-service from Bristol to Cardiff via the proposed Severn Bridge and Newport. As the first sod for the motorway suspension bridge was turned only a few months ago it will be several years before this service commences but presumably these two area companies decided to make their application in good time.

Though a duplicated leaflet has been available for the Cheltenham-Winchcombe 45 for some years (joint with Kearsy and Gillett), the complete service is now shown in the Bristol timetable. Journeys operated by the independents are so marked, presumably to stop passengers with Rover tickets trying to board these vehicles.

An interesting working is now in operation until the A.434 between Nailsworth and Avening is reopened after repairs. 46 from Cheltenham now stops at Nailsworth and 47 and 423 carry the passengers on via Minchinhampton, adding nine minutes to some of the times. 467 already had some journeys to Minchinhampton and these have been increased and some extended to Avening to cope with the loads off the double-deck 46. A leaflet was issued for this diversion as from June 12th, though the current timetable from July still shows the old working.

The newish bus station at Stroud was seriously threatened by a fire in the adjoining Ritz cinema, which was burned out. Fortunately the fire was discovered by a Bristol inspector, who summoned crews and moved all the buses to safety as there was a distinct fear that the oil tanks would explode. The new Gloucester bus station is expected to open on October 29th. Work has begun on new docking equipment and pits at Bath and a bus washer has been installed at Stroud for the 33 vehicles stationed there. The first MW coaches have appeared at Stroud and Gloucester (2105 and 2106). The lengthy service 26 from Gloucester to Bristol is to be double-decked.

DEVON GENERAL

The summer timetable has brought little new in the way of service revisions except for the introduction of 12D from Babacombe to Brixham, another of the 12 group of open-top routes, now Leyland Atlantean operated. 16 (Newton Abbot-Okhampton) now has journeys entering the Hawkmoor hospital grounds instead of only serving the main gate on the through route, thus saving a long walk for visitors.

The five remaining AEC Regent open-toppers are still in store; the last one to operate was DR219 which was licensed until the end of June. More KOD-registered AEC Regent IIIs have been sold to PVD-Fleet Car Sales and are beginning to re-appear with other operators.

EXETER CORPORATION

Five Leyland vehicles placed in service have the new style bonnet but are only 27ft. long, have rear entrances and seat 57 in their Massy-built bodies.

WESTERN & SOUTHERN NATIONAL

A new series of Bristol SUL4A coaches has appeared, with an appearance slightly improved on the first batch.

All have 33-seat ECW coachwork and are numbered 408-11 (SNOC) and 412-6 (WNOG). Altogether the two companies have 61 Bristol SUs in service and another 18 on order, but they remain the only operators to use this type of vehicle. One of the Royal Blue Bristol L6Bs recently withdrawn (1246) is in use at Bridgewater as a waiting room for coach passengers whilst a coach station is being built.

INDEPENDENTS

Silver Star, of Porton Down, have added two vehicles of contrasting type to their fleet this year. First to arrive, in March, was 41 (367BAA), a Trojan 13-seater coach which incorporates this operator's customary star motif in its bodywork. At the end of June came 40 (XNW706), a Weymann-bodied Leyland Atlantean fitted with 61 coach seats and including radio in its luxury specification. . . . The Embankment Motor Co. (Plymouth) Ltd. has another ten new vehicles this season. Last year nine petrol Bedford SB3s (seven Duple and two Plaxton) and an Albion Nimbus were placed in service. The latter vehicle, which had a body built by the Embankment Motor Company itself, was sold after only ten months in service and is now with Brookmans Park Motors in Hertfordshire. The new vehicles this season are all Bedfords, nine having petrol engines, but the latest arrival (VDR254) is fitted with the Bedford oil engine. Plaxton contribute seven bodies compared with three from Duple. . . . Another restocked coach fleet is Marchant's, of Cheltenham, with three Bedford SB1s and three Ford Trames Traders, all with Plaxton bodies. . . . An operator who has previously not ventured beyond the "minibus" field, R. W. Ganfield, of Beaminster, in Dorset, has acquired a Harrington-bodied Bristol L6B coach, MHN477, previously in the United Automobile Services fleet. . . . Few vehicles from the bus fleets of the Durham independents find their way to Devon but JPT363, a 1948 Leyland Tiger PS1 of Wilkinson's Motor Services, of Sedgfield, has done so, and is enjoying a further lease of life with Okebridge Motor Services, of Okehampton, where it has replaced DDV44, a pre-war AEC Regal.

SOUTH EASTERN TRAFFIC AREA

ALDERSHOT & DISTRICT

The mouse that emerged in the July issue has turned out to be a technical one only: whilst 10 (Aldershot-Badshot Lva) is to commence from the bus station, 32 is not to be withdrawn but merely merged into the same licence as 43.

BOURNEMOUTH CORPORATION

As from June 12th, 5 (Bournemouth-Solent Road or Broadway) was extended from the Solent Road terminus to Broadway via Harbour Road to make a circular turning point. 16 (Boscombe-Boscombe Pier), which has operated at odd intervals—mainly at "low" summer—has been incorporated entirely in 7 (West Howe-Boscombe), which is also extended to the Pier in "high" summer. Summer trolleybus route 38 from either the Square or Pier to Christchurch is altered this year to run entirely from the Pier to Carbery Road, Southbourne.

BRIGHTON

The last trolleybus to Hollingbury on June 30th was 23 on the 11.13 p.m. from Old Steine via service 26, arriving at 11.33 p.m. and returning via 26 to the Open Market, then via Union Road and Lewes Road to the depot. A "last" trolleybus was also run "of interest to enthusiasts." This was the last via route 46 (bus number 36) to Hollingbury at 11.3 p.m. from the Old Steine, arriving at 11.25 p.m. and returning via 26; but instead of turning off at Open Market for the depot as normal, this journey continued to the Old Steine to complete the circuit and then departed—in service—at about 11.45 p.m. via Lewes Road to the Barracks and back to the depot, arriving about 11.55 p.m. At 10.30 p.m. there was a queue of about 20 people for this trip and the bus was filled up at departure time so that an oil-engined duplicate had to be put on for the regulars.

During the journey there was much cheering and shouting, and the whole affair was more reminiscent of a last tram ride.

There were also two other "last" trolleybuses. These were 34 and 1, which left the depot at 11.30 p.m. via Lewes Road to Old Steine and then went back to the depot to arrive at midnight. 34 heading was for the general public and 1 was the official last bus with the members of the transport committee and invited guests. The latter carried a large coloured plaque on the front, *Brighton Trolley Buses 1939 1961 The First & The Last*, together with the coat of arms. Previously it had operated on normal service so adorned. All passengers on the four last trolleybuses received a special ticket, a red overprint of the 1d. ticket which was printed "Brighton Corporation Transport Last Trolley Bus 30th June 1961." (As the 1d. ticket is only available for children taking the equivalent of a 2d. adult ride, it is not included in the Ultimate machine but is a separate white ticket 3in. by 1½in.).

According to *Modern Transport* the Corporation's requirements for new buses in the next few years are as follows: 1962 4, 1963 3, 1964 3, 1965 4. All four of the Leyland TDs are now in service on 48. The 16 PD2s are on the ex-trolleybus routes. On July 1st the buses operated to the trolleybus timetable, the slightly reduced revised service being introduced the following day.

The BH & D company expects more Bristol Lodekks 31-5 are to be of model FSF6G (the previous batch had Bristol engines) but the forward entrance has been favoured again. New features for BH & D are offside illuminated advertisement panels and fluorescent lighting with this exception; that 6245 was given fluorescent lighting when it was rebodied after the war.

EASTBOURNE CORPORATION

In the July issue, it was stated that a new service 3A would commence via the Sea Front. This is incorrect as this route has been functioning for two summers. However, 3 (Cherry Gardens-Archery) loses its "low" summer extension to Langney. The intertwined routes 7, 7A and 9 to the Hampden Park area have been rationalised at this terminus. Except for certain journeys 7 and 7A finish at Brodric Road and 9 alternately at Brodric Road and The Hydneys as from June 11th.

The five new AEC Regent Vs (see May issue) are 56-60. The attractive Eastbourne livery of blue and cream has been altered on these buses to white with blue lining, similar to that of the open-toppers.

EAST KENT

The new one-direction-only 136 in Dover from Eastern Dock via Castle Hill commenced on June 25th but does not run on Saturdays. 63 (Millnead Road-Margate industrial estate), a workmen's service, started on July 24th. The extension on 131 to Old Park Barracks mentioned in the July issue commenced on February 11th and not with the introduction of the summer schedules.

HANTS & DORSET

Though a complete new timetable was issued on March 19th, a further one appeared on June 11th incorporating the following alterations:—

59 (Southampton-Calshot) has lost its special journeys to Calshot Spit, the camp there having been vacated.

The two summer services 74 (Eastleigh-Lee on Solent) and 81 (West End-Lee on Solent) have this year been combined into one route 74 which is now diverted via the Harfield and Thornhill estates as from May 22nd. From the same date the summer-only 79C (Lee on Solent-Bridgemary estate) was extended to Gosport Ferry following agreement with Gosport & Fareham.

The extension of 103 (Ferndown-Sandbanks Pavilion) and 105 (Alderney West-Sandbanks Pavilion) to Sandbanks Ferry also took place on Whit Monday, May 22nd.

110 (Woodside-Buckland estate), a local service in Lymington, has lost its projection to Buckland which started in the summer of 1959 and is diverted to Pennington.

- 111 and 121 (Lymington-Bournemouth) have had part of their service diverted as from June 11th via Wyndham Road and Glenville Road in the Walkford area.
- 113 commenced on July 26th, to coincide with the school holidays, to provide a service in summer from Lyndhurst to Hythe via Beaulieu to serve the Montague Motor Museum.

MAIDSTONE & DISTRICT

The summer timetable dated July 2nd incorporates all the many outstanding route alterations, some of which have already been reported briefly in earlier issues. The full list is as follows:—

- 3 Maidstone-Faversham or Snipeshill. Part of service extended to Swanstree Avenue, Snipeshill.
- 19A Gillingham-Hoo Marina. A new route.
- 26 Gravesend-Faversham. One journey per hour diverted in Gillingham via Eastcourt estate as 26A, returning to the A2 at Twydall Lane.
- 40 Dartford-Sheerness or Leysdown. The latter section renumbered 40A.
- 41 Maidstone-Sheerness. Part service diverted to Leysdown as 40A.
- 50 Snipeshill-Sheerness. Also extended as 3 to Swanstree Avenue.
- 50A Swanstree Avenue, Snipeshill-Leysdown. New service.
- 51 Sheerness-Minster Beach. Not reinstated this summer.
- 52 Sheerness-Shellness Beach, open-top service. Now operates from Rushenden and is diverted intermediately by the new coastal road at Ship-on-Shore to Minster Beach.
- 63 Sheerness-Leysdown, "high" summer service. Also operates from Rushenden as 52 to Minster and thence by its former route. The winter 63 from Sheerness to Warden is unaltered and bears little relation to the summer service.
- 79 Tunbridge Wells-Uckfield. Diverted via Rotherfield.
- 135 East Grinstead-Edenbridge. Extended a short way to the Ridgeway estate at Edenbridge.
- 148 Maggie Hall Road, Chatham-Beechings Green. A new route 153 has been formed from 148 but diverted in the Eastcourt estate direct along Beechings Way to its terminus a few yards beyond the 148 terminus, which deviates via Goudhurst Road.
- 154 & 157 (St. Helens-Cooden Beach and Ore-Bexhill). Western terminal points have been exchanged.
- 162 Weeds Wood estate-Wigmore. Part of 142 from Weeds Wood estate to Rainham has been diverted to Wigmore via Maidstone Road and numbered 162.
- 23 (Chatham-Gravesend) & 43 (Gillingham-Meopham). These routes, much bedevilled by the heavy week-end traffic on the A2, which they cross, have been diverted between Chatham and Rochester via Chatham High Street in place of the wider New Road via Chatham station.

In Tunbridge Wells, the many routes terminating at the Central Station have for many years run light via Castle Street in order to turn. Passengers can now travel on this section as far as Castle Street "on payment of the appropriate fare." Services involved are 7, 33, 86, 87, 97, 101, 123, 138 and 158.

PORTSMOUTH CORPORATION

The transport department's annual report states that during the year ending March 31st, the number of bus-miles operated was reduced by nearly 127,000. This was achieved mainly by alterations effected with the withdrawal of trolleybuses. £8,000 has been saved by the use of one-man-operated buses.

SOUTHDOWN

A new licence has been applied for incorporating the complicated 40, 41 and 42 group from Portsmouth to Petersfield into one licence. 13 (Brighton-Patcham) has been re-licensed and is now in the Brighton pooling scheme.

THAMES VALLEY

Pangbourne Coaches Ltd. applied some time ago for an express service from the private estate at Purley over some unmetalled roads; it is believed that this service never operated. On June 11th, however, certain journeys on Thames Valley's 5A (Reading-Wantage) and 102 (Reading-West Ilsley) were re-routed to serve this estate at St. Mary's Avenue.

LONDON TRANSPORT

Stage XI of the trolleybus conversion took place on July 19th when services 543, 643, 647, 649 and 649A were withdrawn and replaced by new routes 67, 149, 243, 243A and night service N83 (now nightly) together with extensions of 47 and N90:—

- 67 (weekdays only) replaces 647 in an extended form. It runs from London Docks (Cable Street) to Northumberland Park and its extended section is via Tottenham High Road and Lansdowne Road to the same terminus as the 233 to serve the factory area as well as residents.
- 149 runs in three sections and replaces 649 in an extended form. The extension, which operates on Mondays to Fridays up to about 7 p.m., is from Liverpool Street station to Victoria via Bishopsgate, Threadneedle Street, Bank, Queen Victoria Street, Queen Street, Southwark Bridge, Southwark Street, then as 70. The three sections are: Victoria-Stamford Hill (Mondays-Fridays up to about 7 p.m.); Liverpool Street-Enfield (Ponders End) (daily, all day); and Liverpool Street-Waltham Cross (peaks) or Liverpool Street or Dalston-Waltham Cross (off-peaks). No buses cover the complete route from Victoria to Waltham Cross.
- 243 (weekdays only) replaces 543 and runs in two sections: Holborn-Stamford Hill; and Wood Green-Shoreditch (peaks) or Wood Green-Dalston (off-peaks). At Holborn, buses run one way round the loop, via Gray's Inn Road, Holborn, Charterhouse Street and Farringdon Road.
- 243A (Sundays only) replaces 647 and 649A, and runs from London Docks (Cable Street) to Wood Green, following the 649A from Wood Green as far as Great Eastern Street where it is re-routed to London Docks instead of Liverpool Street station.
- N83 (nightly) replaces the night journeys on 543 and 643 and is extended from Holborn via Farringdon Road, Farringdon Street, Ludgate Circus, Fleet Street and Strand to Charing Cross.
- 47 is extended from Shoreditch to Stoke Newington via Dalston but on Mondays-Saturdays the extension does not operate after about 7 p.m. There is still the usual extension from Bromley Garage to Farnborough on Sundays.
- N90 is extended from Edmonton Park Road to Edmonton Tramway Avenue.

A trial one-way system was introduced on July 16th in the Piccadilly area for one week. It affected the following routes westbound:—

- 14, 19, 22, 38 and 38A were diverted at Piccadilly Circus via Haymarket, Pall Mall and St. James Street to Piccadilly, being joined by 9 and N97 at Pall Mall.
- 25 and 32 were diverted from Old Bond Street eastwards into Piccadilly, then along the very narrow Duke Street, Jermyn Street and St. James Street back to Piccadilly westwards.

Whilst it was reasonably successful, it once again took buses away from the places to which the passengers wish to travel; for example, 9 westbound no longer served Piccadilly Circus. The complete upheaval at the

★ LONDON TRANSPORT GARAGE CODES

London Transport's garage codes are frequently quoted in this feature and a brief outline of the system in use is given this month. A clear distinction must first be drawn between Central Area services and Country services, the latter including Green Line coaches. Country Area garages lie geographically outside the Central Area with the exception of Romford (RE). All Country garages operate buses and coaches except LH (buses only), RE and TW (coaches only). Central Area vehicles are red, Country Area green; occasionally, however, the withdrawal of vehicles for overhaul necessitates some borrowing, for example RG's recent use of red RFs while Green Line vehicles were undergoing overhaul.

On the operating side there is one important difference, in that, while all Central Area vehicles are scheduled to finish each day at the garage where they started, no such rule applies in the Country Area, where some buses and many coaches finish at a "foreign" garage, returning if possible next day. It is doubtless for this reason that the use of garage stencil plates still persists in the Country Area. Furthermore all Country single-deck routes are one-man-operated except 391, 447 and 458.

The garage to which a vehicle is allocated is shown by a code letter or letters—for key see below—painted outside the driver's cab or inside in the case of the single-deckers. On Central Area vehicles it is normally easier to read the code painted on the side of the body and in the case of Routemaster buses this is the only place where it is given. A garage stencil plate, if carried, shows the garage from which the vehicle started service on the day in question. Central Area vehicles normally only carry garage plates when on loan; apart from emergencies this is in a few cases necessary each Saturday, e.g., CM borrowing RTs from AL and D borrowing RFs from T and AR.

All vehicles on regular service carry a schedule number. At one time Central Area garages began a new series at 1 for each route operated and many still do; thus there is an X1 on route 7, another on 18B, one on 28 and another on 187. Even in this case, however, an exception is normally made in the case of A and B routes, so that AL, for instance, numbers 77A in sequence with 77. (AW does begin 177 and 177A at 1). In recent years more and more Central Area garages have adopted the Country Area practice of numbering all routes in one series; so there is only one NS1 (on 103) just as there is only one GR1 (on 321). Indeed RD starts at 10 and TW at 30. In this case a vehicle retains its number when changing route; thus NS104 runs on 247A in morning peak and 174 in evening peak.

The numbers on a route may be arranged in various ways. At one time, before so many routes were split into sections, numbers were arranged to run in orderly sequence when the route was fully operative. Route 30 is a good example. Sometimes peak-hour buses are numbered in a separate series; thus on 130 TC1-13 run all day, TC14-19 peak hours Croydon-Salcot Crescent,

TC20-25 express Croydon-Addington peak hours, (NEB on Salcot Crescent and 19 on express evenings). In many cases, however, the numbers indicate the order of morning departure from garage, regardless of subsequent operation. Thus the normal hour sequence of departures from Limehouse on 86 for Uppminster Park estate is: RD10, RD13, U234, U225, U227, U230, U229, U232, NS160, U235, U237, U238.

Central Area Codes

A	Sutton	N	Norwood
B	Battersea	Q	Camberwell
D	Dalston	K	Riverside
E	Enfield	S	Shepherd's Bush
H	Hackney	T	Leyton
J	Holloway	U	Upton Park
K	Kingston	V	Turnham Green
L	Loughton	W	Cricklewood
M	Mortlake	X	Middle Row
AB	Twickenham	HT	Highbury
AC	Willesden	HW	Southall
AD	Palmer's Green	†H	Isleworth
AE	Hendon	MH	Muswell Hill
AF	Chelverton Road	NB	Norbiton
AK	Streatham	NS	North Street
AL	Merton	NX	New Cross
AM	Plumstead	ON	Alperton
AP	Seven Kings	PE	Potter's Bar
AR	Tottenham	PE	Peckham
AV	Hounslow	PR	Poplar
AW	Abbey Wood	RD	Hornchurch
BK	Barking	RL	Rye Lane
BN	Brixton	*SE	Stonebridge
BW	Bow	*SF	Stamford Hill
BX	Bexley	SP	Sidcup
†CE	Colindale	SW	Stockwell
CF	Chalk Farm	TE	Bromley
CN	Carshalton	TC	Croydon
CT	Clapton	TH	Thornton Heath
ED	Elmers End	TL	Gatford
EM	Edmonton	UX	Uxbridge
EW	Edgware	WD	Wandsworth
*FW	Fulwell	WG	West Green
*FY	Finchley	WH	West Ham
GM	Victoria	WL	Walworth
HD	Harrow Weald	WN	Wood Green
HL	Hanwell	WW	Walthamstow

*Trolleybuses only at present.

†Trolleybuses only; due to be closed

Country Area Codes

CM	Chelsham	LH	Leatherhead
CY	Crawley	LS	Luton
DG	Dunton Green	MA	Amersham
DS	Dorking	NF	Northfleet
DT	Dartford	RE	Romford
EG	East Grinstead	RG	Reigate
EP	Epping	SA	St. Albans
GD	Godstone	SJ	Swanley
GR	Garston	ST	Staines
GY	Grays	SV	Stevenage
HE	High Wycombe	TG	Tring
HF	Hatfield	TW	Tunbridge Wells
HG	Hertford	WR	Windsor
HH	Hemel Hempstead	WY	Addlestone

SCOTTISH TRAFFIC AREA

It is understood that one of the exhibits at the forthcoming Scottish Motor Show, to be held in Glasgow from November 10th to 18th, will be a single-deck bus for Edinburgh built to the new maximum dimensions. The body, with rear entrance and centre and front exits, will be built by Alexander on a Leyland chassis, perhaps of the export Royal Tiger Cub type. It is also confidently expected that it will be accompanied by a new Leyland group double-decker of low height but with normal seating layout on the top deck. There are reports that this model is to be marketed as the Albion Lowlander.

EDINBURGH CORPORATION

Illuminated side panel advertisements may be introduced on 50 new buses ordered for which fluorescent lighting is specified. Staggered hours are to be introduced to three large schools; these will begin classes earlier in an effort to reduce traffic congestion.

Elephant & Castle continues and all buses from the New Kent Road (eleven routes) have to make a double-run along the new dual-carriageway, Newington Butts, away from their direction of route in order to circle the new roundabout at the junction of the erstwhile Draper Street.

Routemaster RM664 is to be operated experimentally on 127 and 276 in an unpainted condition and passengers' opinions will be invited. The Routemaster series will contain the class letters CR and ER in addition to RM, although actual numbers will run on consecutively. The letters CR, as mentioned last month, will be used for the 68 Routemasters to be built as double-deck coaches for use on Green Line routes and these are due in 1962. The 30ft. long Routemasters are the ones to which the classification ER will apply.

The strength of the 26-seat GS class has been reduced by the sale of eight of them.

GLASGOW CORPORATION

New buses to replace trams will be bought with the insurance money received as a result of the fire at Dalmarnock depot.

ALEXANDER (FIFE)

After June 17th, Dunfermline Market Street garage was closed and its vehicles transferred to St. Leonard's Street garage.

ALEXANDER (NORTHERN)

A further sign of the division of the former Alexander company is the appearance in the north of new Leyland Titans registered in Aberdeen.

CENTRAL SMT

The business of J. Laurie & Co., of Hamilton, has been taken over. Laurie operated local services in the Hamilton-East Kilbride area with some thirty double-deck vehicles and three single-deckers. More than half the double-deckers were former London RTL-type Leylands and there were also two Leyland Atlanteans.

The Bankhead-Rutherglen service is to be extended to Eastfield.

A. A. MOTOR SERVICES LTD., Ayr

Following the example of his partner Dodds in producing new vehicles from old, R. Tumilty is rebuilding a single-deck Daimler chassis and having it fitted with a new double-deck body.

T. D. ALEXANDER (Greyhound), Sheffield

T. D. Alexander, who obtained an earlier foothold in Angus when he acquired McGibbon, of Liff, has taken over Hunter & Nelson, of Arbroath. Hunter & Nelson, who worked in and around their home town, had a miscellaneous fleet, mostly second-hand, of about seventeen vehicles, the latest purchases being two Leyland Titans with ECW bodies from the Crosville fleet.

W. KIRKPATRICK, Castle Douglas

It appears that this operator has ceased business. Following the transfer of his Castle Douglas-Mossdale service to T. Johnston & Son, the remaining services (Castle Douglas - Porton and Castle Douglas - Gelston) have been withdrawn.

GEORGE LYLE, Kellaholm

The application for a Kellaholm-Dumfries service (see May issue) has been refused.

A. & P. McCONNACHIE, Campbeltown

Double-deck vehicles are permitted to be operated on the Campbeltown-Machrihanish and Campeltown local services.

J. G. NICHOLSON, Kirkwall

The Kirkwall Pier-Clayloan service is to be withdrawn.

J. RENNIE, Cairneyhill

A licence for the Rosyth-Plymouth service (see May issue) has been granted but only for two journeys in each direction per annum and one vehicle per journey. One driver is used for the 190 miles from Rosyth to Lancaster and two other drivers share the remaining 327 miles thence to Plymouth.

J. S. SIMPSON, Rosehearty

Withdrawal of the Friday, Saturday and Sunday service between Aberdeen and White Cairns is announced.

CHANNEL ISLANDS**JERSEY MOTOR TRANSPORT**

During the past winter JMT experienced a considerable reduction in the number of passengers carried. In the first seven weeks of the present year, over 53,000 fewer passengers were carried than in the corresponding period for 1960. As a result, several drastic economies will come into force with the introduction of the 1961/2 winter timetable in October. Chief amongst these will be the closing of Snow Hill bus station (which serves the east of the island) after 7 p.m. on weekdays, and the introduction of what are to be known as "B" routes.

In practice the "B" routes will be formed by the amalgamation of two or more routes which serve certain parts of the island. Generally speaking they will be of a circular nature, and buses will traverse them in one direction only; this means that some passengers will have a longer ride than usual but no extra fares will be charged.

The "B" routes will only operate when traffic is light, i.e. on Sundays and during the evenings; those for the east of the island will operate when Snow Hill is closed and will commence from the Weighbridge. Details of these new routes are as follows:—

- 1B Weighbridge-St. Catherine's via Mount Bingham, East Coast Road, Gorey Pier and Anne Port (combination of 1 and 2).
- 2B Weighbridge-Weighbridge via Mount Bingham, Bagot, Grouville Hill and Church, St. Clement's Inner Road (combination of 1A and 2).
- 3B Weighbridge-Weighbridge via Mount Bingham, Five Oaks, St. Martin's Church, Faldouet, Five Oaks (combination of 2A and 3).
- 4B Weighbridge-Rozel Bay via Mount Bingham, Trinity Hill, Trinity Church, St. Martin's Arsenal, Rozel Mill. Return via Pot du Rocher (combination of 3, 3A and 4).
- 5B Weighbridge-Weighbridge via Sion, St. John's Church, St. Mary's Church, Carrefour Selous and Mont Felard (combination of 5 and 7).
- 5C Weighbridge-Weighbridge via Sion, St. John's Church, Sorel Point, Devil's Hole, Melbourne House, Mont Cochon (combination of 5 and 6).
- 7B Weighbridge-Leoville via Mont Felard, Carrefour Selous, St. Mary's Church. Return via St. Peter's Valley (combination of 7 and 8).
- 8B Weighbridge-Weighbridge via Tesson Mill, Meadowbank, St. Mary's Church, St. Peter's Valley (combination of 7A and 8).
- 9B Weighbridge-Portinifer via St. Peter's P.O., St. Ouen's Church, St. Ouen's Parish Hall, and Vinchelez. Return via Millais and La Fontaine (combination of 9, 9A and 10).
- 11B Weighbridge-L'Etacq via La Haule, Airport, Les Frontieres, St. Peter's P.O., Jubilee Hill, Val de la Mare (combination of 11 and 11A).
- 12B Weighbridge-Corbierie via St. Aubin's Quasine, St. Brelade's Bay, La Marquanderie, and Route Orange (combination of 12, 14, 15 and 16). This route was in operation during the winter of 1960/1.
- 21B Weighbridge-Weighbridge via Mount Bingham, Town Mills, Grand Vaux, Victoria Village, Verumont, St. Saviour's Hill (combination of 3A and 21).

JMT recently suffered a severe shortage of staff, but following a substantial wage increase the situation has improved. Fares have gone up by 10 per cent to cover this increase.

Five Leyland Tiger Cubs fitted with Massey 40-seat bodies were recently placed in service by the company. They were specially built to conform with the legal maximum length of 27 ft. 6in. which was in force at the time. Within two weeks of these vehicles entering service, the States Defence Committee (the local licensing authority) decided to amend the appropriate law to allow 30 ft. long p.s.v.s to operate on the island.

IRELAND**CIE**

Three double-deckers—R601 on 44A from Eden Quay to Mount Prospect Avenue, R806 from D'Olier Street to Kimmage and R807 on 78B from Aston's Quay to Drumfin Road—have been re-painted in the Birmingham colours of blue and cream with a light brown roof.

BELFAST CORPORATION

Dennis Loline 552 entered service on May 19th. It is a 76-seat forward-entrance 30-footer.