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# The Omnibus Magazine

THE OMNIBUS SOCIETY,  
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## Society Notes . . .

### FORTHCOMING EVENTS

#### 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.

**Saturday, July 1st.**—It is hoped to arrange a visit to the London Transport Fulwell trolleybus works and depot, before the works cease overhaul work. At the time of going to press the plans were not finalised but those who have applied will be notified of the time and place to meet.

**Sunday, July 16th.**—Visit to Southampton Corporation. It is possible that the numbers will be limited and preference, if necessary, will be given to local members and to those who elect to travel by coach from the London area. An interesting vehicle has been hired—a Tilling Stevens operated by Charles W. Banfield Ltd.

**Tuesday, July 18th.**—Trolleybus tour of Waltham Cross, Edmonton, Stamford Hill, Holborn and London Docks immediately prior to the execution of Stage XI of the trolleybus abandonment scheme. A trolleybus has been reserved for the tour and the starting and finishing point will be Shoreditch Church. Meet 6.15 p.m.

**Saturday, August 26th.**—Study tour of Harlow New Town and related bus services, commencing about 2.30 p.m. from the Leytonstone area. Full details will appear next month. There is a possibility that a London Transport RW bus will be used.

#### NORTH WESTERN & YORKSHIRE BRANCH

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

**Sunday, July 2nd.**—Tour of Huddersfield area independents. Full particulars were given in the last issue.

**Sunday, September 17th.**—Visit to Barton Transport Ltd., Chilwell, jointly with Midland Branch.

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

#### 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.

#### NORTHERN BRANCH

**Saturday, July 15th.**—Visit to Percival Bros. (Coaches) Ltd., Richmond, and interest tour of stage carriage services. Meet at Richmond Market Place, 11.30 a.m. The tour will include visits to depots at Caterick and Richmond and the head office. Members who are unable to reach Richmond by 11.30 a.m. can join the party at the head office in the Market Place at 2.0 p.m.

**Sunday, August 27th.**—Visit to Ribble Motor Services Ltd. (Cumberland and Westmorland Area), and interest tour of stage carriage services by Ribble coach. The tour will include visits to the depots at Carlisle, Penrith, Ambleside and Kendal. Meet at the Ribble depot at Carlisle at 11.0 a.m. A coach will be hired to take members and friends, including ladies, from the North East to this event. Please return the booking form to the Branch chairman not later than July 15th.

**Sunday in September.**—Visit to Newcastle Corporation Transport. Full details later.

#### SOUTH WALES BRANCH

**Sunday, August 20th.**—Visit to Porthcawl to study coach traffic.

**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.

#### 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.**—A tour visiting the independents of North East Hampshire is proposed, starting from Farcham station.

Full details of this and the rest of the Group's activities in Hampshire can be obtained from the Area Organiser, Mr. C. W. Munt, 49 Freegrunds Road, Hedge End, near Southampton.

#### PERSONAL

Mr. J. B. Burnell, C.B.E., J.P., M.Inst.T., President of The Omnibus Society for 1956, retires this month from office as Operating Manager (Central Road Services) of London Transport at the age of 63. Formerly a Naval officer, Mr. Burnell began with the LGOC as a

traffic observer in 1926, later serving as a depot superintendent at Turnham Green and Middle Row and then for four years as staff assistant at country bus headquarters at Reigate. Early in 1940 he was appointed superintendent of the eastern division of the old central bus organisation and in October 1945 he became operating manager of the central bus fleet. Three years later he became head of the entire central road services fleet. In 1956 he was awarded the C.B.E. He has been a member of the London and Home Counties Traffic Advisory Committee since 1948.

**Mr. J. T. Sheppard**, chief clerk with the West Hartlepool Corporation Transport undertaking, has been appointed deputy transport manager.

**Mr. K. W. Swallow** moved to Manchester Corporation transport department at the beginning of this month under the Municipal Passenger Transport Association's executive training scheme.

**Mr. J. A. B. Hibbs, M.Sc.(Econ.)**, is now living at Coach House, The Vineyards, Windmill Hill, Saffron Walden, Essex.

#### Obituary

We record with regret the death of **Mr. A. F. C. Walton**, of Finchley, at the age of 39.

## RECENT EVENTS

### Study tour of Grays—April 8th

A good attendance of 34 took part in the Grays study tour which left Upminster station at 10.30 a.m. The route had been chosen with great care and the majority of bus services operated from London Transport's Grays garage were followed with a minimum of double-running. The scenery could hardly have been described as picturesque but there was much to interest the transport enthusiast. The most interesting feature was the integration which has taken place since the Eastern National local services in the area had been taken over by London Transport, and inspection of these routes brought us to within ten miles of Southend-on-Sea and the remarkable districts of Shell Haven and Coryton where are situated a number of oil refineries.

The vehicle for the tour was provided by Harris, of Grays, and we were able to meet the proprietor who at one time ran a stage service in the area. It was a surprise to some members to find that this concern now operates a fleet of 34 coaches, together with a road haulage business. Our driver being a local man was able to add some local colour to the excellent commentary given by the planner of the tour, Mr. John C. Gillham. We are also indebted to Mr. A. W. McCall who was able to contribute some up to the minute comments on the latest service revisions. The tour was concluded within a few minutes of the scheduled time of 5 p.m. at Upminster Station. (A.G.N.)

### Grimsby-Olethorpes Transport—May 27th

The East Midland Group paid a Saturday afternoon visit to the G-CT undertaking and were given a comprehensive tour of the garage, workshops and offices. In an undertaking with such a complex system of routes and such a variety of vehicle types, ranging from 11 to 68-seaters, the visit could hardly have failed to be of interest. The Grimsby depot (the one taken over from Cleethorpes was sold) provides a reminder of the history of the town's transport with its tram rails still *in situ* and a bit of the overhead wiring from the trolleybuses still left. The rolling stock superintendent was able to recall for us the bombing of the depot in 1943 and how one of the centre-entrance AEC Regents had to be removed for an unexploded "butterfly" bomb lying on the upper saloon floor to be detonated. He had fond memories of 48, the last AEC Q double-decker to operate in the country, which could perhaps have been coloured by the passing of time but which would apparently have been substantiated by many of the older drivers. The traffic superintendent gave us an insight into route revisions that are under consideration and explained some of the ones that had taken place, and our local members had seemingly been well briefed for this part of the visit beforehand.

The G-CT visit had been preceded by a trip over the Immingham Tramway, due to finish on July 1st. In both directions we travelled on the original Great Central cars. (K.W.S.)

(SCOTTISH TRAFFIC AREA continued from page 131).

### ABERDEEN CORPORATION

On March 26th, 21 (Golf Links-Broomhill) was extended to a new terminus in Garthdee Drive. From June 4th, 13 (Castle Street-Byron Square) is diverted via Fernhill Drive and extended to Scatterburn, 18 is extended to Craigeubuckler Place and 8 is withdrawn at off-peak periods.

### EDINBURGH CORPORATION

Revised night services (see May issue) commenced operation on May 15th.

### GLASGOW CORPORATION

From June 4th, buses 18/18A (Springburn-Burnside/Shawfield) replaced tramway services carrying the same numbers. Terminal points are Springburn (Hawthorn Street), Burnside (Brownside Road) and Shawfield (Shawfield Road). Bus 48 (Broomielaw-Nitshill) is extended to South Nitshill (Weemsmoor Road) while bus 49 (Govan Cross-Nitshill) and night bus 14 (George Square-Nitshill) are extended to South Nitshill (Whinfield Path).

### SCOTTISH OMNIBUSES

A new service between Edinburgh and Prestwick Airport, to connect with air liners for North America, started on May 15th. New Sir Walter Scott class AEC Reliance coaches are used, specially lettered *TRANSATLANTIC EXPRESS San Francisco Montreal New York Prestwick Edinburgh*.

A new garage at Musselburgh will house 50 vehicles under cover. Administrative offices and staff rooms will be incorporated in the building, which is being built on the site of the former Central cinema.

### WESTERN SMT

Journeys on Ayr local services A1 and A1B are being extended at Doonfoot to Earl's Way.

### THOMAS JOHNSTON & SON, St. Andrews Garage, Castle Douglas

Application has been made to take over the Castle Douglas-Mossdale service and tours from Castle Douglas operated by William Kirkpatrick.

### A. & C. McLENNAN, Spittalfield

The Blairgowrie-Kirriemuir service and tours from Blairgowrie of Colin Christison have been taken over.

**ALEXANDER NICOLSON**, Skeabost Bridge, Isle of Skye  
Due to ill health Mr. Nicolson proposed to withdraw his Portree-Glendale/Borreraig service but following local representations the service is to be continued in a modified form. The Portree-Waternish service has been withdrawn.

### WEIR'S COACHES, 7 Raploch Avenue, Glasgow

Application to take over the tours from Baillieston of Dugald McFadyen & Sons has been made.

### J. P. WILLIAMSON, Gaudry

This operator has applied to run the Dundee-Tealing service previously licensed to George Crichton & Son (Tealing) Ltd. At the time of writing the service is being worked under short period licences by T. D. Alexander, Birkhill.

### WILSON COACH HIRERS, Glasgow

The application for an Easterhouse-Renfrew service for workers (see June issue) has been refused.

## CIE

## IRELAND

Since October 1959, all overhauled single-deckers have been painted in the new livery of red and cream. Bus stops in the centre of Dublin have been repainted green instead of the usual silver. All new and overhauled buses are to have heaters installed.

## THOUGHTS . . .

"The public will eventually turn more and more to the use of the single-deck transit bus for short haul transportation in the downtown centres of the larger towns and cities." This sounds like an extract from an American transport journal, but it is in fact from a paper given at Eastbourne in May to the Public Transport Association by J. McHugh, chief engineer (vehicles) of Leyland Motors. With his assertion we will choose not to quarrel; time alone will tell. However, we expect some eyebrows were raised at the way in which he chose to express it.

Looking through old conference proceedings of operators' associations can be very interesting for those of us who have easy access to them. As long ago as 1920, Councillor C. Higham, chairman of Blackburn Corporation tramways committee, gave his opinion on workmen's fares—an opinion echoed time and time again in the traffic courts in more recent years: "When we had large classes of workmen receiving miserably low wages, there may have been some reason for subsidising the carrying of those who had to use the cars to get to their work, but now, if the amount of wages has to be taken into consideration, then it is not the people who go to work before 8 a.m. who should have half fares, but those who in the past have been looked upon as the aristocracy of labour, and go to their daily toil at 8.30 or 9 a.m."

The picture we reproduce on this page reminds us that Mr. C. T. Humpidge, a staunch supporter of the trolleybus, has moved from Bradford to take up the managership at Sheffield. In fact, the new Sheffield timetable issued on May 1st gave him as the general manager when Bradford were still claiming him, for his name still appeared on that city's new timetable issued in May.

Despite the existence on the market of three double-deck designs with entrances in front of the front axles, the forward-entrance body on vertical-engined chassis looks like retaining its popularity. This is a 70-seater by the MCW group on an AEC Regent V for Bradford City Transport. Note the position of the coat of arms and the AEC badge. (Block by courtesy of "AEC Gazette.")

From Yorkshire, too, comes the delightful story of the bus shelter removed from Rockingham Street bus station in Leeds after its closure and its subsequent re-erection at Templenewsam, still carrying the notice saying that "services will be transferred to the Central Bus Station with effect from 1st January, 1961."

We are proud to begin this month a series of articles on the early days of the bus business by a man who, at over 80 years of age, still commands a clear style and a remarkable memory. It has given us much pleasure to read through the contributions Mr. Webb has sent us so far, and we know that after reading on page 132 his account of two Tilling horses of which he was particularly fond you will want to read more. Lack of space will prohibit us from publishing the articles monthly but we promise to include them as frequently as possible.

Do you want your subscription to The Omnibus Society to be paid for you next year? It will be if yours is the winning entry in the article competition, full details of which were given in the May issue. We repeat what we said there—the size of the town you choose to describe is not important. Even the smallest village has its bus services and they are all capable of description. The closing date for the receipt of entries is September 4th.



Two former Southdown Guys in Llandudno & Colwyn Bay Electric Railway service on Penrhyn Hill. The trams ran on reserved track to the left of the roadway, where the car is parked in this picture. (Block by courtesy "Bus & Coach")

## The reds and the greens

K. W. SWALLOW and F. F. CLOUGH

**THE** trams that started running between West Shore,

Llandudno, and the car depot at Rhos-on-Sea on October 19th, 1907 were red and cream ones. In 1931 the owners of the line, which by then ran to Greenfield Road, in Colwyn Bay, decided to change the livery to green and cream. On March 25th, 1956 the trams were replaced by a fleet of former Southdown Guy Arabs, their Southdown green and cream replaced by the old LCBER livery of red and cream to distinguish them from their rival's buses, those of Crosville Motor Services Ltd. Finally, on May 28th this year, red and cream gave way once more to green and cream. The competition was over; Crosville were now the sole operators (incidentally, Crosville has a very attractive all-cream livery for its summer open-toppers).

This, of course, is to over-simplify things, both as regards the history of the tram company (from April 21st, 1909 known as the Llandudno and Colwyn Bay Electric Railway Limited) and the years following the tram conversion. With the history of the line we are not concerned here, except insofar as recent developments are becoming history. However, perhaps we can be forgiven for first mentioning one or two of the things that made the line justly famous, before we pass on to more recent times; for a more detailed history readers are referred to the booklet published by the LRTL in 1955.

The original proposals put forward before the turn of the century envisaged a line stretching from Llandudno through Colwyn Bay to Rhyl and Prestatyn. Nothing came of the idea to run beyond Colwyn Bay, except for a short extension to Old Colwyn which was

opened in 1915, but discontinued in 1930 because of bus competition, the goodwill being transferred to Crosville. The line was a scenic one. It ran from Llandudno West Shore along a wide boulevard on what was virtually a central reservation nearly to the other shore, and then by street running to the edge of the built-up area; then on private track through Bodafon Fields, over the edge of the Little Orme and along the sea-shore at Penrhyn Bay before taking to the streets again in Rhos-on-Sea. At the bottom of the Penrhyn Hill descent from the Little Orme, the Crosville buses went inland, keeping to the main road and running past Llandrillo-yn-Rhos church, while the trams clung to the coast between the golf course and the shingle, the two joining up again at Rhos promenade. Penrhyn Bay was one of the line's limitations. When the wind reached 50 m.p.h. the open-toppers, ten of which had been acquired from Bournemouth in the 'thirties, were not allowed to carry upper deck passengers, and in fact only single-deckers were used in these conditions. A wind gauge had to be installed, but it later fell into disuse. In the autumn of 1945 high seas came dangerously near the eastbound track here, and single-line working was introduced. Three winters later, after some sketchy repair work had proved ineffective, the track was undermined by the sea and single-line working was restored, continuing until the end of the trams. Before the construction of the new sea wall, conditions were so bad at this point at times of high tide and strong winds that on occasion the service was interrupted, owing to shingle and even water covering the track; cars ran to each side of the

short affected stretch and passengers transferred on foot, sometimes at the risk of a wetting.

The two metal-framed closed-top streamlined double-deckers which came from Darwen Corporation's 4ft. 0in. gauge system in 1946 and which entered service in 1948 after conversion to the line's 3ft. 6in. gauge, were not allowed to run in service alongside Penrhyn Bay or over Penrhyn Hill, and maintained a spasmodic shuttle service for a while, one between West Shore and Craig-y-don at the Llandudno end and the other between the car depot and Colwyn Bay. Not for long were their air hooters to disturb the players on the cricket ground in Penrhyn Avenue, because they proved to be a bad buy on account of their limited use and difficulty of maintenance, and they were taken out of service. The last recognisable pieces of tramcar left at the depot after the buses had taken over were the cabin doors and roofs of these two cars, and, in fact, the four cabin doors were still there to the end.

Trolleybuses were considered in 1931 as replacements for the original trams, at the same time as the associated Balfour Beatty companies of Llanelly and Notts & Derby were bringing them into service, but instead, a policy of purchasing second-hand cars was introduced, not only from Bournemouth and Darwen

timings were a little tight for summer operation when traffic and loadings were denser. With the introduction of the summer timetable, therefore, 70 minutes were allowed for the round trip, instead of 60; and subsequently other modifications also proved necessary, as mentioned below. Some route alterations were necessary so as to avoid the private right of way in the Penrhyn Bay and Little Orme areas, on which no proper road existed; the new route lay along Penrhyn Isaf Road and Morfa Road, and Nantygamar Road (later Carmen Sylva Road) and Brynybia Road respectively; from 1957 west-bound buses in Rhos-on-Sea used Abbey Road instead of Penrhyn Avenue, where the track was laid on the south side of the roadway against the kerb, making the conditions unsuitable for buses in that direction, particularly after track lifting began, and in Colwyn Bay the buses ran down Penrhyn Road to the station, and thence via Bay View Road and Greenfield Road to Abergelge Road, to enable them to start back for Llandudno from the old tram terminus without reversing. Crosville objected to a proposal that the LCBER buses should take their stand time at Colwyn Bay station and they "waited time" at Greenfield Road instead, notwithstanding police objection to this course.

The company was involved in much controversy

The March 1953 schedules examination set for his trainees by W. J. Crosland-Taylor, then Crosville's general manager, asked how his company could best put on a bus service to replace the trams of the Llandudno & Colwyn Bay Electric Railway Ltd. The question assumed that the tramway had been cut in two by a high tide, which had washed away the roadway at Rhos, and that the management had decided to take the opportunity to close down for good (the subsequent construction of a new sea defence wall—to which the LCBER had to contribute £2,500—removed this possibility). In March 1956, the LCBER took on a new lease of life on conversion to bus operation, the management having decided tramway renewal was not an economic proposition. In May 1961, the Crosville company, from which Mr. Crosland-Taylor has now retired, bought the LCBER bus service goodwill for £40,000. Mr. Crosland-Taylor will remember the day when, as President of the Omnibus Society, he drove one of the toastrack trams in the depot at Rhos, six months before the trams finished. Here, we remember the company that ran the last British street tramway in company ownership, the last 3ft. 6in. gauge system, and the last open-top double-deck trams. For its fame lay in its tramway system.

but also from Accrington, and the trams remained a part of the scene until 1956; some of the original stock was still in service. Now, all that remains to their memory, apart from the doors of the Darwen cars, is the preserved No. 6, one of the Bournemouth cars, which rests at the BTC museum at Clapham, and various relics in private ownership—top deck and "toastrack" seats in many local gardens; top deck railings and grille work in the garden of one of the writers; and a sliding door and frame in the former manager's garage in Penrhyn Bay.

When the Omnibus Society visited the line in September 1955, conversion was in the wind. An East Kent Leyland Titan TD5 had just been acquired to train the tram drivers, for it was the intention to keep the same staff, many of them having long service with the undertaking; some tram drivers had however to take to conducting. On Saturday, March 24th, 1956, the last trams ran—a single-decker on the service timing and double-decker 8, with some 50 guests, paying tribute to a line that had 130m. passengers to its credit since its inception (to the end, the trams were carrying some 24 million passengers annually). The ex-Southdown Guy Arabs that replaced them the following day were expected to make the journey in 30 minutes, compared with up to 47 minutes allowed the trams. Their 5LW Gardner engines proved adequate for Penrhyn Hill, but the

over the removal of the tram tracks in the roads which had been constructed and "adopted" by the Councils since the original construction of the tramway because it considered that when it had removed the track the road was still in a better condition than it was in 1907 when the line was laid (in fact, few of the roads existed at all at that time, apart from the town centres). Colwyn Bay Corporation was finally forced, after taking Counsel's opinion on the legal position, to carry out the necessary work in Penrhyn Avenue at the ratepayers' expense, after the LCBER had torn up the tracks, and while this complete reconstruction was being carried out in 1958, it was necessary to run the buses in both directions along Abbey Road. When the work was finished, two-way working was restored to Penrhyn Avenue. In due course, the various highway authorities agreed to take £5,000 in respect of the reinstatement of the adopted roads, along with the old track itself; the position was greatly complicated by the fact that the line ran in two counties (Caernarvonshire and Denbighshire), one borough (Colwyn Bay) and one urban district (Llandudno), all with differing degrees of highway responsibility. Even now parts of the track in roads in the Llandudno area still remain *in situ*.

Early additions to the bus fleet comprised two open-top Daimler COG5s from Newcastle Corporation which, wending their leisurely way up Penrhyn Hill,



One of the ten open-top trams purchased from Bournemouth Corporation doing business in Llandudno. It is one of these cars that has been preserved at the British Transport Commission's museum at Clapham.

offered holidaymakers something of the atmosphere that they had lost with the passing of the toast-racks and the open-top Bournemouth cars. At much the same time Crosville began using as duplicates open-top Bristol Lodekkas (with detachable tops for winter use) between Llandudno and Old Colwyn. Another Guy came from Southdown in 1957 and two similar from the East Kent fleet followed more recently. One of the ex-Southdown vehicles was converted to open-top during the winter of 1959-60, and but for the close-down another would have been in service this year. This work and much other overhaul activity went on in the Rhos depot, mainly in the winter months, under the direction of the manager, Mr. W. Butterworth, who came to the company from Manchester Corporation a few years before the abandonment of the trams and who was fortunate in having had long experience in both forms of transport.

One other local peculiarity has not yet been mentioned—the ownership by the LCBER of a section of toll road straddling the county boundary between Rhos golf links and the seashore, at the point where the new sea wall has now been built. This road at the time of writing still belongs to the company, which collects tolls from passing motorists during the summer months. This has been a vexed point with the public for many years, but the existence of the road goes back to the earliest days of the company's history when the track was originally laid across the open fields. Until relatively recent times, its use by competing forms of transport—largely private coaches—was prohibited, but nowadays a coach may pass if it is willing to pay the 2/6d. toll laid down, though few do so, as operators are well aware of the position. The surface of this road has never been good, and although efforts have been made from time to time by the company to improve it by patching the worst holes, nothing short of an expensive total reconstruction would render it really suitable for heavy traffic. Although the RAC handbook states that the road is closed from 11 p.m. to 8 a.m., in fact it never closes; the gate is just left open when no collector is on duty.

The toll road position was the main ground of the representations made to the traffic commissioners by the Colwyn Bay and Llandudno councils at the public hearing of Crosville's application for replacement

licences on May 9th, 1961. Much was made by the authorities of the very anomalous legal position of this section of route, where Crosville were applying for a licence to operate over what was not a public highway, and had to admit that they had a mere permission from the LCBER to use the toll road without payment, but had been unable to secure any undertaking that the road would be kept in usable condition in the future. Mr. J. R. Amphlett, a director of the LCBER, endeavoured to reassure the objecting authorities by pointing out that the road was a source of revenue to the company and they were hardly likely to let it deteriorate to such a point that it became unusable; but he would give no definite undertakings as to its maintenance, and so the position still remains open. The chairman of the traffic commissioners pointed out that if the road did become too bad for use by Crosville, an application would have to be made for a route diversion (the only possibility is, of course, to use Llandudno Road as the long-established Crosville route has done) when the local authorities would have a fresh opportunity to be heard; and with this they had to be content.

Although negotiations for the taking over of the toll road by the local authorities have been going on, it is a question whether they really wish to do this, as if the road were reconstructed and freed from toll, it would then throw much through traffic on to residential roads in Penrhyn Bay and, to a lesser extent, Rhos-on-Sea, which are not adapted to handle it.

Competition between the tramway company and the bus operators (even before the days of Crosville) has always been keen, though since the Road Traffic Act of 1930 the position has stabilised somewhat and there were agreements between the two parties as to equitable division of traffic. One of Crosville's motives for wishing to take over the competing service has been the existence of various protective fares and conditions on other Crosville routes which have hampered operations, and similar restrictions on duplication and short workings as between Llandudno and Colwyn Bay which they felt confined their flexibility of operation. All these have now been swept away.

For their part, the LCBER tried strenuously to maintain parity with Crosville in their service frequency. When the conversion to buses took place in

1956, a 10-minute frequency was operated by both parties and this remained the basic summer frequency throughout, though in winter the LCBER went to a 30-minute frequency in the evenings and on Sundays, when Crosville ran every 15 minutes; and during the Suez fuel rationing period a 15-minute frequency was operated by both. The LCBER then made an application to the traffic commissioners for a permanent reduction to this frequency in their own service and to impose the same frequency on Crosville, who very strenuously resisted. The commissioners refused to reduce the long-established Crosville frequency, and this was upheld on appeal. The LCBER then had to consider their own position afresh, and having found it impracticable to maintain a winter daytime 20-minute frequency with only three buses (i.e. a round journey time of exactly an hour including terminal time) and uneconomic to use four, introduced in December 1958 the service which remained the standard winter service to the end. To make it possible to maintain a 20-minute through service during the day with only three buses, the service was cut back in Llandudno from West Shore to the corner of Gloddaeth Street and Mostyn Street (the point variously known as "Hooson's Corner" or "Palladium Corner") and a short working with one bus was introduced between West Shore and Craig-y-don (originally to Nant-y-Gamar Road/Mostyn Avenue, later to Carmen Sylva Road/Mostyn Avenue when the through service was diverted from Nant-y-Gamar Road to Carmen Sylva Road), making a 10-minute local frequency over the busy section at the Llandudno end of the route. At the same time another bus ran a local service from Colwyn Bay to the depot at Rhos-on-Sea, making a 10-minute service there. In the evenings and on Sundays, there were only two buses in service, making a half-hourly frequency from West Shore through to Colwyn Bay (at the times of light traffic this proved possible), and no short workings.

At Whitsun each year a modified summer service came into force—during the day a 10-minute frequency of through buses (seven vehicles) but reverting to winter frequency in the evening; this lasted until the last weekend in June or the first in July, when the full summer service came into force. Not only have both companies operated a basic 10-minute service in the high summer period, but also have provided frequent duplicates (mainly these were open-top buses, though LCBER had of course only three and so used the normal fleet to help out). This very frequent service led to many recriminations as to bad timekeeping and "poaching" between the two companies and eventually, after a public hearing by the traffic commissioners, led to each company (with the blessing of the traffic commissioners, who however declined to impose them as conditions of the licences, or to limit duplication to 30 per cent of scheduled operation, as claimed by the LCBER) appointing traffic regulators at Colwyn Bay and Llandudno to try to ensure equally-spaced departures. For five weeks of the 1957 summer season, two inspectors sat solemnly on camp stools at each end of the route noting down all departures, at a cost of some £20 per week to each company—nobody seems to think any useful purpose was served and they were not re-introduced the following summer.

Now all this has come to an end and Crosville have the field to themselves. Certain reorganisation of services has taken place, notably that the basic service operation combines the LCBER route with the existing Crosville Colwyn Bay-Llysfaen (M17/18) route—every

20 minutes throughout the day in the high summer, but reduced to 30 minutes in the evenings in June. Except on Sundays, when the through Llysfaen service only runs hourly and the 30-minute frequency is made up with Llandudno-Colwyn Bay short workings, the operation to Colwyn Bay station by the standard service is abandoned. In the high summer (July 2nd to September 2nd) however, there is an additional 20-minute West Shore-Colwyn Bay station service throughout the day, and more on Sundays, to make up the required 10-minute service between Colwyn Bay and Llandudno centre (Palladium Corner), where all the through Llysfaen buses terminate. All Crosville buses from Llandudno turning at Colwyn Bay do so via Sea View Road, so abandoning the LCBER turning loop via Greenfield Road, and shortening the route a little. Crosville have scheduled a running time of 26 minutes from Llandudno (Palladium) to Colwyn Bay (Station Road) and 30 minutes for the open-toppers to Colwyn Bay station (34 minutes from West Shore).

In winter, although the detailed schedules have not been published, it is understood that the M17/18 route (the difference is only a minor diversion at Llysfaen) will only run every 30 minutes throughout the day, except during the morning and evening peaks, and this proposed reduction from the LCBER 20-minute service has brought much objection from the ratepayers' associations along the route (but not from the local authorities), who fear that the service will prove inadequate or inconvenient. The Crosville method of meeting these objections, in part, is to divert two journeys an hour on the existing Llandudno-Penmaen Head service (M12) roughly from 7 a.m. to 7 p.m. to run in Rhos via Church Road and Penrhyn Avenue as P12 instead of via Rhos Road; this will make the winter daytime service a 15-minute frequency between the old LCBER depot in Rhos and Colwyn Bay, as against the LCBER 10-minute. This did not really satisfy the ratepayers' associations, and



A notice at the approach to the toll road. In the background is the Little Orme. (Black by courtesy "Bus & Coach")

## LLANDUDNO &amp; COLWYN BAY ELECTRIC RAILWAY LTD.

## Bus fleet list from 1955

Fleet No.	Regn. No.	Make and type	Chassis No.	Seating	Bodybuilder	Year new	Acquired from	With-drawn
—	AJG 26	Leyland Titan TD5	301020	L27/26R	Park Royal	1938	East Kent	1955 1956 a
3	GUF128	Guy Arab 5LW	FD27005	H28/26R	Northern Counties	1945	Southdown	1956 1957 b
4	GUF133	Guy Arab 5LW	FD27093	H28/26R	Northern Counties	1945	Southdown	1956 1959 c
5	GUF155	Guy Arab 5LW	FD27390	H28/26R	Northern Counties	1945	Southdown	1956 1957 d
6	GUF165	Guy Arab 5LW	FD27763	H28/26R	Northern Counties	1945	Southdown	1956 1959 c
7	GUF177	Guy Arab 5LW	FD27773	H30/26R	Weymann	1945	Southdown	1956 1961 e
8	GUF183	Guy Arab 5LW	FD27819	H28/26R	Weymann	1945	Southdown	1956 1961
9	GUF387	Guy Arab 5LW	FD28033	H30/26R	Weymann	1945	Southdown	1956 1961
10	GUF388	Guy Arab 5LW	FD28034	H30/26R	Weymann	1945	Southdown	1956 1961 e
11	GUF391	Guy Arab 5LW	FD28037	H30/26R	Weymann	1946	Southdown	1956 1961
12	GUF393	Guy Arab 5LW	FD28045	H30/26R	Weymann	1946	Southdown	1956 1961
13	GUF398	Guy Arab 5LW	FD28170	H30/26R	Park Royal	1946	Southdown	1956 1961
—	GUF175	Guy Arab 5LW	FD27766	H30/26R	Weymann	1945	Southdown	1956 * f
1	HTN231	Daimler COG5	10906	OT31/25R	Northern Coachbuilders	1939	Newcastle Corp.	1956 1961
2	HTN233	Daimler COG5	10907	OT31/25R	Northern Coachbuilders	1939	Newcastle Corp.	1956 1961
3	GUF159	Guy Arab 5LW	FD27414	H28/26R	Northern Counties	1945	Southdown	1957 1961 g
4	BJG355	Guy Arab 5LW	FD26783	H30/26R	Park Royal	1944	East Kent	1959 1961
6	BJG356	Guy Arab 5LW	FD26784	H30/26R	Park Royal	1944	East Kent	1959 1961

## Notes

- a Used for driver training only; sold to Balfour Beatty for contract work.  
 b Scrapped at Rhos.  
 c Scrapped at Rhos 1961, 4 having been partially converted to open-top for 1961 season.  
 d To breakdown tender on trade plate 373CA.  
 e Rebuilt at Rhos winter 1960/61 but never re-entered service.  
 f Used for spares and never operated.  
 g Converted to open-top for 1960 season.  
 \* Never operated.

The original 3 to 13, together with GUF175, were all acquired in time for the tram conversion in 3/56, dates of licensing being as follows:—

3-5 12/55; 6-8 3/56; 9 7/56; 10 8/56; 11/2 12/56; 13 4/56.

The ex-Newcastle open-top Daimlers, 1 and 2, came after the conversion and were licensed in 6/56.

the traffic commissioners ruled that the timetables applied for by Crosville were only to be regarded as on trial for a period of six months, and that a new public enquiry would be ordered if the objecting associations had any complaints at the end of that period. This diversion runs in summer also, and introduces a useful new facility between Colwyn Bay Cricket Club and Llandrillo. There has never been a service via Church Road before, and there was certain public opposition to this part of the route on grounds of supposed danger to pupils attending a local school, but the traffic commissioners approved it after arranging to inspect the route.

It should be emphasised that the Crosville take-over covered the route only, and not any other assets of the LCBER, so that company remains in being, pending their disposal; it is understood that certain vehicles may see further service in North Wales or elsewhere. Many of the employees have been taken over by Crosville with the service, but others have left for other jobs and in fact the LCBER found it very difficult during the last two weeks of operation to maintain the full licensed schedule owing to shortage of crews—at one juncture they could only put three buses on the road at one time, but during the final week they worked this up to five, all working Colwyn B Palladium Corner, and only in the evenings was there operation to West Shore.

Figures in the current edition of the Stock Exchange Year Book show clearly the financial position of the LCBER, and how even the sale of the goodwill of the bus route for £40,000 will not ensure a guaranteed return of their capital for the shareholders, unless other assets realise far more than their book value.

The issued capital of the company stands at £99,970 and the balance sheet for the year ended December 31st, 1958 (apparently the latest available) shows that the greater part of this is represented by expenditure on the Light Railway which has not been written off; this sum of £73,229 is presumably mainly if not entirely represented by the goodwill of the service now sold. Other assets were shown as: fixed, £23,904 and current, £1,589; but current liabilities were £5,225 and the debit balance on profit and loss account was £6,473. No dividends have been paid since a 2 per cent preference dividend was paid in 1947; no ordinary or deferred dividend has been paid since 4 per cent was paid in 1922. Since then there has been a re-organisation of capital, incidentally, when a considerable part of the capital was written off. Nobody can surely accuse *these* shareholders of profiteering!

The fleet list of the LCBER given above has been checked with Mr. Butterworth, to whom and to Mr. Penketh of Crosville we are much indebted for facilities and information.



## Toasts, the Trossachs and trams

PRESIDENTIAL WEEK-END, JUNE 3rd & 4th

EDINBURGH this year became the venue for the first Presidential week-end outside England. A splendid welcome to this "city of contrast," a phrase frequently used of Edinburgh and one which we would otherwise have coined ourselves, took the form of an hour's tour on the Saturday afternoon, taking in much that is lovely and much that is historical in Edinburgh. The transport department does, of course, run a very extensive service of city tours. There followed a visit to Shrubhill bus works, still in the process of conversion from a tram works. Some of the city's experimental vehicles were on display here, together with several types of older vehicles now gradually disappearing from the fleet. There was the Holmes glassfibre-fronted PD3, 998, and its Leyland-fronted counterpart, 999; there was an Arab IV with a 6LX engine, 959; a PD2 which was Edinburgh's first bus with fluorescent lighting, 553; and there were one-man-operated Tiger Cubs with short-wave radio, one with a power-operated Setright ticket machine and the other with the comparatively new Swedish Almex machine to which these buses are being converted. From the works, after a halt for refreshments, the party was divided to see the radio control room, which operates for 24 hours a day, and the newly-established museum, to be described in detail in a future issue. Currently on loan was a Guy Wulfrunian demonstrator and this conveyed us back to our hotels and to Princes Street.

The annual dinner in the evening was attended by 104 members, friends and guests. Mr. E. R. L. Fitzpayne, B.Sc., M.I.E.E., M.I.Mech.E., general manager of Glasgow Corporation transport department, in proposing the toast of The Omnibus Society, reminded us that here in Edinburgh we have two undertakings properly run on economic lines—Scottish Omnibuses ("an example of how an undertaking whose money is subscribed by the state should be run") and the Edinburgh municipal undertaking, which has never had to have anything from the rates. Speaking of the Society, he said, "You are to be congratulated on the long list of Presidents since 1947, not the least of which is Mr. Little."

Replying, Mr. W. M. Little, B.Sc., A.M.I.C.E., A.M.I.E.E., M.Inst.T., President of The Omnibus Society, told us he had been trying to find some literary reference to buses, but with little success apart from the Oxford English Dictionary and a short piece of Tennyson that could possibly be applied to them. He regretted that in cutting down costs, standardisation had become the order of the day and remarked, "Here we in Edinburgh try to make all our buses look the same"—a reference to the Leyland-styled standard plastics front appearing on Guy and Daimler chassis and row on a Leyland-bodied PD2/12.

In the absence of Mr. J. Graeme Bruce, the Society's chairman, Mr. J. K. D. Blair, C.A., proposed the toast of The Guests—Mr. James Amos, C.B.E., chairman of Scottish Omnibuses Ltd., Mr. H. Joy, general manager of Walter Alexander & Co. (Coachbuilders) Ltd., Councillor Hugh MacPherson, chairman of the Edinburgh transport committee, Mr. William Dodds, of the famous independent from Troon, Mr. A. Prentice, transport manager of St. Cuthberts Co-operative Association Ltd., Mr. Fitzpayne, and their ladies. He pointed out that the annual dinner was the only way in

which we could in some way repay the kindness shown to us by members of the industry over the years. He said, too, how glad we were to have with us the ladies and also several friends of members—future members perhaps.

Responding, Mr. Amos commented on the way in which bodies such as The Omnibus Society are viewed by the industry. "We strongly suspected you at first," he said, "but we have taken you to our hearts."

Sunday morning brought the weather that is usually provided for our week-end events, and in brilliant sunshine two SMT coaches left Edinburgh and an Alexander coach left Glasgow to meet at the coach-building works at Falkirk of Walter Alexander & Co. (Coachbuilders) Ltd. The Edinburgh coaches stopped on the way to look at the beginnings of the new Forth road bridge and at the famous railway bridge, still regarded as one of the engineering wonders of the world. It was to the new Falkirk works that the Alexander coachbuilding concern moved three years ago because their former Stirling factory had become inadequate. The present company was, of course, incorporated in February 1948 to take over the coach-building activities of W. Alexander & Sons Ltd., who had been acquired by the BTC. The company is a private one which is therefore not subject to the Transport Act restrictions placed upon the state-owned Eastern Coach Works, and besides fulfilling a considerable part of the requirements of the Scottish Bus Group builds bodies for other operators throughout Britain. The BET Group has lately figured in the order book and we saw the first of a large order for Dennis Loline bodywork for this group. Mr. Little joined us for lunch at the county town of Stirling, on the conclusion of the visit.

Then came the run through The Trossachs to Loch Katrine and a short halt at Aberfoyle. On a perfect day such as this, it seemed to matter little whether one knew anything of the novels of Sir Walter Scott or of Scottish history, because the enchanting beauty of this grand scenery was a delight to the eye. Not so Glasgow; and we are sure Glaswegians will forgive us for inevitably drawing the contrast between the two. But Glasgow brought us something else to gladden our hearts—the trams. From Maryhill depot, we were taken on a tour of much of the remaining parts of the system in two interesting cars. One was the former single-ended PCC car, 1005, now converted to resemble a Gunarder; the other was the Standard, 488, which was overhauled to be sent to Paris as a museum piece, brought back into service following the Dalmar-nock fire and destined immediately after our trip for withdrawal again. In the course of our tour we were taken to Coplawhill works where we saw a variety of Glasgow Corporation rolling-stock, including trams for scrapping, new bus bodies under construction, and an underground railway car having an extensive overhaul. There were also three vintage trams which, after restoration, will form part of the collection in the Corporation's transport museum.

And so back to Edinburgh, our week-end over. Scotland had done us proud. To our President we say: Thank you for being such a fine host to us. To branch secretary Gordon Steele and his committee we say: Your organisation was splendid.

## to the Editor . . .

### Red & White Stroud garage

Sir,—Surely the Red & White depot at Stroud, to which reference was made in your March issue by Mr. J. T. King and in May by Mr. T. J. Harper, is at present used by the Pye transport group?

Red Bus Service, pioneered by N. D. Reyne, originally used premises known as Austral Garage—this name, and the kangaroo sign shown on London service coaches revealed Mr. Reyne as an Australian—but in the early 1930's, after absorbing other small proprietors, the garage was transferred to the former Dudbridge Iron Works. Part of these premises was occupied by Red Bus, and later Red & White; the Pye haulage concern was installed in another section, and other space was used in winter for the storage of de-licensed Black & White coaches.

If memory is correct, the name Dudbridge is of family, and not as one would expect, of geographical origin.

London, S.E.4.

H. G. CHAMBERS.

Sir,—I was interested to read Mr. Harper's letter and notes in the May issue of *The Omnibus Magazine*. I agree that the Stroud garage of Red & White was very hard to find, and it was in fact located at Dudbridge, on the left hand side of the road that runs from Lightpill to Cains Cross. So far as I can remember it was not very large, consisting of a shed and a yard where the majority of the buses were parked. It was closed some time after the transfer to Bristol Tramways and operations were moved to the old Western National garage at Stroud (London Road).

Although I believe that the transfer of the Stroud area of Western National and Red & White to Bristol Tramways took place on May 26th, 1950, things were somewhat vague for a while after that date. The buses were transferred to Bristol Tramways ownership immediately and were renumbered shortly afterwards. I acquired about fifteen of the Western National cast number plates at this time. The one from 113 (FJ8943) now serves as the number plate of my house!

The staff were certainly all employees of Bristol Tramways by August 1950.

The old fleet names continued to be carried for some months, although some Western National buses were changed by substituting the Bristol arms for the old name. The former Western National route numbers continued to be used for some years.

A curious local time-table for services in the Stroud area was issued by Bristol Tramways in the summer of 1950. It stated that it contained "all services in the Stroud area operated by Western National, Bristol Tramways and Red & White" as if there had been no change, although Bristol Tramways was the sole operator.

Leigh-on-Sea, Essex.

J. TAYLOR.

(From both Mr. Taylor and Mr. James K. D. Blair we have received further particulars to be added to the list published on page 72 of our May issue:—

B.T. No.	Reg. No.	Chassis Make & Type	Body Make & Type	Previous Owner
166	GF7388	Leyland TS2	Duple C32F	WN
168	GF7294	Leyland TS2	Duple C32F	WN
169	DR8562	Leyland TS2	Duple C32F	WN
171	JY89	Leyland TS2	Duple C32F	WN
229	CTA547	Bedford WTB	Duple C25F	WN
291	JTA203	Bedford OWB	Duple B30F	WN
293	JTA208	Bedford OWB	Duple B30F	WN
294	JTA210	Bedford OWB	Duple B30F	WN
657	BTA80	Dennis Mace	ECOC B26F	WN
658	OD7804	Dennis Ace	ECOC B20F	WN
659	ATT191	Dennis Ace	Brush B20F	WN
660	ADV337	Dennis Ace	Brush B20F	WN
661	RDV118	Dennis Ace	Mumford B20F	WN
663	CTA517	Dennis Ace	Mumford B20F	WN
2485	FJ8932	Bristol H	Brush B36R	WN
2486	FJ8934	Bristol H	Brush B36R	WN
L3600	FJ7835	Leyland TD1	Beadle	WN
3782	AAx129	Bristol GOSG	Beadle H48R	RW

Of these vehicles, 657-663 were scrapped almost immediately, followed shortly afterwards by L3600 and 165-171.

In addition an old Western National Morris lorry, 2740 TF5865, new in 1925, was acquired. This lorry was originally purchased from the Devon Motor Transport Co. Ltd. when the latter was acquired in 1927 by the National Omnibus & Transport Co. Ltd.—Editor.)

### AROUND THE TECHNICAL PRESS — MAY 1961

- AEC Gazette** (every two months) Reliances take Spring double—Brighton rally; 4,000 apply each year to join Global's courier school.
- Bus & Coach** (2/6 monthly) A million miles with motorway coaches (Midland Red); short-wave radio speeds Edinburgh's one-man buses; re-planning brings longer vehicle life—London Transport's Chiswick works; the bus operator's calendar—May.
- Coaching Journal** (monthly) Mexborough says goodbye to trolleybuses; two big coach rallies (Blackpool and Brighton); London Transport's Chiswick works re-organised; shipshape and Bristol (Bristol Omnibuses Ltd.); Duple Britannias for Samuelson and Black & White.
- Commercial Motor** 12th Men who make transport—Donald McIntyre Sinclair.  
19th "Sea dogs" for sunshine coast (dual-purpose Atlanteans for Devon General).
- Leyland Journal** (every two months) Co-operation pays in Israel; how the other half moves (some impressions of transport in Australasia and the Far East); Atlanteans increase capacity by 22 per cent (Mexborough & Swinton).
- Modern Transport** 6th History of public transport in Copenhagen; 80 years of electric tramways—anniversary in Germany.  
13th Sheffield Transport—new garage at East Bank; buses at the seaside—illustrations.  
20th Dual-purpose double-deckers (Atlanteans for Devon General).
- Motor Transport** 12th Liverpool alters the Atlantean (order for 200).
- Transport Journal** 5th Public transport in the Eastbourne area (Southdown and Eastbourne Corporation); re-organisation at London Transport's Chiswick works; Europe and its public transport—a study tour of 12 countries (part II); Blackpool and Brighton coach rallies.  
(2/- monthly—illustrated)  
(6d. weekly—news)
- Transport World** (2/- monthly) The seventh British coach rally; recent developments from Chilwell (Barton Transport); Elizabethan sea dogs sail again (Devon General's Atlanteans); lone tramcar amongst the buses (Marseilles); coaching in luxury with Trailways (USA).

## MODEL NOTES

Spot-On Models have produced their first coach—a model of the Guy Warrior LUF with the unusual Mulliner coach body, which was exhibited at the 1958 Commercial Motor Show and sold to Castle Coaches, of Birmingham. I have not had an opportunity of examining it closely up to the time of writing, but it appears to have a fair amount of detail, though the twin headlamps are not very realistic and the finish (Castle Coaches livery of blue lower half and grey upper with a maroon flash) is not as good as that of other manufacturers. The model is to the maker's standard 42:1 scale and is 8½ in. in length. The price is 14s. 6d.

Spot-On are also going to produce a model of the

London Transport Routemaster but I have no information when this will be available.

An interesting model of a coach has been added to the Matchbox series. It is a Leyland Royal Tiger with a continental coach body, complete with windows. The original on which it is based is of Spanish origin I believe, and the model is finished in a metallic blue colour. The scale of 145:1 is roughly in keeping with the other buses in the Matchbox range. Priced at 1s. 8d. the number is 40 (new series).

Although nothing to do with buses, it may be of interest to add that the Sentinel steam lorry in the Models of Yesteryear series will be replaced very soon by a 63:1 scale model of a 1905 Shand-Mason horse-drawn fire engine, complete with three firemen in "brass" helmets. (R.N.H.)

## AROUND THE TRAFFIC AREAS . . .

### NORTHERN TRAFFIC AREA

#### BEE LINE ROADWAYS (TEESIDE) LTD.,

##### West Hartlepool

Bee Line have acquired the business of Bell Brothers, of West Hartlepool, who operated three Bedford coaches on private hire work. Interest in the subsidiary company of Roberts Tours (Wingate) Ltd. has been disposed of, and Roberts is now an independent concern operating six coaches including two of the former Bell Brothers' vehicles.

#### BLAIR & PALMER, Carlisle

Motor Transport has reported that work is in hand on a second Commer underfloor-engined conversion. This latest conversion utilises the Scottish Aviation body from Glasgow Corporation's experimental Albion KP71NW, BS1, the bus having been brought complete from Millburn Motors and the body removed. Formerly a 39-seat dual entrance vehicle with standing room for a further 17 standing passengers, it will emerge in its new guise on a new chassis frame and with Commer TS3 engine and running units as a 43-seater with front entrance only. The driving compartment will no longer be enclosed and the folding doors will be hand-operated from the driving position instead of electrically-operated.

#### CUMBERLAND

Several variations for the new timetable due in June are proposed. On 60 one journey on weekdays from Cockermouth to Wigton will deviate via Torpenhow, and several journeys on 38, 39 and 40 will be varied so as to serve the railway station at Silloth. Certain weekday journeys on 36 between Workington and Cockermouth are planned to operate via High Brigham.

#### DURHAM DISTRICT SERVICES

Application has been made to vary D1 (Sunderland-Middlesbrough) in Peterlee so as to use the new Neville Road extension. Buses would then travel via Burnhope Way and Passfield Way to Old Shotton.

#### J. MCGREGOR LTD., Ambleside

McGregors have been granted the amendment to their stage carriage service (see June issue), but passengers are not allowed to be carried point to point between Ambleside and Waterhead Pier.

#### NEWCASTLE CORPORATION

The service 27 joint with the Gateshead & District Omnibus Co., operating from Low Fell to Gosforth (Globe Cinema), is to be amended. The section of route between Coxlodge and Gosforth is to be discontinued and instead buses will operate to Fawdon Red House Farm estate (Cairns Way) via Coxlodge Road, Jubilee Road and Fawdon Lane.

Both the Corporation and United Automobile Services

Ltd. have applied to operate a service from the City (Percy Street) to Newbiggin Hall estate travelling outward via Haymarket, Claremont Road and Hunters Road and inward via Gallowgate. The service would travel via Westerhope and terminate at the junction of Trevelyan Drive and Whittingham Road.

#### NORTHERN GENERAL

From May 13th a new Inter-urban express service, X6, was introduced between Sunderland and Consett stopping only at Chester-le-Street, Stanley and Leadgate. The journey time is only 55 minutes compared with 57 minutes on the normal service. From the same date, ordinary return tickets and inter-urban tickets became fully interchangeable. To operate this express service and to supplement the vehicles employed on the other express and limited stop services a fleet of 20 AEC Rullance dual-purpose vehicles fitted with 41-seat Alexander bodies has been put into service (1974-1993).

A new route is applied for between Gateshead bus station and Knightsbridge Gardens, Dunston, via Drwentwater Road, apparently to replace some of the journeys on 97 (Newcastle-Knightsbridge Gardens).

#### RIBBLE

Ribble are now operating some journeys on Saturdays on the Kendal-Ingleton service via Gatebeck and Woodside.

A number of the new forward-entrance Metro Cammell-bodied Leyland Titan PD3/5s are running on Carlisle town services.

#### SUNDERLAND CORPORATION

Daimler Fleetline 7000HP turned up with Sunderland Corporation in the week ending May 13th, and operated on the "guinea pig" route 23 (Ambleside Terrace-Thorney Close). On Whit Sunday, 7000HP transferred to route 18 and operated until the 24th. 77 seats and a Daimler engine are fitted to this demonstrator.

#### SUNDERLAND DISTRICT

A new fleet of Leyland Tiger Cubs entered service in May. Three of the vehicles are of the PSUC1/1 type and are fitted with Alexander 45-seat service bus bodies (314-6), and the other five are based on the PSUC1/2 chassis, three being fitted with dual purpose Alexander 41-seat bodies (317-9) and two with full luxury Burlingham Seagull coach bodies seating 41 (320-1).

#### R. TAIT & SON, Knowesgate

Application has been made to take over the Morpeth-Eshott service operated on Saturdays by J. Batty & Co. It is understood that Mr. Batty is to retain his Morpeth-Scotsgap route.

#### UNITED AUTOMOBILE SERVICES

If the application for a new service between Newcastle and Newbiggin Hall estate is granted (see under NEWCASTLE CORPORATION), United propose to

amend the terminal point of their service 80, Newcastle-Throckley via Westerhope, to Percy Street instead of Newgate Street. At the present terminus buses have to turn around in the middle of one of Newcastle's main thoroughfares, and any visitor to the city can appreciate this difficulty! The Newgate Street bus stand is also used by R. Armstrong's services but application has not yet been made by this operator to amend his terminal point. Buses on service 80 would proceed in and out of Newcastle by the same routes as the new Newbiggin Hall estate service.

Application has been made to extend 32A (Richmond-Tunstall Cross Roads) from the cross-roads into the village.

#### WEST HARTLEPOOL CORPORATION

It is proposed to extend 5 in the Owton Manor estate so as to travel via Truro Drive instead of Owton Manor Lane.

### YORKSHIRE TRAFFIC AREA

*The news that the Doncaster by-pass is to be opened at the beginning of August has brought relief to those operators whose services run on the main road in the vicinity of Doncaster. As Mr. Raymond Birch commented during his address to the Yorkshire Traction shareholders at the annual general meeting—"This new road will undoubtedly effect an improvement and reduce the need for additional buses to cover late running." In addition, a new bus station is to be constructed just north of the North Bridge bottleneck for all services to the north and east of the borough.*

#### CHESTERFIELD CORPORATION

On May 8th, 26 (Chesterfield-Holymoorside) was withdrawn and replaced by extending route 20 (Newbold-Brampton) from Brampton to Holymoorside. On the same day, certain journeys on 22 (Brampton-New Whittington) were diverted to operate through Old Whittington estate via Station Lane, Ashcroft Drive, and Burnbridge Road.

On May 21st, 47 joint with East Midland (Chesterfield-Inkersall estate) was extended further into Inkersall estate. It reaches its new terminus at Kinder Road via McMahon Avenue and Curbar Curve. Journeys operating between Inkersall estate and Staveley or Staveley Works have similarly been extended.

The Leyland Titan PD2s on order are to have bodies by the MCW organisation.

#### EAST YORKSHIRE

The 16 new AEC Bridgemasters are now nearly all in service and are allocated to various depots. Their seating capacity is 73 and a luggage rack is fitted at the nearside rear section of the lower saloon over the wheel arch. These rear-entrance vehicles are fitted with platform doors and the front indicator includes a separate box for the service number. An unexpected feature of these buses is the inward sloping window pillars of the upper deck as it was thought that the need for "Beverley Bar" roofs would be eliminated by the lowering of the road underneath the arch. However, these new vehicles give an additional clearance of two inches compared with the existing Bridgemasters, which was considered desirable.

#### HANSON, Huddersfield

Two more rebuilt AECs have entered service. 362 (TVH498) carries a 39-seat Roe full-fronted bus body similar to the previous batch, while 361 (TVH497) carries a forward-entrance 65-seat highbridge body from the same builder. The double-decker is fitted for one-man operation (and this time we mean one-man operation!) but only at off-peak periods when the upper deck will be closed off. At other times it will operate as a double-decker complete with conductor, and the ticket machine and change-giving machine fitted in the driver's cab will not be used.

The excursions and tours from Marsden and Linthwaite of Ben Smith (Central Garage) Ltd. have been applied for.

#### LEEDS CITY TRANSPORT

All the 30 foot long Daimlers are now allocated to Torre Road depots—the last one (531) was transferred

there from Seacroft during April. It was replaced at Seacroft by a Leyland PD3. These are the only depots of the six to operate 30 foot double-deckers.

Daimler 503 is the first bus in the fleet to be fitted with an illuminated advertisement panel. Route 6 (Belle Isle-Harehills) has been extended to Roundhay all day Sunday and evenings during the week with the introduction of the summer timetable on April 23rd.

The old Swingate tram depot has now become the "Queens Hall." The track has been removed and a new level floor constructed, including a most impressive entrance hall. The first exhibition to be held there was the *Yorkshire Evening Post* Ideal Homes and Food Exhibition at the beginning of May.

#### SHEFFIELD TRANSPORT

Only one thing was missing when the retiring general manager, Mr. Rowland Moore, opened the new bus garage in Olive Grove Road on May 2nd—the commemorative plaque he was to unveil. Five hours later it was found at a London railway station! Its makers in Birmingham had wrongly addressed it as "to be collected at Euston." Mr. Moore and his wife had to be satisfied with planting a tree each.

In addition to the three Leyland Leopards with Eastern Coachworks bodies mentioned last month, three with Weymann bodies have also been delivered. Three 1947 Regents have been sold for further municipal service—with Grimsby-Cleethorpes Transport.

The new Leyland Leopards have replaced the Monocoaches on the longer routes operated by Bramall Lane garage. These in turn have replaced the three remaining Strachans-bodied Leyland PS2s on East End peak-hour routes. The PS2s have replaced their withdrawn counterparts as spare vehicles at Herries Road.

#### SHEFFIELD UNITED TOURS

The coach-air service to Jersey via Derby airport, mentioned in our last issue, commenced on June 3rd and operates on summer Saturdays only.

#### WEST RIDING

At least nine of the centre-entrance AEC Regents have now been painted green, while a further nine have been scrapped by Higgs at Lundwood. Three are now allocated to Selby depot and two others to Castleford—probably the first time centre-entrance buses have been allocated away from Belle Isle since their introduction in 1932.

Route 19 (Leeds-Rothwell) ceased to operate on Sundays after March 19th.

#### YORKSHIRE TRACTION

The 11 Leyland PD3s were delivered during May and entered service on June 1st working routes 22, 22A and 24 formerly operated by the Atlanteans. The latter were due to be transferred to Shafton depot. The Leyland Tiger Cub/Burlingham coaches entered service during April and May.

The ex-Camplejohn Dennis Lancet/Yeates has after all been repainted in YTC livery—actually a sort of happy combination of bus and coach livery—and it was noted working an excursion to Llangollen and Chester at Whitsuntide. One of the former Hebble double-deckers acquired in 1949 kept its Hebble fleet number of 134 during its stay with YTC and so as a result, JWT842 has been numbered 135C, not 134 as expected.

#### INDEPENDENTS

Pemberton, of Upton, have applied for the five express services (from Cudworth, Grimethorpe, Hemsworth, South Elmsall and Askern to the Miners' Welfare Hall at Carcroft) and the excursions and tours licences of Tony Farmery, of South Kirkby. The licences concerned are those Farmery took over from Musgrave Motors when they ceased to operate last year, and the two vehicles taken over from Musgrave will be the only vehicles to figure in the take-over. Farmery will continue to operate on private hire with his fleet of Bedford. In common with several Yorkshire operators, Pemberton's have chosen their general manager from the staff of Yorkshire Traction. . . . Ward Brothers, of Lepton, who were to be visited by the North Western & Yorkshire Branch on July 2nd, are claiming a record—their Ford Thames Trader 4632WU, with Eaton two-

speed rear axle, is giving 22 miles per gallon. . . .  
 Rossie Motors, of Rossington, have placed another Bedford SB1/Burlingham into service in what was until last year a 100 per cent Daimler fleet. . . . Control of Julia Coaches, of Great Houghton, with one Bedford SBG/Burlingham coach, has been taken over from Mr. Topping by Mrs. A. White.

## NORTH WESTERN TRAFFIC AREA

### ACCRINGTON CORPORATION

In the last issue we believed wrongly when we said we had heard the order for two Guy Wulfrunians had been changed to one for two Arab IVs. They are in fact Wulfrunians that are on order, with the front axle moved forward and rear entrances incorporated in their East Lancs bodywork. Overall length is to be 28 feet.

### BOLTON CORPORATION

Our slip was also showing in the May issue—the 72-seat Leyland PD2/37s should of course have read 62-seat Leyland PD2/27s.

### CHESTER CORPORATION

Three 30ft. x 8ft. forward-entrance Massey-bodied Guy Arab IVs were due to enter service last month. They are Chester's first to such dimensions, and also their first with forward entrances. The Daimler Fleetline was tried here before it crossed the sea to Belfast earlier in the year but front entrances have been decided against because of the narrow streets and acute corners, together with the town's traffic conditions.

### CROSVILLE

With the new Widnes-Runcorn bridge over the river Mersey nearing completion, a number of new services are proposed:—

Liverpool (Pier Head)-Runcorn ((bus station) via Aigburth, Garston, Speke, Hale, Ditton and Widnes (Mondays to Fridays).

Liverpool (Pier Head)-Helsby Works via Wavertree, Gateacre, Halewood, Halebank, Ditton, Widnes, Runcorn and Frodsham. If granted, Liverpool-Widnes (via Halewood), Runcorn-Frodsham and Runcorn-Helsby Works licences will be surrendered.

Liverpool (Pier Head)-Chester (Delamere Street) via Wavertree, Gateacre, Halewood, Halebank, Ditton, Widnes, Runcorn, Frodsham, Helsby, Dunham Hill and Hoole Village. If granted, Liverpool-Halewood via Hunts Cross and Runcorn-Chester licences will be surrendered.

Liverpool (Pier Head)-Chester (Delamere Street) via Wavertree, Gateacre, Tarbock, Hough Green, Widnes, Runcorn, Frodsham, Helsby, Dunham Hill and Hoole Village. If granted, Liverpool-Widnes (via Tarbock Green), Runcorn-Frodsham and Runcorn-Helsby Works licences will be surrendered.

Application has also been made to alter the route of a number of services originating and terminating at Delamere Street, Chester, so that vehicles traverse Upper Northgate Street, Northgate Street, St. Werburgh Street, Eastgate Street and Foregate Street in place of Upper Northgate Street, George Street, Gorse Stack and Frodsham Street to Foregate Street. The routes concerned are to Burton, Helsby, Whitechurch, Tattenhall, Tarporley, Kelsall, Wrexham, Bickerton, Bunbury and Bickley. The route in Birkenhead of the Liverpool-London services is to be altered so as to make the picking up point Woodside instead of Haymarket.

### LANCASHIRE UNITED

LUT have applied for their services between Irlam, Prestwich and Monton Green to Blackpool to run via Frockleton, Lytham St. Annes and Squires Gate airport (to set down pre-booked passengers travelling on LUT coach-air services to the Isle of Man, Jersey and the continent). Jointly with North Western, Ribble, Standerwick and Yelloway, application is made for a new service between Oldham (Mumps) and Fleetwood (London Street South) via Shaw, Milnrow, Rochdale, Bacup, Waterfoot, Rawtenstall, Haslingden, Accrington, Blackburn, Preston, Frockleton, Lytham St. Annes, Blackpool and Cleveleys.

### LIVERPOOL CORPORATION

From May 20th, service 85 was extended to Speke airport, giving a 15-20 minute service linking the Pier Head, the main line railway stations and the airport (and on Sundays the Cathedral also). Peak-hour services from Pier Head to Western Avenue continue (as 85A) and also from South John Street to Dingle (85C).

Full details have now been released of the modifications to be incorporated in the 200 Leyland Atlanteans on order, all of which will have MCW bodywork. In the lower saloon a flat floor runs from the rear to the front edge of the staircase with one step down to the loading platform. The number of staircase risers has thus been reduced from eight to seven, allowing the staircase to be accommodated in a smaller area and giving a wider landing at the top and more space in the lower saloon. To provide even more platform space, the steering wheel and controls are moved some four inches to the offside, enabling the driver to lean out of his cab when reversing the bus. The driver's instrument panel is moved from its conventional position to form part of the cab ceiling. The two three-passenger longitudinal seats over the rear wheel arches are replaced by four two-passenger seats arranged transversely back to back, and the two-passenger seat on the offside of the lower saloon behind the staircase is replaced by a single seat, the three-passenger seat on the other side of the saloon being reduced to two to make space available for a clothing locker for the crew and a detachable used ticket box. The one-piece glassfibre engine cowl is divided into three sections, the central portion being hinged and the two ends detachable. The nearside front corner has been modified with a pillar set in by about six inches, meaning that the entrance doors will be at a slight angle to the body and providing a slightly wider entrance. In appearance, the Atlantean design is altered by carrying the roof line the full length without the conventional front and rear dome construction, and the rear of the bus is improved by extending the rear bulkhead upwards at an incline to meet the upper saloon midway between decks. A polished aluminium decorative panel is fitted round the outside of the bus, blending into the bumpers. Many of the interior alterations have already been made by Liverpool in its "prototype"—E2.

### LLANDUDNO & COLWYN BAY ELECTRIC RAILWAY

A comprehensive article appears on page 116 of this issue, giving full particulars of the changes involved in Crosville's takeover on May 28th.

### NORTH WESTERN

A new service 95 running on Sundays, first of all at Easter and then from May 21st until September 24th, operates from Stockport to New Mills via Marple and Mellor, with two journeys in each direction. Application has been made for services from Macclesfield to Blackpool via Poynton, Hazel Grove, Stockport, Urmston, Walkden, Preston and Squires Gate airport, and from Sharston to Blackpool via Wythenshawe, Baguley, Timperley, Altrincham, Urmston, Walkden, Preston and Squires Gate airport.

Given Manchester Corporation's planning permission, the railway goods depot beneath Manchester Central station is to be converted into a bus garage for up to 130 buses, and Ribble may share it. The site is almost opposite Lower Mosley Street bus station and the existing depot, at Hulme, is well over a mile away.

### SMITH'S TOURS (WIGAN) LTD.

Smith's have placed a repeat order for AEC Reliance coaches. The latest order specifies seven vehicles and brings the total number of Reliance models ordered this season to 14.

### SOUTHPORT COACH OPERATORS

Bullock & France (Queens), Blundell's Coaches and the Southport & Birkdale Carriage Co. (Gores) have applied to operate double-deckers not exceeding 14ft. 6in. in height and not exceeding 50-seaters on excursions to Blackpool, Chester, New Brighton, Liverpool, Ormskirk, Port Sunlight, Morecambe and Windermere without any alteration in the number of vehicles authorised. Ribble's "Gay Hostess" Atlanteans are also 50-seaters.

## WEST MIDLAND TRAFFIC AREA

### BIRMINGHAM CITY TRANSPORT

Nine of the Leyland Atlantean chassis were handed over to the Corporation by Leyland Motors Ltd. at a ceremony at Lea Hall garage and the Atlantean demonstrator, 460MTE, has been purchased and given fleet number 3230. Of the other demonstrators, the forward-entrance AEC Bridgmaster 2211MK has gone back to Southall, but the Daimler Fleetline has not returned.

### MIDLAND RED

The first post-war GD6-type Guys have been placed on the "float." There are still many AD2s in service, however, and it is probable that the Guys have been withdrawn rather earlier so that all 20 vehicles of this type do not have to be withdrawn from Dudley garage simultaneously. The D10s are now working from Harts-hill garage, mainly on route 245. Five coaches of the C1 type are being loaned to Black & White this summer (3307/8/23/40/1). Closely following on the heels of the first 42-seat one-man conversion comes a 43-seater (4572). The additional seat is at the front nearside.

One-man operated vehicles commenced operation at Tamworth garage on May 13th and certain journeys on the following routes are now operated by them:—

- 787 Tamworth-Whittington-Elford
- 789 Tamworth-Kingsbury-Coventry
- 793 Tamworth-Comberford Road-Elford
- 795 Tamworth-Drayton Bassett-Middleton
- 796/7 Tamworth-Amington-Shuttington and Austrey
- 803/4 Tamworth-Clifton Campville-Burton

and also certain Tamworth colliery services. From the same date, two in each direction of the existing service 790 journeys from Tamworth to Kingsbury were extended to Bodymoore Heath, seven minutes running time further than Kingsbury. The extension, which is to operate on Saturdays only, is for a trial period of three months. Again from May 13th but in a different part of the system, a new service 286 commenced, hourly on Mondays to Fridays and on Sundays, and half-hourly on Saturdays, from Cleveland Road, Wolverhampton, via Ettingshall Park Farm estate to Cosely (Bank Street). The slightly revised route on D3 (Dudley-Russells Hall estate) and also the new service D4 between Dudley and the same estate commenced operation on June 3rd.

On April 29th, new service K8 began on Saturdays only from Kidderminster to Habberley estate, over and above the daily K14 by a different route. Although Kidderminster local services K29 and K30 still serve the RAPC camp at Wolverly, express service X50 to Birmingham and X51 to Wolverhampton have finished.

Application has been made to vary certain services in the Sutton Coldfield area. The Walsall-Sutton route (joint BMMO 115/7 and Walsall Corporation 75/7) would be withdrawn except for peak periods on Mondays to Fridays, these services having been operating only since September 1959. The remaining alterations largely re-introduce services that were amended when 115/7 and 75/7 commenced, and included will be the restoration of the full Walsall Corporation service 13 from Walsall to Streetly; in addition, certain of the 13 journeys will run via Bridle Lane, at present covered by 115/7. Midland Red S73 (Chester Road-Parson & Clerk) will not run via Banners Gate but will revert to its old route via Chester Road North, and Midland Red S60 (Sutton-Streetly-New Oscott-Sutton, circular), which was reduced from hourly to four journeys per day when 115/7 commenced, will be increased again, but in a different form, involving the linking of certain 101 journeys (Birmingham-Sutton-Streetly) with certain S60 journeys. These linked journeys will show service 111 and will in fact run from Birmingham through Sutton and then via S60's route to Sutton again, returning from Sutton via S60 and passing again through Sutton to Birmingham. There will still be some service 101 and S60 journeys that will not be linked and which will operate as at present. The use of service number 111 is of interest in that it is believed to be the first time any service number has used the same three digits. The reason for this is that pre-war

vehicles were fitted with stencils and only two of each stencil were carried on each vehicle. Now that all pre-war vehicles have gone, and all post-war buses have separate destination blinds, the use of 111 is possible.

### POTTERIES MOTOR TRACTION

The following new services have been introduced in recent months:—

- 5 Dec. 1960 50 Hanley-North Staffs Royal Infirmary, Monday to Friday, one evening journey in each direction.
- 31 Dec. 1960 307 Biddulph-Mow Cop via Holly Lane, following the closure of the ex-Rowbotham depot at Mow Cop.
- 6 Feb. 1961 67 Newcastle - Groundslow hospital, Monday, Tuesday, Thursday and Friday, one evening journey in each direction.
- 6 May 1961 78 Newcastle-Bradwell-Newcastle circular, Monday to Saturday, hourly each way round.

On April 1st, 151 (Plough Inn, Stoke-Baddeley Green), 153 (Boothon Road, Stoke-Bentilee), and 154 (Boothon Road, Stoke-Ash Hall) were revised, 153 being jointly operated with T. Beckett and W. Stonier & Sons Ltd., though Stonier runs no buses on the route, and 154 with Beckett. These services formerly ran straight along Glebe Street and Boothon Road but were then diverted via Glebe Street, Copeland Street, Liverpool Road, Station Road (Stoke station) and Leek Road, meaning that double-deck operation became possible. Previously Daimler CVD6 and Leyland PS1 single-deckers were used because of a 9ft. 9in. bridge at Glebe Street, which, it was thought, prohibited the use of underfloor-engined vehicles. Although the rerouting allowed the use of double-deckers, PMT introduced Leyland Tiger Cubs. Beckett purchased an ex-East Midland Roe-rebodied lowbridge Guy Arab (GNN539) for his share in the services. However, PMT subsequently proved that Tiger Cubs of the S543-62 batch could run under Glebe Street bridge and the services reverted to their original route on June 3rd; thus Beckett's Guy cannot be used on the services for which it was intended.

Double-deckers have been used on Saturdays and Sundays since April 8th on the Hanley-Lichfield route (26) from Hanley depot, but dual-purpose single-deckers are retained on Mondays to Fridays. Burslem depot is being rebuilt to accommodate highbridge double-deckers throughout, and as a result Goldenhill will be closed. This will increase Burslem's allocation by some 20 vehicles.

A minor extension has taken place on 245 (Cheadle-Oakmoor) to serve a quarry at Moneystone Lane End. The express service from Mossley to Radway Green ROF has now been officially curtailed to start from Congleton station, though it has done so since acquisition by PMT from Rowbotham.

Two Commer-Martin Walter Utilabus 11-seaters numbered M1/2 entered service in May, carrying 'C' licences for cash and publicity work as well as p.s.v.s. They are out-garaged from Stoke. 25 AEC Reliances with 45-seat Alexander bus bodies and 15 more Leyland-Weymann lowbridge 72-seat Atlanteans entered service on April 1st. All the 1952 Northern Counties-rebodied wartime Guy Arabs have gone and about half the 1949 Leyland OFS1/1s with Burlingham bodies (420-30) have been withdrawn, together with two of the previous year's ten Daimler CVD6s with 7ft. 6in. versions of the same bodywork, leaving the remaining eight Daimlers in the fleet until the autumn.

In future issues of the timetable booklet, a number of other operators' services are to be omitted, particularly services in the Congleton area run by North Western, the Crossville Market Drayton area routes, a lot of Trent services and the Midland Red Cannock-Birmingham route.

### WOLVERHAMPTON CORPORATION

As announced in the May issue, the trolleybus system is to be replaced by diesel buses. The 72-seat replace-

ment double-deckers will be valued at £5,938 each and the 153 trolleybuses cost a total of £1,093,185. Mr. D. P. Martin, the engineer and deputy general manager, said that no set abandonment policy would be drawn up until the elections were over. It is thought that trolleybuses can be sold to Reading or Bradford, but failing their sale for re-use they would be sold as scrap.

The Birmingham vehicles were returned from loan on May 22nd, their last day in service being May 20th. Three of the four trolleybus routes have resumed operation but 32 (Chubb Street-Oxbarn Avenue) was from May 24th replaced by an increased frequency on motorbus route 46 (Warstones estate-Wolverhampton Railway Street-Underhill estate) which covers the same route. (32 was in fact a short working on 46). In addition, 46's town point is Chubb Street on journeys to Underhill estate, Railway Street remaining as the town point to Warstones estate. The last day of trolleybus operation on 32 was January 22nd.

Guy Wulfrunian 70, after being returned to Guy Motors, is now understood to have gone back to East Lanes for front end modifications following some unfavourable comments from the platform staffs.

#### INDEPENDENTS

W. H. Hastelow, of Malvern and Ledbury, recently withdrew the service from Much Cowerne to Bromyard which operated on Thursdays only (Bromyard market day). The service has been maintained for nine years. The exact date of withdrawal is not known but it was not later than April 13th. . . . T. Payne, of Bedworth, has formed a limited company, T. Payne Coaches (Bedworth) Ltd. . . . Salopia, of Whitechurch, seem to be almost completely renewing their fleet this year. They have purchased four new Bedford service buses (two 41-seaters and two 30-seaters with Duple Midland bodywork) and 18 new Duple-bodied Bedford coaches.

. . . Imperial Coaches (Bromsgrove) Ltd. have ceased to operate. They once had an extensive modern coach fleet and operated continental coach cruises. One might have thought they would have been especially successful in France since the managing director, Mr. M. Pillon, was French. . . . A quick look at the Potteries independents would find all the ex-Hallifax double-deckers in the Berresford fleet gone and only one pre-war vehicle (ex-Devon General AEC Regent with a post-war Brush body) remaining, but with new blood in the fleet in the form of seven ex-Accrington Leyland Titans—four PD1s and three PD2s. Stonier has two ex-Ribble Leyland PD2/3s running in their original colours on the Kidsgrove-Meir service, although generally green and cream vehicles are used on this and red ex-London Transport vehicles on Hanley-Bentilee. Poole has a Leyland Leopard with a 43-seat dual-purpose Burlingham body. Stanier has two AEC Regent IIs from the Trent fleet, numbered 5 and 5A, whilst the former Wigan Leyland TD5 has gone for scrap. . . . At Spath, a Sheffield AEC Regent III (KWB 86) bought by Stevenson for spares has in fact been placed in service. Possibly the next double-decker to be replaced will be the ex-Birmingham Leyland TD6.

### EAST MIDLAND TRAFFIC AREA

#### GRIMSBY & IMMINGHAM TRAMWAY

The last day for operation on this British Railways tramway is July 1st. Since September 1959 operation has been confined to peak-hours and at the end of May, when we closed for press, of the 23 cars in stock, excluding the service car, only eight were running. These comprised 1, 4, 11, 12, 14, 15 and 16 of the original Great Central cars and 21 representing the former Gateshead & District stock absorbed into the fleet in 1951. Details of the bus service revisions were not to hand, but a joint G-CT/Lincolnshire service 45 has been running since the line was reduced to part-day operation. An article in *September Selection*, published by the Society last September, and one in *Modern Transport* of February 4th, 1961, dealt in full with the history of the line.

#### LEICESTER CITY TRANSPORT

AEC Bridgmaster 214, repainted all cream with three maroon bands and maroon wings, put in a first appearance in these new colours in the Lord Mayor's Show procession on May 27th. The new livery, similar in its application, if not in the actual colours, to that of Sheffield, will be carried by five AEC Bridgemasters and five Metro Cammell-bodied Leyland Titan PD3A/1s which are on order. It is understood that all 30ft. long double-deckers will be repainted like this when repaints are due, but not 1 to 160.

#### MIDLAND RED

The new service C85 (Coalville-Peterfield Road) began on May 13th. The excursions and tours from various points in Leicester and two routes to Leicester City football ground of Harry Cleaver (Leicester) Ltd. have been applied for. On the return of Leicester City football club from Wembley after the Cup Final, the team toured the city in ONC coach 2286, the last remaining of the type, specially reinstated for the event because it had a sliding roof—a feature lacking on post-war vehicles.

#### UNITED COUNTRIES

Application has been made for a new service between Kettering (Kingsley Avenue) and Burton Latimer (Hillcrest Avenue or Spinney Road) and also for a service between Kershaw Road and Market Street in Wellingborough.

#### INDEPENDENTS

Holder, of Charlton-on-Otmoor, has acquired EUF192, not EUF182. . . . Shelton, of Wollaston, has ex-East Midland Leyland TD4-Willowbrook BAL706/7. . . . K.W., of Daventry, have acquired the Harrington 26-seat coach with Rolls Royce engine (LPM450) from Motorways, of W.C.1, but are believed to have fitted a Leyland 0/350 engine in place of the Rolls Royce petrol unit. . . . Williamson, of Leicester, have acquired UAC100, a 41-seat Duple Super Vega-bodied Bedford SBG, from Monty Moreton, of Nuneaton, which was involved in a serious accident near Grantham at Easter 1960 and which has been considerably rebuilt to the original design.

### EASTERN TRAFFIC AREA

#### COLCHESTER CORPORATION

Application has been made to divert certain Parsons Heath journeys (1/1A) via Bromley Road, Hawthorn Road and Sycamore Road to Laburnum Grove.

#### EASTERN COUNTIES

A new timetable booklet for the Western Area was published on May 7th. Service alterations include:—

- U (Cambridge-London) diverted to operate via Harlow New Town.
- 137 (Cambridge-March) operates via New Glebe Road in Histon.
- 162 (Newmarket-Cambridge)—on Sundays, the route is revised to operate direct from Brinkley to Six Mile Bottom thence via Fulbourn and Teversham to Cambridge.
- 243 (Bury St. Edmunds town service)—certain journeys diverted via Victoria Street, Albert Crescent and Queens Road.
- 244 (Ipswich-Melton) diverted in Woodbridge to serve Peterhouse estate.
- 256 (Debenham-Stowmarket) diverted via Stowupland Green.

Norwich City service alterations include:—

- 79/80 Alternate journeys operate to and from Pound Lane (Laundry Lane) instead of Thorpe Hospital).
- 82/08 Journeys previously operating via Hall Road to and from Lakenham now proceed via Mansfield Lane to Cooper Lane (Sandy Lane).
- 83 Route revised from Earham Green Lane via Hutchinson Road, Rockingham Road, Wilberforce Road to a new terminus at Jordan Close (West Earham).

- 86/87 Route revised from Earlbam Green Lane/Hutchinson Road to operate along Earlbam Green Lane and terminate at Freshfield Close in Malbrook Road.
- 92 Route revised to operate from Magpie Road to Waterloo Road via Starling Road on journeys from City centre to The Whiffler and Edwards Road. This is to avoid traffic congestion at Magpie Road/Waterloo Road junction.
- 96/97 The terminus at Cooper Lane estate on both these services is Colburn Road instead of Sandy Lane. The last of the Leyland TD2s, A397, was withdrawn in April.

#### EASTERN NATIONAL

A new Sunday express service from Canvey (Leigh Beck) to Rochford station, serving Southend and Rochford hospitals, commenced on April 16th.

Route alterations introduced with the summer timetable from June 25th were to include:—

- 15/15A (Southend-Romford) diverted via Basildon town centre and Laindon Link.
- 15B (Southend-Romford)—new weekday service via the erstwhile 15/15A route.
- 248 (Basildon-Grays)—new daily service via Kingswood, Vange, Corringham and Orsett Village.
- 251 (London-Southend)—all through journeys to operate via Shotgate with short workings between Wickford and Southend to serve the Battlesbridge section of the route. This reverses the former City Coach Co. practice where Battlesbridge was served because double-deck vehicles could not pass under the low bridge near Wickford, which has now been raised. It is intended to extend the service from Tylers Avenue to Seaway Park in Southend when arrangements have been completed.
- 253 (Brentwood-Rawreth) withdrawn between Wickford, Shotgate and Rawreth.
- 258 (Laindon-Church Road)—certain journeys diverted to Basildon Industrial Site via Arterial Road. Works services (245/246) to East Tilbury are to be routed inwards via Buckingham Hill and outwards via Butts Lane.
- 48 (Chelmsford-Mill Beach). The complete withdrawal of this summer-only service has been applied for.

Open-top Leyland PD1 1112 was used by Tottenham Hotspurs F.C. for the tour of the borough following their F.A. Cup and League "double" achievement. The vehicle was "on hire to London Transport."

#### GREAT YARMOUTH CORPORATION

The new town circular service G commenced on July 2nd. The route covers nearly 19 miles and the fare is 2/- (children 1/-) from any of the 16 picking up points. There are seven round trips per day.

According to the transport committee, it is not anticipated that the new Beach coach station will be ready in time for this season.

New vehicles which entered service at Whitsun are Daimler CVG6/30s 9 and 10 seating 73 and Daimler CVG6s 11 to 13 seating 65, all with forward-entrance Roe bodywork.

The order for Daimler-Roe saloons has been increased from three to five.

#### IPSWICH CORPORATION

From March 26th, half the journeys on 7 reverted to the original route in the Chantry estate via Kingfisher Avenue and Hawthorn Drive to the existing terminus, alternate journeys being numbered 7B.

#### MULLEYS MOTORWAYS, Ixworth

Sudbury town service amendments applied for include the deletion of the Monday and Wednesday service with the outward route to be via North Street and York Road to Tudor Road returning via York Road and Girling Street.

#### G. MATTHEWS, Shouldham

Muriel G. Lloyd has applied for the licences of the late G. Matthews.

#### C. E. NAYLOR, Halesworth

Curtailment of the Halesworth-Fressingfield service at Osbornes Corner has been applied for.

#### PREMIER TRAVEL, Cambridge

3 (Cambridge-Skegness) has been extended to start from Haverhill with picking-up points at Horseheath and Linton.

54 (Haverhill town service). The 3d. flat fare experiment introduced in January is to be retained.

#### SOUTHEND CORPORATION

Work is in progress on the new garage in London Road due to be completed early in 1962.

AEC Regal 203 (JN 823) celebrated its "30th birthday" in March.

#### UNITED COUNTIES

Application has been made to extend 215 (St. Neots-Grafham) to Ellington.

## SOUTH WALES TRAFFIC AREA

#### BEDWAS & MACHEN UDC

A Sunday service with four journeys each way is to be introduced between Caerphilly and Bedwas (Pandy Road).

#### JAMES, Llaneltho

The services of W. E. Lloyd, of Pontrhydfendigaid, are to be taken over. They consist of two stage routes: Pontrhydfendigaid-Tregaron via Ystrad Meurig, Swydd-fynnon, Berth and Tynswydd; and Pontrhydfendigaid-Lampeter via Tregaron, Llanddewi Brefi, Llanfair and Cellan. A reduced timetable will operate in the latter case, and this will involve the withdrawal of the Monday service (which operates between Tregaron and Lampeter) and the curtailment of the Thursday service to operate between Tregaron and Lampeter only.

#### MERTHYR TYDFIL CORPORATION

Route 4, from Merthyr to Pant Cemetery and Caeracea Bridge, via The Walk, which is extended to the Bush Hotel at Dowlais on Sundays, is to be re-routed to proceed via Haydn Terrace instead of Caerhendy Street and Gellifaelog schools.

#### PONTYPRIDD UDC

A number of early morning and late evening buses between Pontypridd (Borw Road) and Treforest have been withdrawn. The Saturday frequency before 8 a.m. and between 6.30 and 9.30 p.m. has been reduced on the joint service with Rhondda between Pontypridd and Porth.

#### RED & WHITE

A number of journeys on 59 (Newport-St. Brides-Cardiff) have now been diverted via the St. Brides lighthouse, which sports a small but popular beach.

The Brynmawr bus station, the opening of which was mentioned in our last issue, is used by all services to the town, including Rees Motors' service from Llanelly Hill. Application has been made for the recently introduced service to the Garn-Lydan estate to be extended to the Ebbw Vale end to Bryn-y-Gwynt, a portion of the Hill-Top estate served also by 136. The new extension will reach Ebbw Vale by a more direct route.

#### RHONDDA

The Saturday frequency between Pontypridd and Blaencwm/Blaenrhondda has been increased between 11 a.m. and 7 p.m. from every 10 minutes to every 7½ minutes.

#### SOUTH WALES

On route 72 (Swansea Guildhall-Penlan, Crwys Terrace, via Manselton or Conway Road), it is proposed to extend the half-hourly Conway Road journeys from the Guildhall to Singleton hospital between 8.30 a.m. and 6 p.m. on Mondays to Fridays, and 8.30 a.m. and 12.30 p.m. on Saturdays. The revised weekday frequencies on 75 and 76 (see June issue) took effect from May 1st. A 7/13-minute service now operates on 76 throughout the day and a 20-minute service on 75. It is noteworthy that during the evening and early morning periods, only eight vehicles are used, compared with nine at other



times, because of differences in running time and lay-over. At these times also, the even headway to and from Brynmill (10 minutes) has been sacrificed in favour of an even headway between King Edward Road and Port Tennant (formerly 5/5/10 minutes but now 6/7/7). The nine buses required as the maximum are the new forward-entrance AEC Bridgemasters together with 1213, the demonstrator. The previous services required eleven Regent III's of the lowbridge 53-seat type. The new service between Swansea (Alexandra Road) and Newton (Picket Mead), mentioned last month, has been numbered 86, and the Langland Bay journeys (summer only) on 85 (Alexandra Road-Langland Bay or Caswell Bay) have been renumbered 87.

The film, *That Uncertain Feeling*, which is on location in Swansea starring Mai Zetterling, Peter Sellers and Kenneth Griffiths, features South Wales 476, which has been made available to the film company along with driver and conductor.

The placing of further orders with AEC Ltd. will perpetuate the 100 per cent use of this make of chassis. Both double-deckers and single-deckers are to be supplied—24 Regent Vs with double-deck bodies, six Regent Vs with special low-height single-deck bodies and nine Reliance single-deckers. The latter saloons will have Park Royal bodies, as will some of the Regent Vs, the remainder being constructed by Willowbrook.

THOMAS BROS. Port Talbot

Open-top AEC Regent OD7497 has been acquired from Devon General. On order are two Park Royal-bodied Leyland Tiger Cub 45-seat buses and two Harrington-bodied 41-seat AEC Reliance coaches, maintaining the Leyland-bus/AEC-coach policy pursued for some time.

WESTERN WELSH

The two Penarth town services have been amalgamated into one and this now runs via Castle Avenue, Esplanade, Centre, Stanwell Road and St. David's Crescent. A town service is to be introduced in Brecon between Bulwark and Coryton Close housing estate, with eight daily journeys on weekdays between 7.40 a.m. and 5.50 p.m.

Jointly with Rhondda, the company has applied to increase day return fares between Cardiff and the Rhondda valleys, Barry and Bridgend to bring them into line with the increased railway cheap tickets which were revised on April 1st. The local authorities in the areas concerned, true to the South Wales tradition, intend to fight the case in the traffic court.

## WESTERN TRAFFIC AREA

BRISTOL OMNIBUS

A new summer-only service is to run between Clevedon and Portishead but unlike the existing 87 between these points it will travel via the coast road at Portishead instead of the whole of the main road to the rear of the town.

Coaches are now emerging from the paint shop in an attractive new livery. The green is replaced by red, similar to that employed by South Midland, and on either side of the Greyhound badge, as we mentioned briefly last month, are the words Bristol Greyhound in script. The renumbering on which we touched in the last issue is as follows:—

2000-17 ex 2918-29/51-6

2050-79 ex 2465-7, 2801-27

2080-2109 ex 2858-84, 2984-8.

It appears that 2000-49 are being reserved for the dual-purpose vehicles. New Lodekkas 6018/9 are at Cheltenham and were originally numbered L99/100 in the Cheltenham District fleet.

Our Gloucester correspondent reports that if the kerbs that have been laid for the new bus station there are any criterion, the station may well be on the small side.

PLYMOUTH CORPORATION

An extension which has been mooted for some considerable time seems to be coming to fruition. 21 (City Centre-Plympton, St. Maurice Church) is to be extended to a new estate at Plympton, St. Maurice Road. The peak-hour 21A to Durnford Street and the Dockyard

specials in the vicinity will also be similarly projected.

RED & WHITE

The Cheltenham garage, in Montpellier Spa Road, has been closed and the allocation of coaches dispersed, mainly to Lydney. The office is moving back to a new block at the coach station, where it was formerly situated.

SWINDON CORPORATION

New in May were five 65-seat Roc-bodied Daimler CVG6s (115-9), 7ft. 6in. wide, bearing a strong resemblance to the Park Royal bodies on the latest Southampton Leyland PD2s.

WILTS & DORSET

Wilts & Dorset have just commenced building a bus station at Basingstoke. The cost is estimated at £120,000 and it will take two years to complete. It is to have 16 sawtooth platforms. The site is at the Wharf Yard, off Wote Street. This yard is already used by the company as an open-air depot and washing sheds.

## SOUTH EASTERN TRAFFIC AREA

ALDERSHOT & DISTRICT

The order for East Lancs bodies on the first batch of forward-entrance Dennis Lollines has been cancelled in favour of Alexander bodywork, and the first was seen at Alexander's works on the Presidential week-end visit.

The mountains have roared this month and a mouse has emerged—32 (Aldershot-Badshot Lea), for many years entirely duplicated by 43 (Aldershot-Farnham) is to be withdrawn. 10 (Shortheath-Aldershot) is to be extended from the High Street to the bus station; although three minutes is allowed for this half-mile extension, the overall running time of 25 minutes remains unaltered.

BOURNEMOUTH CORPORATION

5 (Square-Broadway or Solent Road) is to have its latter section extended a short way along Harbour Road to the existing Broadway terminus.

BRIGHTON CORPORATION

The last day of operation on the four remaining trolleybus routes (26/A, 46/A) is June 30th. The replacement motor-buses are 1-16, Leyland Titan PD2s with forward-entrance bodywork by the MCW group. Besides the coat of arms, they bear the fleet name BRIGHTON CORPORATION TRANSPORT and not BRIGHTON HOVE & DISTRICT TRANSPORT as have all the previous vehicles. AEC Regent 60 (FUF 60) has received similar treatment in the Corporation's workshops to 61 and 66. The attachment of polished rings over the bolts of the front wheels makes these handsome vehicles even smarter. As new seat coverings are fitted, it must be the intention to retain these 1939 vehicles (with their original bodywork) in service for a few more years yet.

BRIGHTON AREA TRANSPORT SERVICES

The three ex-trolleybus routes 41 and 42 (Race Hill circulars) and 48 (to Lewes Road) are to be re-licenced in the names of all three participants in the co-ordination scheme.

The first timetable has been issued from May 14th for the summer. As foreshadowed, Southdown 17 became 117 and BH & D 14 is now 54. There are now no clashing numbers in the Brighton area. The booklet contains all the old BH & D services and the local Southdown routes, together with summary timetables of the Southdown services operating via the London Road, the Lewes Road and the Coast Road to Shoreham. BATS now have an insignia—a black triangle inside which is a white circle containing the name BRIGHTON AREA TRANSPORT SERVICES, which appears on all notices, and so on. The timetable contains a first class map, which is in fact an enlargement of the former BH & D one.

BYNG'S COACHES, Southsea

Control of this concern having passed to the Lancaster Trading Company, at least two vehicles have been drafted down from Lancashire. These are running under the fleet name of "Streamline Coaches."

**EASTBOURNE CORPORATION**

An almost complete revision of the summer schedules is envisaged but the only substantial route amendment is the extension of part of 3 (Osborne Road-Grand Parade) to Archery via the Sea Front and Princes Park as 3A.

**EAST KENT**

The summer timetable for 1961 is as usual in two sections—May 20th to June 24th and most of September, and the high summer period from June 25th to September 9th. The following are the route alterations involved:—

23A/27A (Canterbury City services)—diverted from Blean (Chapel) off the main Whitstable road to terminate at Blean (School Lane). Though no publicity was given this diversion, it has been operative for some few weeks prior to the summer timetable.

36 (Herne Bay-Margate). Reference was made to the reinstatement of this high summer only pre-war route via Thanet Way last year. Its re-introduction was postponed and it will operate this summer for the first time for some 20 odd years. As a result the summer extension of 35 (Herne Bay-Upstreet) to Margate will cease other than at "low" summer.

Once again the Herne Bay locals have been reorganised and the present set-up is:

39 Hampton Pier Avenue-Reculver at high summer, Station-Reculver at other times.

39A Greenhill Road-Reculver.

42 Hampton Pier Avenue-Hillborough via Mickleburgh Hill.

42A Greenhill estate centre - Hillborough via Mickleburgh Hill (a new service).

43 Clifftown Gardens-Hillborough via Beltinge is now normally curtailed at Beltinge.

51 Palm Bay-Westgate) is extended in high summer to Minnis Bay.

88 (Dover-Elvington) has had its final terminal altered to St. John's Road from Fairview Road though no different roads are involved in this mining community.

101 (Folkestone local to Wood Avenue)—diverted in high summer via The Harbour.

131 (Dover local to Melbourne Avenue) now has certain journeys extended via the widened Green Lane to Old Park Barracks, a former transit camp known to many ex-servicemen on their way to and from the continent during the latter part of the 1939/45 war.

Prior to the above, a new one-way system was introduced in Folkestone on April 16th which necessitated all buses from the Sandgate direction proceeding straight through the centre being diverted via the Bouverie Square bus station and Guildhall Street.

**GOSPORT & FAREHAM**

The application some time ago to extend 15 (Fareham-Bridgemary estate) to Gosport and to divert 6 (Gosport-Fareham North) was contested by Hants & Dorset and agreement has now been reached to bring these alterations into being as from July 2nd. The new summer-only 9 (Crossways-Stokes Bay) did not commence (as already reported) at Whitsun but will operate from July.

**HANTS & DORSET**

The two summer routes 103 (Ferndown-Sandbanks) and 105 (Alderney-Sandbanks), which appear to alter most years, keep up their tradition for this season as both are to be extended from Sandbanks Pavilion to The Haven, near the ferry to Studland.

A completely new country service, a rarity these days, is applied for from Bere Regis to Blandford on Thursdays and Saturdays via the Winterbournes and Spettisbury. Up to 1952 a somewhat similar service operated from Bere Regis to Wareham as 83, though this number is now in use again elsewhere. The only spare number in the 90s is 96, which became vacant when its route from Poole to Wimborne was incorporated in an exten-

sion to 22 (Bournemouth-Wimborne in the autumn of 1950).

**MAIDSTONE CORPORATION**

In February 1961, a few extra journeys on the London Road route and also two journeys on the nearby Greenway service were diverted to the growing Palace Wood estate, though this area still does not get a regular service.

**MAIDSTONE & DISTRICT**

It was suggested in the May issue that the Southern Region of British Railways were to close their Pluckley station, accounting for the diversion of 2 and 49, but this is not so. However, the Hawkhurst branch from Paddock Wood did cease on June 11th and replacement bus service 92 started on the following Monday, mainly at peak-hours only from Paddock Wood to Horsmonden connecting with 97 to Hawkhurst, except for through garage journeys.

85 (Speldhurst-Cage Green estate, Tonbridge) was partially diverted on May 14th to Willow Lea on the Shipbourne road to strengthen the extremely lengthy 122 (Gravesend-Brighton) over the Tonbridge-Shipbourne section. 27, another Atlantean-worked route like 85, was extended on March 13th to Lender estate from Gravesend. For the summer months part of 41 (Maidstone-Sheerness) is to be diverted to the Isle of Sheppey to the popular new resort of Leysdown and re-numbered 41A. A considerable reorganisation is in hand for the large estate east of Gillingham involving a new route 153 and an hourly diversion of the long-established trunk route 26 (Dartford-Faversham) via this Eastcourt estate. Full details will be published when the summer timetable is issued during July.

**ODIHAM MOTOR SERVICES**

The 7.15 a.m. journeys from Odiham to Thornyeroff works ceased to be extended after January 20th and this applied in reverse to the 5.30 p.m. on Mondays to Thursdays and the 5 p.m. on Fridays. Thus all journeys now terminate at the Waldorf cinema. A correspondent from Basingstoke doubts whether the Odiham-Yatley (post office) service still operates.

The former Regal cinema at Odiham has been converted into a depot and the old premises in the High Street have been sold.

**PORTSMOUTH CORPORATION**

At a recent meeting of the transport committee it was revealed that only 33 trolleybuses are now in operation and that this type of vehicle costs 5d. more per mile than motor buses. The programme for complete trolleybus abandonment is to be announced in the coming months.

**READING CORPORATION**

This progressive undertaking has applied for another route extension to cope with the fast-expanding and prosperous township. K (Woodcote-Earley) is to be projected northwards across the main Wokingham Road to St. Peter's Road not far from the original tram terminus, though by no means a direct route. A new timetable (free) appeared in May, which incorporated the many alterations given in these columns over the past year but also including a short extension from May 1st of I (Donkin Hill-Southcote) to the borough boundary at Dwyer Road incorporating an improved service.

**SOUTHDOWN**

The renumbering mentioned in the June issue took place on May 14th; at the same time 63B (Petworth-Arundel) became 163. Two more routes joined the joint Brighton pooling scheme on April 9th—113 and 114 to the South Woodingdean area. The summer-only 174 (Littlehampton local), which last summer inaugurated a service via the Manning and Clun Road estate, subsequently served regularly by 9A (Angmering-Arundel), will this year go back to its original working via the main road.

Early season timetables commenced on May 11th. Besides the Portsmouth and Brighton Joint timetables, there are now East Sussex and West Sussex books—all 9d. each—so that to obtain the timetable for every route

operated by Southdown it is now necessary to buy four books instead of two.

#### SOUTHERN VECTIS

This operator has for many years had a preliminary summer service relatively early but this year all its usual summer extensions are postponed until June. Full details will appear later.

A new poster to advertise tours of the Isle of Wight reads as follows:—

Take the "ELEVEN PLUS" ISLAND TOUR with SOUTHERN VECTIS

11/- worth of Luxury Coach Travel PLUS all the enjoyment of a day's tour round the Garden Isle. NOTE—It's only 5½ PLUS for the Children!

Ask for a leaflet giving full details from any SOUTHERN VECTIS office or agent.

#### THAMES VALLEY

Unlike its neighbour London Transport, who spread their route numbers generously from 1 to 864, Thames Valley prefer, at least as far as the Reading area is concerned, to cram them all in under 10. Thus the new Reading-Woodley route via Wokingham Road, which commenced on May 6th, is numbered economically 1C. There are now 22 routes numbered below 10! The 1C is to be diverted later via the new privately built estate south of the Wokingham road along with a corresponding Reading Corporation service.

B. S. WILLIAMS LTD., Emsworth

This operator, of Hants & Sussex fame, is applying to take over two minor services hitherto operated by Southdown in the Midhurst area (59 and 61 from Midhurst to Petersfield) with through fares with Southdown suggested to such places as Brighton and Horsham. It will be recalled that Southdown hived off the Midhurst-Petersfield section from the two through routes 22 (Brighton-Petersfield) and 60 (Bognor-Petersfield) last September in order to reduce operation to one-man buses. B. S. Williams has acquired two more second-hand vehicles—a Guy Arab single-decker and a Bedford-Duple Vista. An additional point of interest is that one of our correspondents has seen Williams's Dennis Lancet III GDL204 bearing the fleet name "Southern Motorways" but we await confirmation as to whether it is in fact still in the Williams fleet.

## LONDON TRANSPORT

Recent Central Area changes have included—

98 Withdrawn on Sundays and thus only runs now on Saturdays.

98A This Mondays-Fridays route is to run on Sundays also and is extended from North Hillingdon to North Harrow station.

119 Extended on Mondays-Fridays at peak-hours from East Croydon to Thornton Heath garage via George Street, Wellesley Road, Station Road, Tamworth Road, Lower Church Street, Church Street, St. John's Road, Waddon Road, Purley Way and Thornton Road.

64 Curtailed at Tooting Broadway and thus runs only from Addington to Tooting Broadway.

There have been the customary summer extensions—14 from Kingston to Hampton Court; 27 from Teddington to Hampton Court; 38 from Chingford to Epping Forest (Wake Arms); 57A from Victoria to Camden Town (for the zoo); 83 from Ealing Broadway to London Airport; 97 from Ruislip station to Ruislip Lido; 102 from Chingford to High Beech (also Saturday afternoons); 12 from Oxford Circus to Shepherd's Bush; and also 35A, 90A and 170A. 116 is now not extended in summer beyond Staines.

During the reconstruction of Eccleston Bridge, an information bureau for all London Transport bus, coach and rail services was built and new shelters erected, and the bridge was re-opened to Green Line coaches again on May 3rd. The steel and glass shelters are lit by fluorescent lighting and tip-up seats are installed. There are indication boards for each of the 13 routes.

The trolleybus conversion on April 26th enabled the remaining post-war BUT trolleybuses to be withdrawn so that they could be prepared for sale overseas. A few of these may be broken up to provide spare parts for the others. Older trolleybuses have now taken over from the post-war vehicles and the 657 service is maintained by class K1s from Isleworth while L3s from Fulwell appear on the 667. Some K1s were operating for a time with the code of their former garage on display—WN. The conversion meant the removal of trolleybuses from a further 9.1 miles of road. This stage has resulted in a considerable reduction in the number of trolleybuses traversing Seven Sisters Road at Finsbury Park, which at one time was the busiest section of the trolleybus system, the scheduled frequency being every 30 seconds each way at the morning peak hour. The number of scheduled trolleybuses involved in this stage was 141, which have been replaced by 144 scheduled Routemaster buses (plus spares) based at Highgate, Wood Green, West Green and Edmonton.

C (Athol Street, Poplar), the old LGOC depot, closed on May 10th and its buses and turns were transferred to PR (Poplar ex-trolleybus). Its schedule numbers no longer start from 1 on each route but are in series with the PR numbers.

Overhauls have been concentrated chiefly upon RTws and green RTs, especially those in the 1000s. Some post-war RTs are now in use for training purposes.

## METROPOLITAN TRAFFIC AREA

(Coach Operators)

Most of the activities of the Charles W. Banfield Ltd. group have now been rationalised in the name of the parent company. The licences of Grey Coaches Ltd., Julius & Lockwood Ltd., New Karrymore Coaches Ltd., Elms Longman Ltd. and C. W. Banfield have been surrendered in favour of new express services operating at week-ends only with complementary excursions to the same destinations on other days and a large group of miscellaneous tours. W. King & Sons Ltd. stays in existence as there is an outside interest in this firm. The Empire's Best route, late of Webber Bros., has been in Banfield's name for some time and is unaffected by the recent changes, principally concerning services emanating from South-East London.

Since Lewis Cronshaw Ltd., of Hendon, took over the business of Venture Transport (Hendon) Ltd., there has been a certain amount of rationalisation here too. Venture still exists but mainly as a feeder to Cronshaws. If full loads are obtained the Venture coach will run but otherwise their passengers will be mixed with others booked on Cronshaws. In many cases the two companies picked up at the same points and in such instances Venture has given up the facility.

W. D. Hall Ltd., of Wimbledon, are taking over the excursions and tours of T. G. Green (Empress), of Fulham. Halls themselves have no express services but are a subsidiary of L. C. Davis & Sons Ltd., of Streatham.

A great deal of attention has been focussed on short extended tours. George Ewer & Co. Ltd. (Grey-Green) and its two subsidiaries, Fallowfield & Britten Ltd. and Orange Luxury Coaches Ltd., applied last October for three-day tours. With thirteen objectors, the public sitting lasted three days and the applications were refused. Since then, the objectors have applied themselves and were refused whilst a new application by Ewer and Fallowfield was granted. Cronshaws have been granted a group of two-day tours. Southdown now have two one-day tours from Victoria into their operating area to supplement a group operated by their associate, Samuelsons New Transport Ltd.

## SCOTTISH TRAFFIC AREA

Owing to an error in drafting the name Linlithgow appeared twice in the list of Scottish Omnibuses garages on page 96 of the June issue. Linlithgow is in fact F. whilst I should have read Broxburn.

(Continued on page 114)

*H. WEBB* *recollects*

## I — A fine pair

FROM the beginning of 1902 to 1906 I was a bond-master on horse-buses operated by Thomas Tilling. Prior to this I had no connection whatsoever with horses and, indeed, very little then except for changing horses every round journey outside Tooting yard.

My route was from Clapham Junction to Raynes Park via Tooting, Merton, and Wimbledon Broadway, a journey of just under eight miles. Our speed was little more than six miles per hour and, since we worked five round journeys per day, it will be seen that with stand time and meal time, the day's work exceeded fourteen hours. Each pair of horses worked a round journey and there was usually a spare pair for rest working or to cover sickness. It could be said, therefore, that each bus stud consisted of twelve horses.

Included in our stud was a pair who always worked together and were somewhat different from the robust type of Tilling bus horse. Chattey, the mare, was rather on the small side but sleek with a nicely rounded body and pretty to look at. Mr. Edward Tilling said she took the smallest shoe he had ever seen on a bus horse. Peter, the horse, her running partner, was a little taller but carried rather prominent bones and was not nearly so attractive. They were the most reliable and obedient pair of horses we ever had, seeming to possess strength far greater than one would expect from their appearance. When starting a bus they went evenly into the collar with a steady strain which carried the vehicle forward smoothly, without the jerking and scrambling about exhibited by most horses under similar circumstances.

On Christmas Day two journeys per day were scheduled to be operated, all buses being in by 4 p.m. I remember one Christmas the roads were in a shocking condition, being frozen hard after a storm of sleet and snow. We started out with our usual reliable pair of horses fitted with frost nails, but travel was almost impossible and at the end of the day we were the only crew that had completed one whole round journey. A disastrous day, but although Peter and Chattey slithered and shambled about a lot, they did not have a single fall. If ever a pair of horses deserved medals, they did.

It came to our knowledge recently that Mr. H. Webb was writing his life story and we asked if we might be allowed to publish a few extracts. Mr. Webb said he had written this story at odd moments as a pleasurable way of utilising some of his leisure time without any thought of publication and he would prefer at present to leave it intact. He has, however, offered to write a series of articles on various aspects of the early days of the omnibus industry and the first appears this month.

But later on they put in an even greater achievement, displaying a wonderful measure of horse sense. On a fine summer evening in the year 1904, we pulled on to the stand at the Falcon, Clapham Junction, and at once found a "Captain"—the name given by busmen to a person who would buy them a drink. Driver Toon climbed down from his box; I put the chain on the wheel to prevent it turning and we all, timekeeper included, had our drinks in the saloon bar. When Toon was back in his driving seat, I released the chain and took my rack of tickets with waybills to the timekeeper for checking. This completed, he said "You've got a couple of minutes in hand, but with a Domino (a

full load) you can go and give the horses the benefit of the extra time." Jumping on the platform, I rang the bell deliberately three times (the full load signal) and heard the horses' hooves scraping on the granite setts as they pulled over the road camber to St. John's Road. There was a good deal of shouting which I could not account for, but just as we drew near to Arding & Hobbs, a passenger came from the top shouting "There's no driver." However, Peter and Chattey displayed their road knowledge by calmly stopping at the usual stopping place without a driver or any other assistance. The trouble was caused by Toon, who could not resist the offer of a drink from another "Captain." Knowing we had time in hand he thought he could have a quick one without bothering

to anchor the wheel. During this time I was with the timekeeper in the saloon porch, which was not in line of sight with the public bar used by Toon, thus I was not aware of his absence.

The useful life of a bus horse was five years, then they were disposed of, most of them going to the knacker's yard, usually Harrison Barbess. I do not know what became of Chattey, but Peter was bought by a local butcher for £5. I often saw him trotting contentedly between the shafts. He suddenly dropped dead one day; just the sort of thing one might expect of him, working conscientiously throughout his life, then passing out without causing much trouble. I had grown quite fond of this pair of horses, giving them titbits of carrots and suchlike on the stand outside the Raynes Park Hotel, and a friendly pat when we changed horses.