

The Omnibus Society

Scottish Branch Bulletin No. 36

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EDITORIAL

Welcome to another ‘historical’ bulletin. It has taken far longer than anticipated, indeed much longer than my previous offering, but life in general does tend to intervene. Perhaps it was asking a bit much for members to cast their minds back three decades, bearing in mind all that has happened since in the industry. I thought that maybe a few members had recorded details of their local or their favourite operator, and therefore able to pass it on. However, I did receive a single response, from Suzy Scott, who has forwarded much detailed information from the former Tayside Region. Many thanks Suzy.

ROUTE CHANGES

CLYDESIDE BUSES (Clydeside 2000 plc)

Sunday 3rd July 1994

- 40 Greenock, West Stewart Street – Gourock, Trumpethill (D).
 - 41 Port Glasgow, Church Street – Greenock – Gourock, Trumpethill (D).
 - 44 Greenock, Kilblain Street – Drumillanhill (M-S). Su service added on Greenock Market Days.
 - 46 Port Glasgow, Church Street – Devol circular (D).
 - 47 Greenock, Nicolson Street – Port Glasgow, Church Street via Gibbshill (D).
 - 54 Greenock, Renton Road/Leven Road – Drumillanhill (D)
 - 56 Greenock, West Stewart Street circular via Burns Square (D).
- Apart from 44, revised Sun timetables on the above routes (no further details).

Saturday 23rd July 1994

- 10 Paisley, Gallowhill – Pollok Centre (D). Revised timetable.
- 60/80 Glasgow Airport circulars via Paisley, Foxbar (D). Revised Su timetable.
- 61/61A/62 Paisley, Smithhills Street circulars via Foxbar (D). Revised Su timetable.
- 63 Gallowhill, Montgomery Road circular via Paisley (M-S). Revised timetable.
- 64 Paisley, Cross circular via Ferguslie Park (M-S) Revised timetable.
- 69 Paisley, Cross circular via Gallowhill (D). Su service withdrawn. *Help needed with all!*

Sunday 24th July 1994

- 18 Inverclyde Royal Hospital – Kilmacolm, Cross/Paisley, Cross via Greenock, Port Glasgow (M-S). Revised M-F timetable registered on Port Glasgow to Paisley section.
- 47 Greenock, Nicolson Street – Branchton circular (D). ESu service withdrawn and replaced by Marbill Coach Services *probably service 347*.
- 51 Greenock, Nicolson Street – Pennyfern circular (D). Su service withdrawn and replaced by Gillens Coaches service 351, under contract to SPTE.
- 52 Greenock, Nicolson Street – Overton circular (D). Su service withdrawn and replaced by Gillens Coaches service 352, under contract to SPTE.

Sunday 7th August 1994

- 64 Paisley, Cross circular via Ferguslie Park (M-S). Revised Su timetable????

Monday 15th August 1994

NOTE: The registration dates for these alterations are as above, although some timetables in my possession are dated 12th August.

- 15 Johnstone, Rail Station – Bridge of Weir, Park Road (M-S). Extended from each

terminal to operate Paisley, Gauze Street to Quarriers Village via Johnstone and Bridge of Weir; hourly until early evening.

- 17 *Glasgow, Buchanan Bus Station – Kilbirnie, Milton Quadrant/Largs, Bus Station via Paisley, Johnstone, Beith (D). M-S E service withdrawn. On a temporary leaflet, there is no mention of Su service 17A, although it reappeared on a leaflet dated Oct.*
- 19 Paisley, Gilmour Street – Bridge of Weir, Rail Station via Houston (M-S). Minor timetable alteration: additional M-F journey 1808 Inchinnan Ind Est to Paisley.
- 28 Paisley, Cross – Bridge of Weir, Rail Stn via Linwood (D). Reduced running time and revised timetable on M-S E journeys.
- 60 Glasgow Airport circular via Paisley, Foxbar (D). Revised route and timetable (no further details).
- 74 Clarkston Toll – Pollok Centre/Barrhead (M-F). Outer terminal altered to Neilston, Craig Road (no further details).
- 78/79 Greenock, West Stewart Street – Wemyss Bay, Rail Station/Upper Skelmorlie (M-S). Service 78 is altered in Wemyss Bay to also serve Whiting Road both ways (to replace outward 79) as well as Lomond Road; service 79 altered to operate via Upper Inverkip both ways, instead of just inward and extended from Wemyss Bay to Upper Skelmorlie. There are also three additional journeys each way between Greenock and Wemyss Bay Caravan Park, when open.
- 170 Paisley, Morar Drive – Glasgow, Buchanan Bus Station via Clyde Tunnel (M-F peaks). Withdrawn.
- 590 Kilbarchan, Wheatlands Drive – Glasgow, Buchanan Bus Stn (M-F peaks). Withdrawn.
- 591 Paisley, Morar Drive – Glasgow, Buchanan Bus Station (M-F peaks). Withdrawn.
- 599 Glasgow, Buchanan Bus Station – Linwood, Clippens/Kilmacolm, Cross (M-S). Minor timetable alteration: the duplicate M-F journey ex-Glasgow which had been numbered 569 (via Partick and Clyde Tunnel) is renumbered via normal 599 route, although the morning inward 569 continues.

Also cancelled is Johnstone, Rail Station to Howwood, Hallside Street (M-S, hourly), could this have succumbed to Quarriers Coaches half-hourly service 320?

Saturday 27th August 1994

78/79 Greenock, Nicolson Street – Upper Skelmorlie/Largs, Bus Station (D). Revised timetable (no further details).

Monday 5th September 1994

NO DETAILS OF ANY OF THESE:

- 12 Paisley, Gilmour Street – Neilston, Craig Road (M-S). Revised route and timetable.
- 15 Paisley, Cross – Bridge of Weir, Quarriers Village (M-S). Revised timetable.
- 19 Paisley, Gilmour Street – Bridge of Weir, Rail Station (M-S). Revised M-F timetable .
- 20 Paisley, Cross – Greenock, West Stewart Street/Kilblain Street (M-S). Revised route and timetable.
- 599 Kilmacolm, Cross/Linwood, Clippens – Glasgow, Buchanan Bus Station (M-S). Revised timetable.

Thursday 22nd September 1994

305 New school route: Greenock, Mallard Crescent – Greenock High School, Inverkip Road. One journey each way.

Monday 3rd October 1994

- 17 Glasgow, Buchanan Bus Station – Beith, Strand (D). Revised timetable registered.
- 78/79 Greenock, Bus Station – Largs, Bus Station (D). Revised timetable registered.
- 597 Glasgow, Buchanan Bus Station – Beith, Strand (M-F). The University Avenue extension in Glasgow possibly no longer operates.

Monday 10th October 1994

599 Glasgow, Buchanan Bus Station – Linwood, Clippens/Kilmacolm, Cross (M-S). Altered to Kilmacolm, Port Glasgow Road – Glasgow, Buchanan Bus Station/Royal Infirmary.

Monday 24th October 1994

15 Paisley, Cross – Bridge of Weir, Quarriers Village (M-S). Revised route and timetable.

35 Paisley, Gauze Street – Bridge of Weir, Park Road (NESu). Outer terminal altered to Houston Road.

Monday 31st October 1994

303 New school route: Paisley, Mosslands Road – Ferguslie. One journey each way.

Monday 21st November 1994

Registration 6843 Greenock to Port Glasgow is cancelled. This related to services 40, 41, 46 and 48 – at least – so I await to see whatever is happening.

Monday 5th December 1994

301 New school route: Paisley, Ferguslie Park Avenue – Gockston Road via Greenhill Road. One journey each way.

Thursday 8th December 1994

Greenock, Bus Station – Largs, Bus Station (M-S). Revised timetable Registered.

Tuesday 20th December 1994

599 Kilmacolm, Port Glasgow Road – Glasgow, Buchanan Bus Station/Royal Infirmary (M-S). Revised timetable registered.

GRAMPIAN TRANSPORT (Grampian Regional Transport Ltd)**Monday 8th August 1994**

1/2/3/4 Dubford, Dubford Road/Scotstown, Lee Crescent North/Danestone, Fairview Street – City Centre – Auchinyell, Garthdee Road West/Garthdee, Auchinyell Road West (D). This network, which fans out from north to south across the city, has a revised S service.

11 Craigiebuckler, Craigiebuckler Avenue – City Centre – Golf Links, Seaton Crescent (D). Revised S timetable.

22 Mastrick, Greenfern Road – City Centre – Heathryfold, Provost Rust Drive (D). Revised timetable registered.

23 Summerhill, Skye Road – City Centre – Heathryfold, Provost Rust Drive (D). Revised timetable registered.

25 Tillydrone, Gordons Mill Rd – City Centre – Faulds Gate, Gardner Drive South End (D). Revised timetable registered.

Monday 22nd August 1994

80 New route: Dyce, Rail Station – Aberdeen Airport, Brent Road (M-F peaks). Inward journeys operate via Kirkhill Industrial Estate and return via Aberdeen Airport on request before returning to Dyce. Four morning/five afternoon journeys, under contract to Grampian Regional Council.

Sunday 20th November 1994

Three P&R routes registered for Christmas shoppers:

Woodhill House circular via City Centre (Su). Every ten mins 1000-1830 until 18th Dec.

Aberdeen Exhibition Centre circular via City Centre (Su). Every ten mins 1000-1810 until 18th December.

Altens Lorry Park circular via City Centre (SSu). Every ten mins 1000-1740 (S)/1820 (Su) until S 31st Dec. *An amendment to this registration noted a revised S timetable, so one must assume the original was an oversight and the 19th was the actual start date.*

Monday 21st November 1994

24 Culter, Johnstone Gardens North – City Centre circular (NESu). Reduced from half-hourly off-peak to every forty-five mins but compensated over Culter to City Centre section by new 24A; peak service continues half-hourly.

24A New route: Cults Academy – City Centre circular via Hilltop Ave area of north Cults (NESu). Hourly off-peak.

Sunday 4th December 1994

Revised stopping arrangements are registered to many routes (no further details).

Kirkpatrick of Deeside Ltd

Wednesday 6th July 1994 until Friday 23rd September 1994

“Heatherhopper”: Banchory, High Street – Pitlochry, West End Car Park via Aboyne, Ballater, Braemar (WF). One journey each way. *Kirkpatrick has been operating this route, with minor adjustments, since 1991 but with a later start in the season this year.*

Mair’s Coaches (G E Mair Hire Services Ltd)

Monday 22nd August 1994

86 Rob Roy Caravan Site – Peterculter, Rob Roy Caravan Site (NESu). Withdrawn and replaced by A J S Enterprizes Ltd. Last day of operation Saturday 20th August 1994.

Friday nights/Saturday nights 26th/27th August 1994

Series of seven late-night services introduced under the Aberdeen City Centre Partnership, involving City of Aberdeen District Council, Grampian Regional Council, Grampian Enterprise Limited and the national housing agency Scottish Homes. Operating on a six-month trial service, with departures from the City Centre at 0015 0100 0145 and 0230; fixed fare of £2, with exact money. Three of these routes are operated by Mair’s and four by A J S Enterprizes, details of which are under that operator. *Note also that Bain’s Coaches operates a S night journey to Dyce.*

43 Union Street, Langstane Kirk – Middlefield circular via Tillydrone, Woodside.

44 Union Street, St Nicholas Kirk – Heathryfold circular via Foresterhill, Byron Avenue.

45 Union Street, St Nicholas Kirk – Mastrick circular via Woodend, Sheddocksley.

Midland Bluebird Ltd

Sunday 3rd July 1994 until Sunday 4th September 1994

260 New “West Highland Trundler” route: Stirling, Bus Station – Tyndrum, Shop via Doune, Callander, Kingshouse, Killin, Crianlarich (SSuM). Two journeys each way, giving useful tourist facilities to an area once served by the Callander & Oban Railway, ironically showing a rail connection at Crianlarich to/from Oban. This would involve a two hours’ journey each way by bus for the train, allowing just under a three hours’ stay on the coast. In recent years there has been only a scant M-F bus service between Callander and Killin/Tyndrum. Scottish Citylink service 977 (Glasgow to Oban) operates one journey each way but is unsuitable for local journeys. MB provides sch facilities between Killin and Callander (with a M-F sch hol pm journey at sch times), otherwise sch journeys from/to Tyndrum are operated by R & R Coaches and Royal Mail Postbus. An additional sch journey each way by Goosecroft Coaches from Kinghouse starts back from the Balquhiddy area. RM Postbus provides one S journey from Tyndrum which returns only as far as Crianlarich but with a layover in Callander of only twenty mins is neither use nor ornament for shoppers. *(I would consider the route number allocated is purely cosmetic)* See also *Aberfeldy Motor Services and Stagecoach Scotland.*

Monday 4th July 1994

81/81A Stirling University – Falkirk, Bus Station via Stirling, Bonnybridge (M-S). Outward M-F journeys diverted to operate via Stirling Rail Station instead of Barnton Street, Murray Place and Station Road; inward M-F journeys diverted to operate between St Ninians Toll and Goosecroft Road via Burghmuir Road instead of Borestone Crescent, St Ninians Main Street, Randolph Terrace, Newhouse, St Ninians Road and Wellgreen Road. The reason for the inward diversion is unclear. *Service 81 operates in Bonnybridge via Bonnybridge Toll, 81A via Highland Dykes.*

Saturday 30th July 1994

As recorded in S35, various Strathclyde PTE routes had been sub-contracted to Oban & District. O&D has registered all but one of these registrations (see also 29th Aug below) and these routes are now formally integrated into the O&D network, with contracted routes 2xx, which will assume SPTE 4xx numbers by O&D, as follows:

201 Oban town service: Soroba, Lunga Road – Dunollie, Kerrera Terrace (M-S).

- 202 Oban town service: Rail Station – Longsdale Crescent/Mossfield Avenue (NESu).
- 203 Oban, High School/Rail Station – Dalmally, Glenorchy Road End (D).
- 205 Oban, High School – Barcaldine, Kelco Factory (NESu).
- 216 Oban town service: Rail Station – Soroba, Nant Drive (NESu).
- 218 Cuan Ferry/Easdale, Post Office – Oban, Rail Station (NESu).
- 219 Oban, Rail Station – Degnish Road End (Sch).

The odd one out (221 Oban to Bonawe) is not similarly treated until Monday 29th Aug 1994.

Monday 1st August 1994

- 9/309 Alexandria, Rail Station – Balmaha/Balfron, Buchanan Street Clinic (D). Diverted in Drymen off Main Street to serve The Square.
- 44 Falkirk, Bus Station – Bo'ness, Bus Station via Grangemouth (NESu). Withdrawn. *Introduced 7/92 and extended in Bo'ness to the Wm Low Store. the frequency in a timetable dated 9/92 gave this route an hourly plus an additional two-hourly headway, i.e a curious 15/60/45 cycle. In 1993 the extension to Wm Low Store was withdrawn.*
- 73 Whitecross – Falkirk – Larbert, Glenbervie Drive (M-S). The previous hourly schedule possibly too ambitious, altered NESu to operate in two sections: Whitecross to Falkirk, Asda Store and Falkirk, Bus Station to Larbert, Glenbervie Drive, but operating direct between Polmont and Laurieston, not serving St Margaret's or Redding Cross. The evening service, which continues to serve these points, is renumbered 73B.
- 76 Falkirk, Bus Station – Polmont, Forest View/California, Princes Street (M-S). Reduced to odd M-F peak journeys; withdrawn S – although the two eve journeys on 276 remain.
- 151 Linlithgow, Health Centre/Cross – South Queensferry, Hawes Car Park (D). Withdrawn and mostly replaced by new service 180.
- 152 Linlithgow, Health Centre/Cross – Philpstoun (D). Withdrawn. Replaced by SMT (Eastern Scottish) services 153 (M-S) and 183 (Su).
- 153/154 Bo'ness, Bus Station/Linlithgow, Cross – Livingston, Bus Station/Pumphreston, Store (D). Withdrawn and replaced by SMT (Eastern Scottish) services 153/154.
- 180 New route: Bathgate, South Bridge Street – Kirkliston, Main Street via Torpichen, Linlithgow, South Queensferry (M-S). Two-hourly daytime, odd evening journeys. Replaces service 183 between Bathgate and Linlithgow, combining with 181 to provide an hourly headway; evening journeys also added on this section to replace 184; replaces service 151 between Linlithgow, Philpstoun and South Queensferry.
- 181 Bathgate, South Bridge Street – Bo'ness, Bus Station via Torpichen, Maddiston, Whitecross, Linlithgow (M-S). Minor timetable alterations.
- 182 Bathgate, South Bridge Street – Bo'ness, Bus Station via Torpichen (M-F peaks). An additional early evening journey from Bo'ness added to the one peak journey each way; two-hourly Su service added Bathgate to Linlithgow to replace service 184.
- 183 Bathgate, South Bridge Street – Broxburn, Post Office via Torpichen, Linlithgow (M-S). Withdrawn, replaced between Bathgate and Linlithgow by service 180; withdrawn Linlithgow to Broxburn and replaced by SMT (Eastern Scottish) service 183.
- 184 Bathgate, South Bridge Street – Broxburn, Post Office as 183 but via Philpstoun instead of Bridgend (D). Withdrawn. The odd M-F daytime journeys withdrawn; Bathgate to Linlithgow section replaced M-S evening by 180 and Su by 182.
- 184 Summerston, Invershiel Road – Clydebank, Bus Station (M-S). Withdrawn, last day of operation Saturday 30th July 1994. *MB had operated this route of four daytime journeys each way since 7/91 from Balfron Depot. One would have thought it might have been renumbered 384 in the SPTE series to avoid confusion.*
- 185 Broxburn, Post Office – Linlithgow, Cross via Philpstoun and Bridgend (M-F). Withdrawn, had consisted of just one morning peak journey each way.
- 576 New route: Falkirk, Asda Store – Wallacestone, Waggon Road via Laurieston, Polmont (M-S). Hourly off-peak but continuing S to include pm peak.

Monday 8th August 1994

102 Stirling, Rail Station – Stirling Castle (D). Revised timetable (no further details).

Wednesday 10th August 1994

156 New route: Cowie, Main Street – Cornton, Easter Cornton Road via Town Centre (M-F). Half-hourly daytime, undoubtedly a response to Goosecroft Coaches service 158 some three weeks earlier.

Tuesday 23rd August 1994

- 10 Stirling, Bus Station – Glasgow, Buchanan Bus Station via Balfron, Milngavie (D). The 1605 Glasgow to Balfron is rerouted via Switchback Road instead of Anniesland Cross; a new journey numbered 110 at 1600 operates Glasgow, Great Western Ro to Balfron.
- 24 Stirling, Bus Station – Dollar, Manse Road/Yetts o'Muckhart (M-S). Revised timetable (no further details), but possible addition of a late-night journey.
- 38 Stirling, Bus Station – Edinburgh, Bus Station via Falkirk, Linlithgow (D). Slightly reduced M-F peak service.
- 57 Raploch, Fire Station – Stirling – St Ninians, Cultenhove Road (M-S). Revised M-F timetable (no further details).
- 58 Cowie, Main Street – Stirling – Dunblane (D). Minor timetable alterations. Main ESu service is approx hourly Stirling to Dunblane, with hourly ESu journeys Cowie to University.
- 65 Tullibody, Knowefaulds Road – Alloa, Drysdale Street (M-S). Tullibody terminal point altered to Redlands Road (bisected by Knowefaulds Road) and rerouted to cover greater part of Tullibody and extended in Alloa from Town Centre to Bowhouse Road. The previous timetable was also hourly, but on arrival at Drysdale Street had operated an hourly direct 'express' journey each way back to Tullibody Cross and 'Terminus' (a destination point unknown).
- 134 Blackness, Inn – Bo'ness, Grange Primary School (Sch). Altered to start from Champany (A803/A904 junc).
- 135 Bo'mains Terminus/Grange Primary School – St Mary's Primary School/Cuffabouts (Sch). Altered to Bo'mains Terminus to St Mary's Primary School.
- 176 California, Princes Street/ Brightons Cross/Polmont, Black Bull/Falkirk, Graeme High School (Sch). Truncated to operate in Brightons from Cross to Comyn Drive.

Minor alterations were also made to Falkirk area sch services 173 and 192.

Monday 29th August 1994

221 Oban, High School/Rail Station – Bonawe Quarry (NESu). See Sat 30th July above.

275 Falkirk, Bus Station – Stirling, Bus Station (D). Minor timetable alterations. This route consists of early M-S am and ESu journeys under contract to Central Regional Council but operated commercially NESu on service 75.

Monday 26th September 1994

98 Tamfourhill, Lime Road – Falkirk, Bus Station circular (NESu). Reduced from every fifteen to every twenty mins.

Sunday 2nd October 1994

50 Camelon, Roman Bar – Linlithgow, Cross via Falkirk (D). Minor NESu timetable alterations.

275 Falkirk, Bus Station – Stirling, Bus Station via Airth (D). Su service also serves Springkerse, Safeway Store, as well as M-S.

Monday 24th October 1994

10 Glasgow, Buchanan Bus Station – Stirling, Bus Station via Balfron (D). One M-F eve/ two S eve journeys added, at varied times, between Balfron and Glasgow. The late journeys appear to replace those of Goosecroft Coaches.

Friday 28th October 1994

Revised route and timetable registered to these Stirling local routes:

150 Raploch, Craighall Street – Bannockburn, Newmarket (NESu).

156 Cowie, Main Street – Cornton, Easter Cornton Road (NESu).

158 Cowie, Caberboard/Post Office – Cornton, Easter Cornton Road (NESu).

Monday 31st October 1994

476 New sch service: Falkirk, Graeme High School > Brightons, Main Street via Polmont.
Single pm journey.

Sunday 6th November 1994

8 Balfron, Buchanan Street Clinic – Glasgow, Buchanan Bus Station (D). Revised M-F timetable, but possible change to 1600 ex-Glasgow which is retarded five mins and which no longer operates limited stop (first setting down point Milngavie).

9 Balfron, Buchanan Street Clinic – Alexandria, Rail Station (D). Additional Su journey 0852 ex-Balfron, positioning journey for service 309 (Alexandria – Balmaha).

14/14A Glasgow, Bus Station – Dunfermline, Bus Station via Stirling (D). Revised route and timetable M-F (no further details).

Tuesday 15th November 1994

The Central Regional Council contract for the following journeys routes reverts to MB and replaces those Goosecroft Coaches journeys operated since January:

208 Balfron, Buchanan Street – Glasgow, Buchanan Bus Station via Drymen, Milngavie (D). One M-S eve journey each way (different times M-F and S) and reinstatement of two Su journeys each way. Commercial journeys are numbered 8.

210 Glasgow, Buchanan Bus Station – Stirling, Bus Station via Milngavie, Strathblane, Balfron (D). Two M-F evening, three S evening and six Su journeys, reinstating MB to the Balfron to Stirling section Su, also the two Su 'hybrid' journeys each way Glasgow to Aberfoyle which are proper to service 11/211 between Balfron and Aberfoyle.

211 Strathblane, Kirkhouse Inn – Stirling, Bus Station via Balfron, Aberfoyle (M-S). Additional M-S journey each way Balfron to Stirling: outward 0711, inward 0925.

Monday 28th November 1994

73 Whitecross – Falkirk – Larbert, Glenbervie Drive (M-S). Revised timetable (no further details).

90 Falkirk acw circular via Bainsford, Larbert, Camelon (NESu). Reduced from every fifteen to every twenty mins.

91 Falkirk cw circular via Camelon, Larbert, Bainsford (M-S). Reduced NESu from every fifteen to every twenty mins.

Monday 12th December 1994

X30 Camelon, Roman Bar – Edinburgh, Bus Stn via Falkirk (M-F peak). Revised timetable.

HIGHLAND SCOTTISH OMNIBUSES Ltd

Friday 1st July 1994 until Monday 15th August 1994

Increased services on the Isle of Skye for a brief summer season:

50 Portree, Somerled Square – Kyleakin Ferry via Broadford (NESu). Five outward/four inward journeys, with early/late journey each way Broadford to Kyleakin.

51 Kyleakin, Ferry – Armadale Pier/Ardvasar, Post Office (NESu). Four outward/three inward journeys to Armadale Pier, with a couple extended to/from Ardvasar.

52 Portree, Somerled Square – Armadale Pier/Ardvasar, Post Office (NESu). Three outward/four inward journeys to Armadale Pier, with two continuing to/from Ardvasar.

970 Inverness, Bus Station – Portree, Somerled Square (D). The single Su round trip from Inverness is withdrawn. This departs Inverness at 1200, Portree at 1600 and will resume for boarders when the Inverness Technical College is in session.

Monday 4th July 1994 until Friday 23rd September 1994

New "Heatherhopper" route: Aviemore, Rail Station – Elgin, Bus Station via Carrbridge, Dulnain Bridge, Grantown-on-Spey, Tomintoul, Aberlour, Craigellachie, Rothes (MWF). *Gray's Coaches also operates two journeys each way, but from the northern end. Highland's contribution this year replaces Cairngorm Chairlift Co.*

- 88 Thurso, Rail Station – Durness via Bettyhill, Tongue (M-F). This minibus route across the northern coast of Sutherland is withdrawn, despite the Sept 1993 North Sutherland leaflet announcing its intended reintroduction from this date. Although it had operated for only six weeks, from early July to mid-August, it is an unfortunate loss to the tourist industry in the far reaches of Scotland.

Monday 11th July 1994

- 311 Inverness, Bus Station – Dalcross Airport (M-S). Revised timetable, there are now eleven M-F and seven S journeys each way.

Tuesday 16th August 1994

The peak summer season on the Isle of Skye is truncated as follows:

- 50 Portree, Somerled Square – Kyleakin Ferry (NESu). Withdrawn S; reduced to two/three journeys.
- 51 Kyleakin, Ferry – Armadale Pier/Ardvasar, Post Office (NESu). Withdrawn S; altered to five outward/two inward journeys.
- 52 Portree, Somerled Square – Armadale Pier/Ardvasar, Post Office (NESu). Withdrawn S; altered to three outward/four inward journeys.
- 150 Elgol/Torrin – Portree High School (Sch). Reinstated for the sch term. The vehicle for this is based at Broadford and operates beyond Torrin to Elgol for boarders, inward M/outward F.
- 152 Ardvasar, Post Office > Portree, Somerled Square via Broadford (Sch). Reinstated for the sch term, with a single am journey.

The imbalance in workings is explained by odd hybrid workings, for instance the 0730 service 50 to Kyleakin returns as a 51 to Armadale Pier thence as a 52 to Portree.

- 970 Inverness, Bus Station – Portree, Somerled Square (D). The previous day (15th Aug) this route had a revised timetable (1500 ex-Portree advanced to 1345) with reduced running time, from just a few minutes up to about fifteen minutes.

Note that the S service on routes` 50-52 is noted as continuing until 24th September in the aforementioned "Countrygoer" timetable (S35).

Monday 29th August 1994

- 286 Wick, Bridge Street – Dounreay, Bus Park (D) and
- 291 Staxigoe, Elzy Road – Dounreay, Bus Park (D). A revised route and timetable registered to both routes.

Monday 10th October 1994

- 19 Inverness, Bus Station – Fort William, Bus Station (D). Revised timetable, probably winter schedule (no further details).

Monday 7th November 1994

- 19 Inverness, Bus Station – Fort William, Bus Station (D). Revised timetable, again!

Monday 12th December 1994

- 45/45A Fort William local service: Corpach, Drumfada Terrace – Upper Achintore, Perth Place (D). Revised route and timetable.
- 334 Aviemore, Rail Station – Tormore, Distillery via Grantown-on-Spey (NESu). Minor timetable alterations.

Monday 19th December 1994

- 17 Inverness, Bus Station – Tomich, Post Office (M-F). Revised timetable.

KCB NETWORK (Kelvin Central Buses Ltd)

Saturday 2nd July 1994 until Tuesday 5th July 1994

A special all day/evening shuttle service registered for these four days, between Cambuslang, Terminus and Halfway (as in May – see S35).

Tuesday 5th July 1994

- 203 Kirklands Hospital – Airdrie, Monklands Hospital (M-S). Extended to Airdrie, Broomknoll Street.

Monday 11th July 1994

20 Bearsden, Asda Store – Canniesburn Toll circular (M-F). Withdrawn, last day of operation 8th July 1994. *This started 10/93 as a Bearsden/Milngavie circular, operating half-hourly off-peak, and altered 12/93 to include Canniesburn Toll.*

The registration for the Hamilton to Glasgow route which started 3rd Jan 1994 as M-S, and increased 11th April (S35) is also cancelled.

Monday 25th July 1994

303 Silverton, Millburn Crescent/Bellsmyre, Howatshaws Road – Brucehill circular (M-S eve). Altered to operate Brucehill, Bontine Avenue circular via Silverton, Bellsmyre.

The North Motherwell, Watling Street – Wishaw, Kenilworth Avenue (NESu) is cancelled see S35, 27/1.

Saturday/Sunday 30th/31st July 1994

'T' Shuttle: Glasgow, Buchanan Bus Station/George Square – Strathclyde Park via M8. Special Shuttle service for 'T in the Park', Glasgow dep hourly 1000-1800, returning 2330. Another Shuttle service between the Strathclyde Park Campsite and the festival site was operated also between 1000 and midnight.

Sun night 31st July/Mon morning 1st August 1994

N5 Glasgow, George Square – Old Kilpatrick, Depot via Clydebank (FS nights/SSu morn)

N18 Glasgow, George Square – Old Kilpatrick, Depot via Canniesburn Toll (as N5)

N70 Glasgow, George Square – Kirkintilloch, Eastside (M-S nights/T-Su morning).

Additional operation for this night only.

Monday 1st August 1994

34 Moodiesburn, Mossvale Terrace – Craigend, Mossvale Road/Garthamlock, Tillycairn Road (M-S). Outer terminal altered to operate to Gartcosh, Turning Circle (no further details).

335 New route: Cardowan, Cardowan Road – Easterhouse, Lochend Road via Gartloch Hospital (D). Hourly.

xx New route: Wishaw, Kenilworth Road – Newarthill, Brannock High School via Motherwell (D). Approx hourly, including evenings. For reasons unknown, it was registered again from Mon 5th Sept, not having been cancelled previously.

Monday 8th August 1994

D6 Balloch, Bus Stance – Dumbarton, Castlehill (D) – Helensburgh, Colquhoun Square (Su). Revised route and timetable (no further details).

Saturday 13th August 1994

600 New route: Airdrie, Bus Station – Cumbernauld, Broadwood Stadium via Craiglinn Interchange (Home Match Days). One journey each way, S afternoon or relevant evenings when Airdrieonians Football Club play.

Monday 15th August 1994

X4A Cumbernauld, Kildrum (Castle Way) – Glasgow, Buchanan Bus Station (M-S). This half-hourly off-peak service is withdrawn. *Introduced 8/93 in response to competition.*

X5 Cumbernauld, Abronhill (Oak Rd) – Glasgow, Buchanan Bus Station/City Centre (M-S). Revised timetable to this half-hourly daytime route. Off-peak to/from Bus Station, peak journeys arrive at Wellington Street and depart at Argyle Street. A M-F peak service every five mins is provided with X4/X5/X6.

7 Bellshill town service: Clay Crescent circular (M-S). Altered to John Street circular.

36/36A Cumbernauld, Abronhill (Oak Road)/Rail Station – Glasgow, Buchanan Bus Station (M-S). Revised timetable, but 36 remains every fifteen mins off-peak from Rail Station and 36A every fifteen mins peaks from Abronhill.

40A Cumbernauld, Abronhill (Oak Rd) – Glasgow, Buchanan Bus Station (D). No longer serves Cumbernauld Rail Station (early M-S am outward + ESu journeys).

41 Cumbernauld, Town Centre – Craiglinn Interchange (M-S daytime). Reduced from half-hourly to approx seven/eight journeys each way but integrated with service 347 (Cumbernauld to Kirkintilloch) to give an approx hourly/half-hourly headway.

S36/10

- 45 Cumbernauld town service: Abronhill, Oak Road – Condorrat, Ring Road loop via Town Centre (M-S daytime). Minor timetable alterations, but maintains every fifteen mins am peak, thereafter every five mins. This route is operated jointly with Canavan Coaches and requires a minimum of twelve vehicles.
- 49 Abronhill, Larch Road Shopping Centre – Cumbernauld, Town Centre via Whitelees Estate, Cumbernauld Village (M-S daytime). Half-hourly, but slightly later S start.
- 203 Kirklands Hospital – Airdrie, Broomknoll Street via Monklands Hospital (M-S). Monklands Hospital to Airdrie section withdrawn.
- 220 Hamilton, Bus Station – Silvertonhill circular (M-S). Revised timetable registered.

Monday 22nd August 1994

- 205 Hamilton, Townhead Street – Hairmyres, Rail Station (D). Revised M-F timetable (no further details).

Thursday 25th August 1994

Revised timetables to routes D2 (Westcliff – Old Kilpatrick/Clydebank), 3B (Glasgow, Buchanan Bus Station – Old Kilpatrick Depot), 5/5B (Old Kilpatrick Depot/Faifley – Glasgow, Buchanan Bus Station) and 79A (Gallowhill – Harestanes). No details on any of these.

Monday 5th September 1994

- 115 Coatbridge, South Circular Road circular via Kirkwood (NESu) and
117 Coatbridge, South Circular Road circular via Kirkshaws (NESu). Revised timetables to these two 'Network Shuttle' routes, but both remain half-hourly.

Monday 12th September 1994

- X3 Cumbernauld, Town Centre – Glasgow, Wellington Street/Hope Street (M-F peaks). Revised route and timetable registered.

Monday 19th September 1994

- X1 Blantyre, Stonefield Road/Hillhouse, Farm Road – Glasgow, Buchanan Bus Station/Charing Cross (NESu). The one M-F peak journey each way on the Blantyre to Hillhouse section is withdrawn; those journeys which operated beyond the City Centre to Charing Cross are truncated at George Square. A further amendment was registered from 26th September.
- 9 North Motherwell, Watling Street – Bellshill, Clay Crescent (NESu). Revised Mon to Fri timetable (no further details). (M-S eve 9A and Su 9B unaltered at present).
- 55/56 Shotts, Hillhousebridge – Glasgow, Buchanan Bus Station via Newmains, Wishaw, Motherwell, Hamilton, Uddingston (D). Revised timetable registered.
- 91 Newarthill, Biggar Road – Cleland, Parkside via Motherwell, Netherton, Wishaw (D). Revised M-F timetable registered.
- 93 North Motherwell, Watling Street – Cleland/Hareshaw (NESu). Revised M-F timetable registered.
- 250 Hamilton, Bus Station – Birkenshaw, Broomfield Road (NESu). Revised timetable registered.
- 254 Hamilton, Bus Station/Townhead – Stonehouse, Manse Road (NESu). Revised timetable registered.

Wednesday 21st September 1994

A few changes to these Monklands area to Glasgow M-F peak commuter routes, which have seen only minor alterations since their introduction in 1991. They all operate via the City Centre to Charing Cross and depart from the Dental Hospital in Sauchiehall Street.

- X7 from Airdrie, Petersburn (Varnsdorf Way). The sole journey from Varnsdorf Way is truncated at Coatbridge, Fountain with onward connection for Glasgow made with service X9 journey from Glenmavis. The other two journeys (one from Petersburn, Towers Road, one from Airdrie, Broomknoll Street) are unchanged, as are the four inward journeys which operate to Towers Road, with three further extended to Glenmavis.
- X8 from Carnbroe/Airdrie, Broomknoll Street. The 0755 from Carnbroe operates between

Whifflet and Coatbridge via Old Monkland instead of Kirkshaws, where it is replaced by a new 0800 from Greenend. The 0845 from Airdrie is retarded to 0850 and retimed. Of the two inward departures the 1620 to Airdrie is unchanged, while the 1705 to Carnbroe is extended to Airdrie via Coatdyke.

X9 from Glenmavis. The 0735 is unchanged, while the 0740 starts from Burnfoot at 0750; the single inward journey at 1700 to Glenmavis is unchanged.

Monday 26th September 1994

X4/X5/X6 Cumbernauld, Abronhill – Glasgow, Buchanan Bus Station/Wellington Street (NESu). Revised timetable registered.

34 Moodiesburn, Mossvale Terrace – Gartcosh, Turning Circle (NESu). Revised terminal points: Cardowan, Turning Circle – Chryston High School. The hourly NESu service replaced by Red Lion Travel service 334, which was registered from 31st July 1994.

The Motherwell, Muir Street/Brandon Parade East – Glasgow, Cross (D) route is cancelled – note, also is Red Lion Travel wef 23rd Sept!!!!

56 Shotts, Hillhousebridge – Glasgow, Buchanan Bus Station via Hamilton (NESu). Revised timetable registered.

91 Newarthill, Biggar Road – Cleland, Parkside via Motherwell, Wishaw (D). Revised timetable registered. *The Su service operates Newarthill-Motherwell-North Motherwell.*

93 North Motherwell, Watling Street – Cleland, Parkside/Hareshaw (NESu). The extension beyond Cleland to Hareshaw is withdrawn. *Correcting S35, by May these had been reduced from four to two.*

335 Cardowan, Cardowan Road – Easterhouse, Lochend Road (D). Extended back to start from/to Stepps Bus Depot, operating direct via A80 to Avenue End Road, not serving Cardowan Road.

391 Newarthill, Biggar Road – Cleland, Parkside/Hareshaw (M-S eve). The extension of the single late-night journey beyond Cleland to Hareshaw is withdrawn.

Tuesday 27th September 1994

111 New route: Airdrie, Bus Station circular via Calderbank (NESu). Half-hourly.

114 New route: Coatbridge, Town Centre – Greenhill, Burnbank Street (NESu). Half-hourly.

Friday 30th September 1994

425 New West Dunbartonshire school service: Bellsmyre, Bellsmyre Avenue – Our Lady & St Patrick High via Howatshaws Road, Stirling Road, Cardross Road. One journey e/w.

Wednesday 5th October 1994

xx New East Dunbartonshire school service: Milton of Campsie, Redmoss Road – Craighead School. One journey each way.

Friday 28th October 1994

D7 Alexandria town service: Tullichewan, McColl Avenue – Bonhill, Braehead Road (NESu). Revised timetable registered. *First registered every fifteen mins 8/92.*

Sunday 16th October 1994

The Company is purchased by Strathclyde Buses Ltd. As I assume there is no outward change, I shall continue to list under the present heading until what will be a 1995 bulletin. My information on KCB is rather sparse at this time. For the remainder of 1994 I have only a Cumbernauld area timetable amendment leaflet dated 27th September plus an SPTE leaflet for service 335 dated 21st November. Pre-empting this (and an event yet to happen much later) I do possess a Dumbarton leaflet for services D8 and 303 dated Sunday 24th July 1994 emblazoned with “Welcome to First Bus” obviously dated retrospectively.

Monday 17th October 1994

Temporary service registered, until Cleland Bridge reopens, between Newmains, Manse Road and Cleland, Parkside via Bellside (NESu), approx half-hourly.

Monday 31st October 1994

xx New route: Clydebank, Bus Station – Dalmuir, Antonine Park (NESu). Half-hourly 0930-1730.

xx Clydeside, Bus Station circular via Old Kilpatrick (NESu). Revised route and timetable

S36/12

registered. *First registered half-hourly 12/93.*

Saturday 5th November 1994

xx New route: Broadwood Football Stadium > Abronhill, Oak Road via Cumbernauld. Single S afternoon and mid-week evening journeys for homegoing fans of Clyde Football Club.

Monday 28th November 1994

114 Coatbridge, Town Centre – Greenhill, Burnbank Street (NESu). Withdrawn, last day of operation – Saturday 26th November 1994.

Sunday 4th December 1994

Additional buses for Christmas shoppers, operating Sundays 4th, 11th and 18th Dec only:

X1 Hillhouse, Farm Road – Glasgow, George Square. Four journeys each way.

X4/X5/X6 Abronhill, Moss Road – Glasgow, Buchanan Bus Station (NESu) Seven journeys each way at approx hourly intervals.

6 Coatbridge, South Circular Road circular via Shawhead (NESu). Half-hourly daytime.

36/36A Abronhill, Oak Road – Glasgow, Buchanan Bus Stn (NESu). Half-hourly daytime.

45 Abronhill, Oak Road-Cumbernauld-Condorrat, Morar Drive (NESu). Half-hourly daytime.

67 Newmains, West Crindledyke – Glasgow, Buchanan Bus Stn. Four journeys each way.

243 Carluke, Wilton Road – East Kilbride, Hairmyres Hospital (D). Four journeys each way between Newmains and East Kilbride, Bus Station. *Normal Su operation consists of journeys for visitors to Law and Roadmeetings Hospital, and the Newmains to Wishaw section is proper to Glasgow service 67*

260 Airdrie, Bus Station – Glasgow, Buchanan Bus Station (D). Four journeys each way which combine with established Su service to make a half-hourly headway at these times.

Monday 12th December 1994

Alterations registered to the following routes (no details on any):

5 Old Kilpatrick, Bus Depot/Faifley – Glasgow, Buchanan Bus Station (D).

15/15A Petersburn, Minch Way – Kirkwood, Sports Barn via Airdrie, Coatbridge (M-S).

19A Milngavie, Craigton Road -Glasgow, Buchanan Bus Station (D).

67 Newmains, West Crindledyke – Glasgow, Buchanan Bus Station (D).

91/93 Cleland, Parkside – Newarthill, Biggar Road/North Motherwell, Watling Street (D)

Monday 19th December 1994

247 New SPT route: Salsburgh, Glenbrae – Airdrie, Stirling Street/Monklands Hospital (M-S). Replaces Golden Eagle Coaches (J B, J E, P H, R M Irvine), Salsburgh.

LOTHIAN REGION TRANSPORT plc

Monday 1st August 1994

15 Fairmilehead – City Centre – Musselburgh, Stoneybanks (NESu). Alternate journeys (i.e. half-hourly) on the Musselburgh to Stoneybanks cw section are altered to operate acw as 15A. *There is some confusion whether this is the correct date.*

55 New route: Silverknowes – City Centre – Seafield Road East, Marine Garage via City Centre (M-S). Approx half-hourly daytime, with additional peak journeys on Silverknowes section.

X66 Seton Sands Camp – City Centre – Gyle Shopping Centre (M-F peaks). Altered from five to four am outward journeys, three inward pm journeys continue unchanged; positioning journeys am/pm are withdrawn.

X76 New route: Seton Sands Camp – City Centre – Silverknowes (M-F peaks). Two journeys each way, with flow.

X77 New route: Penicuik, Eastfield Farm Road – City Centre – Silverknowes (M-F peaks). One journey each way. *This is virtually a duplicate of service 77 which had operated only as far as Crewe Toll but was withdrawn November 1989.*

84 New route: Seafield Road East – Penicuik, Eskbank Drive via Musselburgh, Whitecraig, Dalkeith, Bonnyrigg, Loanhead (M-F). One peak journey each way. This is very similar to the route of this number operated between April 1989 and July 1992.

Sunday 4th September 1994

3 Wester Hailes – City Centre – Gorebridge, Birkenside via Gilmerton, Dalkeith (M-S).

Although this daytime service is increased M-F between Wester Hailes and Mayfield Roundabout from every fifteen to every ten mins, two bph are extended instead to Gorebridge, Birkenside and numbered 30. The S service is increased and extended similarly from every fifteen to every twelve mins. In addition, service 30 operates via Danderhall (ESu service 3A route) instead of Gilmerton. Therefore, Gilmerton and Mayfield retain four M-F bph but reduced S to three bph, all days at an uneven headway.

- 4 Asda/The Jewel – City Centre – Fairmilehead/Hillend (D). Revised timetable, frequency unchanged: every twenty mins NESu, half-hourly ESu Asda to Hillend, with early/late journeys not serving Asda and late journeys not serving Fairmilehead to Hillend section.
- X9/9/9A/109 Edinburgh, St Andrew Square – Armadale, Drove Road via Mid Calder, Livingston, Bathgate (D). Revised timetable (no further details). Main service 9 is half-hourly M-S daytime and hourly ESu over whole route; X9 are peak journeys Armadale to Edinburgh, with flow, which omit St John's Hospital; service 9A refers to those M-F depot journeys from Longstone which omit Livingston Bus Station and the Hospital, while 109 are those journeys which operate direct Longstone to Livingston, Deans South at 0330 0430 (both M-S) 0530 (S), plus an inward journey at 2349..
- 10 Silverknowes – City Centre – Torphin (D). Revised timetable, although frequencies thought to be unchanged: every twelve mins M-F daytime, every fifteen mins S daytime, half-hourly ESu.
- 13 Lochend, Findlay Gardens – City Centre – Blackhall, March Road cw loop (NESu). Additional Sat journeys operate outwards via Succoth Place P&R and inwards via Craigleith P&R.
- 20 Granton, Granton Crescent – City Centre – Restalrig, Marionville Avenue (NESu). Granton to City Centre section increased from half-hourly to every fifteen mins, partly replacing service 29; continues from City Centre to Restalrig half-hourly but extended via Portobello to Eastfield.
- 23 Trinity – City Centre – Morningside, Balcarres Street loop (D). Revised timetable, frequencies *thought* to be unchanged: although a 1992 leaflet states “a very frequent service” M-F daytime, now just “a frequent service”; every fifteen mins S daytime and half-hourly D evenings.
- 26/26A Clerwood – City Centre (Waterloo Place-26/ St James Centre-26A) – Seton Sands, Camp/Tranent, Muirpark via Musselburgh (D). Revised timetable with frequencies unchanged: every fifteen mins NESu Clerwood to Eastfield, extending half-hourly to Seton Sands, mostly 26 but early am as 26A; half-hourly ESu Clerwood to Tranent, all as 26A.
- 27 Silverknowes – City Centre – Hunter's Tryst/Fairmilehead (D). The odd M-F journeys from Oxgangs along Oxgangs Road to/from Fairmilehead are withdrawn. Frequencies unchanged at every twelve mins M-F daytime, every fifteen mins S daytime and half-hourly ESu.
- 28/29 Muirhouse – City Centre – Clovenstone (D). The former loop working at Muirhouse, acw 28 via Pilton and Drylaw, cw 29 reverse is withdrawn, with main service operating from/to Muirhouse both ways via Drylaw as 28, 29 withdrawn and replaced by increased service 89. Former frequency of each half-hourly NESu now reduced to every twenty mins, with ESu unchanged at half-hourly. Odd M-S early morning journeys numbered 28A Charlotte Square to Muirhouse operate each way to Crewe Toll via George Street and North Frederick Street, and after Crewe Toll as the former route via Crewe Road North and West Granton Road.
- 30 New route: Wester Hailes – City Centre – Gorebridge, Birkenside via Danderhall, Dalkeith (NESu). Half-hourly, replacing two bph off service 3 between Wester Hailes and City Centre & City Centre – Gorebridge section of service 89.
- 63/X63 Edinburgh, Seafield Road East – Livingston, Deans, Muirfield Way (M-S). Registration altered to start from Portobello, Marine Garage Roundabout (sic) and rerouted after Uphall direct to Bathgate then via Birniehill to Whitburn, Polkemmet Road as 63/63A, not serving Livingston and with X63 withdrawn (no further details).

S36/14

- X64/64 Edinburgh, Bus Station/Longstone – Armadale, Grove Road via Broxburn, Bathgate (D). Revised timetable (no further details). Main route thought to continue half-hourly NESu Edinburgh to Armadale, hourly ESu Edinburgh to Bathgate, Menzies Road, with three M-F service X64 journeys each way, with-flow, Armadale to Edinburgh.
- 89 Granton, Granton Crescent – City Centre – Gorebridge, Birkenside (M-S daytime). Withdrawn, last day of operation Saturday 2nd September 1994. Replaced between Granton and City Centre by increased service 20 and between City Centre and Gorebridge by new service 30.

Sunday 30th October 1994

A revised route and timetable are registered for the following two routes:

- 3/3A Wester Hailes – City Centre – Mayfield, Cook Crescent/Gorebridge, Birkenside (D).
82 East Craigs – City Centre – Polton Mill/Cameron Crescent/Rosewell (D).

Sunday 11th December 1994

Following a lengthy period of what might be considered wasteful competition, LRT has decided to cease operations in West Lothian. These were, of course, introduced in retaliation to SMT's incursion on to city routes at deregulation. SMT has introduced what it considers to be additional facilities on its own routes as a consequence.

- X9 Armadale, Grove Rd – Edinburgh, St Andrew Sq via Bathgate, Livingston (M-F peaks).
9 As X9 but also serves St John's Hospital in Livingston (D, half-hourly).
9A Edinburgh, Longstone > Armadale, Grove Rd (M-F am peak). Garage journeys for X9.
X79 Loganlea – Edinburgh, St Andrew Square (M-F peaks).
All four routes are withdrawn. These share a common registration with the rather curious 109, still extant (see 4th Sept above). Also perhaps strange is that service 79, garage journeys for X79, was cancelled earlier.

- 10 Silverknowes – City Centre – Torphin (D). Revised timetable, frequencies unchanged.
- 18 Moredun, Fernieside Place – City Centre – South Queensferry, Scotstoun Estate (NESu). Moredun to Cameron Toll and Barnton to South Queensferry sections withdrawn. Operates half-hourly daytime Grange, Lauder Road (Grange Loan loop) to Barnton, with early morning journeys starting back from/to Cameron Toll and extending from Barnton to/from Cramond.
- 18A Moredun, Fernieside Place – City Centre, Elm Row (M-S eve). Moredun to Cameron Toll and York Place to Elm Row sections withdrawn; extended from York Place instead Canonmills. Continues half-hourly evenings
- 27 Silverknowes – City Centre – Hunter's Tryst (D). Revised route and timetable (no further details). Frequencies unchanged at every twelve mins M-F daytime, every fifteen mins S daytime and half-hourly ESu.
- 63/X63 Seafield, Marine Garage Roundabout – Whitburn, Polkemmet Road via The Jewel, City Centre, Broxburn, Livingston (NESu). South Gyle Shopping Centre to Whitburn section withdrawn; half-hourly but Seafield to The Jewel section reduced to garage journeys.
- 64/X64 Edinburgh, St Andrew Square – Armadale, Drove Road via Livingston (D). Withdrawn.

LOWLAND OMNIBUSES Ltd

Monday 1st August 1994

- 20 Hawick, Buccleuch Street – Kelso, Bus Station via Jedburgh (D). Minor timetable alterations, although a revised route is registered. This is a comparatively frequent inter-urban route for the area: approx hourly NESu Hawick to Jedburgh, continuing two-hourly to Kelso, with three Su journeys each way Hawick to Kelso; odd evening journeys, mainly on Hawick to Jedburgh section.
- 29/30 Jedburgh, Bus Stance/Kelso, Bus Station – Edinburgh, Bus Station via Earlston, Lauder (D). The first Su journey into Edinburgh, previously 30 from Kelso, is withdrawn and replaced by a 29 extended back from St Boswells through from Jedburgh. Kelso passengers must now travel by service 65 to Earlston and change to service 29.
- 59/69 Galashiels, Bus Station – Dingleton Hospital via Tweedbank (59)/Langlee (69), Melrose (D). Timetable alterations. At least hourly, but together with other routes up to

four or five NESu buses are provided as far as Melrose, and two/three ESu.

- 61 Galashiels, Bus Station – Oxton via Melrose, Earlston, Lauder (M-S). Consists of two M-F journeys each way at sch times, plus one S journey to Earlston (which continues to Kelso on service 89). The am inward journey now diverts in Earlston via Summerfield. Additional facilities are provided by other routes connecting at Newtown St Boswells or Earlston with Edinburgh routes 29/30.
- 65 Galashiels, Bus Station – Kelso, Bus Station via Melrose, Earlston (D). Minor S alteration, 2115 ex-Kelso diverted via Borders General Hospital; additional Su am journey Kelso to Galashiels, previously requiring a change at Earlston between services 30/67 and which connects at Earlston with service 29 for Edinburgh.
- 67 Galashiels, Bus Station – Kelso, Bus Station via Melrose, Newtown St Boswells, St Boswells (D). Minor timetable alterations to these odd journeys which supplement service 30 between Newtown St Boswells and Kelso.
- 68 Galashiels, Bus Station – Jedburgh, Bus Stance via Melrose, Newtown St Boswells (D). One Su am journey diverted between Melrose and Newton St Boswells to operate via Leaderfoot, thence double-run to/from Earlston.
- 82 Kelso, Bus Station – Duns, Market Square/Berwickshire High School via Coldstream, Swinton (M-F). Of the four journeys each way on this route, one is provided by Northumbria Motor Services! Although a revised route and timetable is registered there is no apparent change.
- 89 Kelso, Bus Station – Earlston, Square via Gordon (M-S). Minor timetable alterations to another infrequent route consisting of one M-S each way plus two S journeys each way Kelso to Gordon. The M-F journeys are at sch times, while the S pm through journeys each operate to/from Galashiels on other routes at similar times.
- 104 Edinburgh, Haymarket/Bus Station – Berwick-upon-Tweed via Haddington, Dunbar, Coldingham (D). Minor timetable alterations on Dunbar to Berwick section. Operated hourly jointly with SMT on the Edinburgh to Dunbar section, through passengers are required to change buses at the latter to continue their journey en route to England. In effect the southern section of four/five M-F and three SSu journeys each way is a separate operation from Berwick, although the two/three short workings between Dunbar and Cockburnspath are clearly operated from the Dunbar end as an extension of the Edinburgh journeys. *This route now suffers competition along the A1 with Taxibus service 201: two D buses each way provide a much faster journey for through passengers – 105 mins instead of about three hours and involving a change of vehicle.*

Monday 15th August 1994

- 120 New route: Dunbar, Oxwell Mains/Warrender Crescent/High Street – North Berwick, Quality Street via East Linton, Tynninghame, Whitekirk, Auldham, Castleton (D). Five M-F journeys, two-hourly S, two Su journeys each way. Replaces Fallon's Tours at this time, although this was not deregistered until 11th Oct.
- 228 New route: Dunbar, High Street acw circular via Pitcox, Luggate, Stenton, Pitcox (Sch + MTW sch hols). Replaces Fallon's Tours service 128 at this time, although not deregistered until 11th Oct (*Lowland already has an East Lothian 128*)

Friday 19th August 1994

- 62 Melrose, Square – Edinburgh, Bus Station via Galashiels, Peebles, Penicuik (D). Minor M-F timetable alterations between Melrose and Peebles on this hourly route.

Wednesday 24th August 1994

- 25 Ancrum/Lilliardsedge – Jedburgh, Primary/Grammar Schools (Sch). Withdrawn.
- 83 Kelso, Bus Station circular via Lempitlaw, Sprouston (M-F). One sch journey each way additionally serves Edenside Primary School in Kelso. Apart from the one acw (am)/two cw (pm) sch journeys over the whole route, there is an additional lunchtime journey each way operating direct Kelso to Sprouston, and two M-F sch hols journeys each way between the same points.

Sunday 25th September 1994

- 95 Edinburgh, Bus Station – Carlisle, Rail Station via Stow, Galashiels, Hawick, Langholm (D). Revised Su timetable: the 1030 Galashiels to Carlisle is truncated at Hawick,

instead the 1005 Edinburgh to Hawick is extended to Carlisle. Consequently, there are now three through outward journeys over the whole route (1005 1415 1605). The inward timetable is unchanged.

124/125 North Berwick, Lochbridge Road/Lime Grove – Edinburgh, Chester Street (D). Joint with SMT. Reduced Su daytime from half-hourly to hourly, continues hourly Su eve so hourly all day.

SCOTTISH CITYLINK Ltd

Monday 5th December 1994

501 Ayr, Doonfoot – Glasgow – Edinburgh, Bus Station (D) and

503 Cumnock, Tanyard/Kilmarnock, Haining Ave–Glasgow–Edinburgh, Bus Station (M-S).

Ayrshire to Glasgow sections withdrawn and replaced by Western Scottish service X77, and initially operated by Scottish Citylink-liveried vehicles. The Edinburgh to Glasgow section is renumbered 500.

SMT (Eastern Scottish Omnibuses Ltd)

Saturday 2nd July 1994

19 Armadale, Cross/Bathgate, King Street > Edinburgh (M-S). A late change dictated that the first S journey of this unidirectional route did indeed terminate at Bus Station instead of St Andrew Square *see S35, 27th June*.

Sunday 31st July 1994

C27 New Edinburgh City Sprinter route: Leith, North Junction Road – Oxfords, New Swanston Safeway Store via City Centre, Polwarth, Craiglockhart (D). Mainly every twelve mins M-F daytime, every fifteen mins S daytime, half-hourly Su daytime. Competes with numerous route between Leith and City Centre, and with Lothian Region Transit service 27 between City Centre and Oxfords.

283 Livingston, Bus Station –Fauldhouse, West End (M-S). Withdrawn and replaced by Davidson Busways service 283.

285 Livingston, Bus Station – Kirknewton, Main Street (D). Withdrawn. Replaced NESu by Edinburgh Transport Ltd and ESu by Houston Travel, both as service 285 but significantly revised.

304 Livingston, Bus Station – Murieston (M-S). Withdrawn.

385 Bathgate, South Bridge Street – Whitburn, Cross via Armadale (M-S). Revised timetable. *This has been operated by Davidson Busways on behalf of SMT since 22nd November 1993, at which time it had operated four daytime bph, but with only a limited M-F morning peak service (none S). The West Lothian Travelmap/Guide shows a daytime frequency varying between ten and thirty minutes.*

Minor timetable alterations were made also to services 197 (Bathgate town) and 287/288 Bathgate – Livingston acw/cw circulars.

It was in March 1991 that Lothian Region funded a series of “All Aboard” routes based mainly on the eponymous former county town of Haddington(shire), in what has since become East Lothian. These were registered with an ‘A’ prefix, and although there have been a few adjustments since, this network continues with some alterations as follows:

A3 Ormiston, Main Street – Haddington, High Street (T). Withdrawn and replaced by A3A/A3B.

A3A New route: Ormiston, Main Street – Haddington, High Street (T). One journey each way replaces part of A3, giving Ormiston and West Byres a more direct route via Pencaitland.

A3B New route: Rose Barns – Haddington, High Street via Pathhead, Templehall, West & East Saltoun (T). One journey each way replacing most of service A3. *Rose Barns is a dot on the map on B6367.*

A9 New Dunbar town service: High Street circulars (a) via Knockenhair Road, (b)Roxburghe Park, (c) Lammermuir Crescent (Th). Three journeys on each.

A10 New North Berwick town service: Quality Street circulars (a) via St Baldred’s Road, (b) Dirleton Road (F). Four journeys on each.

Minor timetable changes have been made to A5 Haddington to North Berwick (F) and Th journeys on A6 Haddington – Dunbar (ThS). New Haddington town routes to the Nungate, Roodlands, Riverside and Clerkington areas of the town are thought to be unnumbered at present but see 12th Sept below. The first two areas each have two M am & two W pm journeys, while the latter pair have two W am & two M pm journeys. Because of the above revisions, the Dunbar, Haddington and North Berwick Dial-a-Bus services are withdrawn.

Finally, sch services Birniehill, West Mains Farm Road End – Bathgate Academy and Westrigg – Blackridge Primary School have been withdrawn.

Monday 1st August 1994

153/154 New routes: Bo'ness, Bus Station/Linlithgow, Cross – Livingston, Bus Station/Pumpherstons Store (D). Complicated pair of routes, virtually impossible to separate. They provide a combined seven M-S/one Su journey each way Linlithgow to Livingston, with three continuing to/from Pumpherstons. Of these, a WSSu afternoon and TTh evening journey operates through from/to Bo'ness for visitors to St John's Hospital, mainly as 154 but garage journeys between Linlithgow and Bo'ness as 153. Additionally, service 154 also serves Bridgend Village, and the Su journey also serves Broxburn and Bangour Hospital (*to be precise, Ward 23!*).

183 New route: Linlithgow, Cross – Winchburgh via Threemiletown, Broxburn (D). M-F peak journeys, then two-hourly D, including evenings; additional two-hourly M-S Broxburn to Winchburgh journeys to provide an approx hourly service on this section. WS afternoon and TTh evening journeys extend from Uphall to Bangour Village Hospital. Replaces Midland Bluebird service 183 and extended from Broxburn to Winchburgh *It is uncertain how these two-hourly short workings are operated: apart those to the hospital, a return trip takes a total of 22 mins – where do the positioning journeys originate?*

Sunday 7th August 1994

186 Whitburn, Polkemmet Road – Armadale, Cross (Su). Withdrawn and replaced by Davidson Busways service 186.

276 Broxburn, Hoban Square – Bathgate, South Bridge Street via Livingston (D). A couple of Su early am journeys plus the hourly Su evening journeys withdrawn and replaced by E & M Horsburgh service 276.

Monday 15th August 1994

X29 Seton Sands – Silverknowes via City Centre (M-F). One of the two inward journeys transferred to new number X31 to differentiate revised stopping arrangements.

X31 Seton Sands – Silverknowes via Musselburgh, City Centre (M-F). The outward journey replaces a service 129 stopping journey; the inward journey replaces a similar service X29 journey but with revised stopping arrangements.

Minor timetable alterations were also made to services 66/66A (Balerno-Edinburgh-Wallyford/Seton Sands/Tranent), 106/108 (Edinburgh – Dunbar), 112/113 (Edinburgh-Pencaitland/East Saltoun) and 129 (Silverknowes-Edinburgh-Seton Sands).

Tuesday 23rd August 1994

472 New school service: Armadale, Bridgecastle Road > Armadale, Primary School. Single am journey.

Monday 12th September 1994

More changes to the 'All Aboard' routes:

A1 Haddington – Humble/Gifford circular (M). One journey each way, no change.

A2 Haddington – Gifford/Garvald circular (T). One cw, two acw, no change.

A3A Ormiston, Main Street – Haddington, High Street via Pencaitland (T). No longer serves West Byres, operating direct via Pencaitland; one journey each way.

A3B Rose Mains – Haddington, High Street via Pathhead, West & East Saltoun (T). Revised times, one journey each way.

A4 Haddington, High Street acw circular via Gullane, Aberlady (W). Revised times, two journeys.

A5 Haddington, High Street – North Berwick, Quality Street via Aberlady, Gullane (F).

Revised timetable, reduced from three outward/two inward to two journeys each way. Of these, the first inward (1300) and second outward (1640) are extended in Haddington to Mill Wynd, allowing two hours at the Sports Centre.

- A6 Haddington, High Street – Dunbar, High Street via Stenton (ThS). Revised times, three journeys each way but some journeys at different times either day.
- A7 Haddington, High Street circular via East Saltoun, Pencaitland, Gifford (W). One journey each way, no change.
- A8 Tranent, Muirpark – Eastern General Hospital via Musselburgh, Portobello (WSSu). One WS evening journey each way, one Su afternoon journey each way.
- A9 Dunbar town service (Th). Withdrawn.
- A9 Haddington town service (MW). These are now numbered, all as A9. No change to the Nungate and Roodlands loops; the Riverside loop has minor W timetable changes, as has the M afternoon, which is increased to MF; the Clerkington loop is also retimed, withdrawn W but two Th afternoon journeys are added.
- A10 North Berwick town service (F). The St Baldred's Road loop is withdrawn and the Dirleton Court loop reduced to two journeys each way, the first departing from Quality Street and arriving at Church Road, the second departing Church Road and arriving at Quality Street.

Sunday 25th September 1994

327 New "Pentland Rambler" service: Livingston, Deans North – Balerno, Marchbank Hotel via Livingston, West Calder, Harburn (4th Su each month). Livingston dep 0900, Balerno dep 1000. *Although a journey each way is registered, the West Lothian Travelmap shows this as an outward journey only.*

Sunday 2nd/Monday 3rd October 1994

240/241 Edinburgh, George Square circulars via Edinburgh University, Pollock Halls & Kings Building (Th/F/S nights/FSSu mornings). Operates additionally 2nd to 5th October. *This night service (2300-0230) was first registered 8th Oct 1992.*

October 1994

The company was purchased by the GRT Group (Grampian Region Transport). As with the Stagecoach acquisition of Fife Scottish (S35) I shall continue to record under this present heading until the end of 1994. There was no outward change to publicity until 2nd January 1995, after which leaflets were headed 'SMT Lothians', with the lower-case letter 'l' sporting the Grampian thistle in common with other companies in the group.

Monday 3rd October 1994

- EX1 Armadale, Cross – Edinburgh, St Andrew Square (M-F). Armadale terminus altered to acw Drove Road loop, from Cross via North Street, Drove Road (terminus), Mill Road and West Main Street. Continues with three journeys each way at previous times.
- X12/X13/112/113 Edinburgh, St Andrew Square – Pencaitland/East Saltoun via Musselburgh, Tranent (D). Revised timetable, frequency unchanged.
- X16 Blackridge, West End – Edinburgh, St Andrew Square via Armadale, Bathgate, Broxburn (M-F peaks).
- X17 Edinburgh, St Andrew Square (North Side) > Eastfield, Orr Terrace (M-F pm peak). New number for former service 17 journeys, which are also retimed.
- X18 Whitburn, Polkemmet Road > Edinburgh, Restalrig via Bathgate, Broxburn, City Centre (M-F am peak). Three journeys which replace service 16/X24 journeys at approx times.
- X23 Livingston, Deans South – Edinburgh, St Andrew Square (M-F peaks). A revised route posted in N&P but no change in leaflet to previous times.
- X24 Bathgate, South Bridge Street – Edinburgh, St Andrew Square (M-F peaks). Withdrawn, replaced by am peak journeys at approximate times on service X18.
- 16 Edinburgh, St Andrew Square (North Side) – Blackridge, West End via Broxburn, Bathgate, Armadale (D). During shopping hours most journeys serve Gyle Shopping Centre. M-S off-peak journeys withdrawn between Armadale and Blackridge and

replaced by new service 51. Journeys terminating in Armadale operate an acw terminal loop from Cross via North Street, Drove Road, Mill Road and West Main Street back to Armadale Cross etc. Increased Mon to Sat daytime from hourly to half-hourly, and some M-F peak journeys renumbered X16.

- 16B Edinburgh, Restalrig – Falside via City Centre, Broxburn, Bathgate (NESu). Withdrawn and replaced by extended 18 between Restalrig and City Centre, by increased 16/18 between City Centre and Bathgate and by new 51 between Bathgate and Falside.
- 17 Edinburgh, St Andrew Square (North Side) – Eastfield, Orr Terrace via Broxburn, Bathgate, Armadale (M-F peaks). Reduced mainly to garage journeys Bathgate to Eastfield, of which one am working returns extends eastwards from Bathgate to Bangour Hospital Annexe, plus a new journey at 1843 Eastfield to Edinburgh; the three pm peak journeys ex-Edinburgh are renumbered X17 and retimed, although the running time is unaltered.
- 18 Edinburgh, St Andrew Square (North Side) – Whitburn, Polkemmet Road (NESu). Extended back from Restalrig and increased from hourly to half-hourly to replace service 16B, maintaining the daytime frequency of every fifteen mins between Edinburgh and Bathgate previously provided by 16/16B/18. During shopping hours most journeys serve Gyle Shopping Centre. As former 16B, outward journeys pick up at St Andrew Square, South Side while inward journeys set down at West Side.
- 51 New route: Bathgate, Starlaw Road End – Blackridge, West End via Bathgate, Falside, Bathville, Armadale (NESu). Hourly, but no morning peak and reduced M-F afternoons. Replaces service 16B between Bathgate and Falside and off-peak service 16 between Armadale and Blackridge.
- 66A Balerno, Cockburn Crescent – Edinburgh – Seton Sands via Musselburgh (ESu). Revised timetable but continues half-hourly.
- 300 Livingston, Bus Station acw circular (M-F). Single early am journey.
- 301 Livingston, Bus Station – St John's Hospital (NESu). Hourly.
- 302 Livingston, Bus Station – Carmondean (NESu). Hourly daytime but continues M-S eve as an acw circular back to Bus Station.
- 303 Livingston, Bus Station cw circular via Carmondean (M-S eve). Hourly
- Minor timetable alterations registered for the above.

Monday 10th October 1994

- D27 Edinburgh, Bus Station – Eastfield, Orr Terrace via Livingston, Whitburn (D). Revised route and timetable registered (no further details).
- D28 Edinburgh, Bus Station – Bathgate, South Bridge Street via Livingston (D). Revised route and timetable (no further details).
- D30 Livingston, Bus Station – Armadale, Cross via Howden, St John's Hospital, Bathgate (M-S). Revised route (no further details). *No details of this route were not listed in S35 – why not????*
- 275/276 Edinburgh, St Andrew Square/Broxburn, Hoban Square via Livingston (D). Minor timetable alterations. This is an hourly service Broxburn to Bathgate, with only odd outward peak journeys from Edinburgh. Mostly NESu journeys operate as 275, with odd peak and ESu journeys numbered 276 which operate in Livingston via Craigshill.
- 284 Broxburn, East Mains Industrial Estate – Fauldhouse via Livingston (NESu). Possibly minor timetable alterations (no further details).

Monday 24th October 1994

As in recent years, a couple of Park and Rides introduced for Christmas shopping:

Bridge of Don, P&R Car Park – City Centre circular (M-S). Varied M-F daytime frequency which continues Th until mid-evening for late-night shopping; every ten mins S daytime.

Westburn Road, Woodhill House – City Centre circular (S). Every ten mins 0850-1800.

Sunday 30th October 1994

Most routes serving Dalkeith are altered, possibly because of relocation of stops or new one-way system:

EX8 Birkenside, Powdermill Brae – Edinburgh, Haymarket via Dalkeith, South Gyle (M-F

peaks). Revised route and timetable (no further details).

- 74 Edinburgh, Haymarket/Loanhead, Station Road – Dalkeith, Jarnac Court (NESu). Arrival point in Dalkeith altered to South Street, although still departs from Jarnac Court. The only journey north of Dalkeith is a M-F pm peak journey from Edinburgh, otherwise hourly Loanhead to Dalkeith.
- 85/85A/86 Edinburgh, Haymarket/St Andrew Square – Birkenside via Dalkeith, Newtongrange (D). The service 85A M-S off-peak journeys between Dalkeith and Birkenside, which avoided the double-run from Hunterfield Road to Gore Avenue (circle) are transferred to service 85. These now serve Gore Avenue, with the 85A number now withdrawn.
- 91 Dalkeith, Jarnac Court – Temple via Bonnybridge, Cockpen, Braidwood Bridge (WS). Revised route and timetable registered but certainly no change to timetable. The two afternoon journeys on this route, together with 92 below, had been sub-contracted to Lothian Transit since 6/92 but no longer shown as such.
- 92 Dalkeith, Jarnac Court – Rosslynlee Hospital via Bonnyrigg Toll, Rosewell (WS). Revised route and timetable registered but certainly no change to timetable. Three journeys each way. This route, with two afternoon journeys each way, had been sub-contracted to Lothian Transit since 6/92 but no longer shown as such.
- 142 Musselburgh, Newbigging – Tranent, Muirpark via Dalkeith (D). Rerouted outwards in Dalkeith between Old Edinburgh Road and High Street via Buccleuch Street, Lothian Street and South Street and rerouted inwards between St Andrew Street and High Street via South Street timetable unaltered at two-hourly.
- 145 Edinburgh, Bus Station – Humble, Memorial via Dalkeith (M-S). Revised route and timetable registered but no difference between issues of timetable leaflets.
- 153 Dalkeith, Bus Station – Ingliston Market (Su). Dalkeith terminal point altered to Eskbank Road.
- 330 Dalkeith, Eskbank Toll – The Jewel, Asda Store (NESu). Hourly.
- 331 Dalkeith, Eskbank Toll – Musselburgh, Police Station via Dalkeith (ESu). Hourly.
- 333 Dalkeith, South St/arr Jarnac Court via Musselburgh, Tranent (Su). Three journeys e/w
Revised route and timetable registered to these three routes. *They replaced Edinburgh Transport 7/93.*
- 383 Dalkeith, Jarnac Court – Newtongange, Bryans Road via Bonnyrigg (NESu). Revised route and timetable registered, but continues hourly, and Midlothian map dated October 1994 unaltered.
- 389 Dalkeith, Buccleuch Street – Newtongrange, Mining Museum via Easthouses (M-F). Revised route and timetable registered but continues two-hourly daytime (four journeys each way), and Midlothian map dated October 1994 unaltered. *They replaced William Stewart (Motors) Ltd of Dalkeith in July 1990.*

Thursday 10th November 1994

Several Edinburgh area tours, variously registered in 1987/88, have been deregistered: 17 Central Edinburgh (Castle, St Giles Cathedral, Holyrood Palace etc) [MWF], 19 Royal Mile, Calton Hill (TF), 20 Penicuik (Edinburgh Crystal Factory) [T], 52 Hopetoun House (F) and 53 Hopetoun House, Forth Bridge (TF).

Sunday 13th November 1994

124/125 Edinburgh, Chester Street – North Berwick, Lochbridge Road/Lime Grove (D). Joint with Lowland Omnibuses Ltd. Reduced Su daytime from half-hourly to hourly and continues hourly Su eve.

Monday 28th November 1994

- 18 Edinburgh, Restalrig – Whitburn, Polkemmet Road via Bathgate (NESu). Restalrig – St Andrew Square section withdrawn.
- 191 Blackburn, Cross – Shotts, Hillhousebridge via Bathgate (M-S). Revised timetable (no further details).

Monday 12th December 1994

A significant reduction to the cross-Edinburgh 'City Sprinter' network, now dubbed 'SMT

Edinburgh', with the following routes withdrawn (with approx former frequencies in mins):

C1 Muirhouse, Pennywell Gardens – Oxcgangs (D). Main NESu x10, E x15, Su x20/x30.

C11 Craigour – Oxcgangs (D). Main NESu x10, Su x20-x30, only limited E service.

C23 Morningside – East Pilton (D). Main NESu x10, three bph E, Su x20-x30.

C27 Leith – Oxcgangs (D). Main NESu x12 M-F/x15 S, Su x30, only late E garage journeys.

The remnants of the network are C5/C55 Restalrig – Clovenstone/Wester Hailers and C5 Newhaven-Kinnaird Park. Not part of this network, C12 City Centre – South Gyle (M-F peaks) continues. Coincidentally Lothian Regional Transport has withdrawn from large areas of West Lothian! Following this withdrawal SMT has introduced the following additional facilities:

EX4 Edinburgh, Bus Station – South Queensferry, Scotstoun Estate (M-F peaks). Two additional journeys ex-South Queensferry: 0703 0730.

X16 Edinburgh, St Andrew Square – Blackridge, West End via Broxburn, Bathgate, Armadale (M-F peaks). Additional journey 0740 Bathgate to Edinburgh.

X17 Edinburgh, St Andrew Square > Eastfield, Orr Terrace via Broxburn, Bathgate, Armadale (M-F pm peak). Increased to four (outward only) journeys, with additional journey 1711 to Bathgate,

X18 Edinburgh, St Andrew Square – Whitburn, Polkemmet Road via Broxburn, Bathgate (M-F peaks). Additional journey 1641 Edinburgh to Bathgate; not mentioned in publicity but shown in timetable are 1636 1706 and 1736 Edinburgh to Whitburn.

D26 Edinburgh, Bus Station – Fauldhouse, West End via Livingston, Whitburn (M-S). Diverted in Livingston via St John's Hospital.

D27 Edinburgh, Bus Station – Eastfield, Orr Terrace via Livingston, Whitburn (D). As D26.

28 Edinburgh, Bus Station – Livingston, NEC Factory (M-F). Extended from Livingston, Deans South to Bathgate, South Bridge Street. Additional journeys 0641 0708 0805 Deans South to Edinburgh, 1510 1540 Edinburgh to Deans South and 1610 1740 Edinburgh to Bathgate.

29A Livingston, Bus Station > South Deans, NEC Factory (M-F). The single journey at 0518 journey continues but the route is expanded considerably by an extension from Deans South to Bathgate via St John's Hospital (but not the NEC journey). Operates half-hourly off-peak NESu and continues S into evening peak.

43 Edinburgh, Bus Station – South Queensferry, Scotstoun Estate (D). Three additional M-F journeys ex-Edinburgh: 1555 1625 1725.

STAGECOACH GROUP

Bluebird Buses Ltd

Sunday 3rd July 1994

105 Stonehaven, Barclay Street – Banchory, Corsee Road (Sch). As has been usual over the last few years, a summer sch hol service of two M-F off-peak journeys has been reintroduced along the winding Slug Road and a low mountain pass over to the Dee Valley. Operated until Friday 19th Aug, after which the sch service recommences with two journeys each way.

211 Aberdeen, Bus Station – Storybook Glen via Mannofield, Cults, Milltimber (MTSu). Reintroduced for the summer sch hols until 21st Aug, to the same times as 1993, but no Thursday service.

325 'Speyside Rambler': Spey Bay, Tugnet Ice House – Tomintoul, Square via Fochabers, Craigellachie, Aberlour (WFSu). Two journeys each way operated until F 23rd Sept. *Gray's Coaches, Fochabers had operated this route at similar times in 1993.*

'Heatherhopper': Ballater, Bus Stance – Tomintoul, Square (MWFSu). There are three variants to this route: a) via Logie Coldstone and Strathdon (one inward each day, one outward MWF), b) via Crathie and Corgaff (one outward), c) direct via Corgaff (one each way plus one inward MWF). *Bluebird had operated this route in 1993, but with an additional M service this year.*

Tuesday 12th July 1994

337 Aberlour, Square/Knockando, Post Office – Elgin, Bus Station (TThS). The TTh journey operates between Rothes and Elgin via Clackmarras instead of Birnie; the S journey extends to/from Elgin Bus Station to Elgin Academy when Music Centre is in session. *Note: although later (Oct) publicity shows the diversion via Clackmarras operates TTh, in a separate leaflet it is just the T journey.*

Monday 1st August 1994

106 Portlethen local service (M-F). Revised route and timetable registered.

Monday 22nd August 1994

210 Aberdeen, Bus Station – Ballater, Bus Depot via Westhill, Elrick, Tarland, Aboyne (D).

215 Aberdeen, Bus Station – Alford, Main Street via Westhill, Dunecht (D).

220 Aberdeen, Bus Station – Strathdon via Kemnay, Monymusk, Alford, Lumsden (D).

221 Inverurie, Main Square – Alford, Main Street via Kemnay, Monymusk (M-S).

Reduced service, but with little change to frequencies on 210/215. The most significant alteration is the reduction in NESu journeys beyond Kemnay to Alford/Strathdon on 220/221, and the operation of Strathdon outstation. The inward M-F journey from Strathdon, previously 0745 is now brought forward to 0635, picking up a former timing at Alford at 0725, to give a peak facility into Aberdeen, arriving 0844. The previous second (now only) departure from Aberdeen at 1425 is retarded to 1645 and operated via the more frequent service 215 route serving Westhill and Elrick to Alford then extended to arrive at Strathdon 1852. The Strathdon driver's spread-over is increased from almost nine hours to just over twelve, but with withdrawal too of the S journeys he does enjoy a whole weekend off duty! Most of the former times, however, are replaced by Lumsden Garage, see under that operator. The tendered M-S evening service 220 journey each way Alford to Aberdeen is also withdrawn and replaced by A J S Enterprizes from the distant Cruden Bay (a Grampian Council leaflet credits this to Cruden Bay Coaches, but with the same telephone number, obviously an associated company or simply a rebranding). Finally, the Su services are unchanged. So, the am journey from Strathdon is 220 and the pm is 215 – the latter mistakenly shown as M-S in that timetable.

221 (additional to above). Apart from the above, the 1505 M journey Inverurie to Kemnay journey via Aquithie is brought forward to the T-F time of 1455. Possibly because of capacity problems the 1505 M departure is replaced by Easton's Motor Services, which operates direct via B993. *After the rigours of the weekends, Inverurie eases its students into the academic week by releasing them M up to an hour earlier than the rest of the week!*

250 Aberdeen, Bus Station – Ellon estates via Balmedie (D). Two journeys withdrawn: the 1820 M-Sat Ellon Square circular via Esslemont Circle and Ness Circle, and 0940 Su Aberdeen to Ellon Estates and return. *Both are replaced by A J S Enterprizes services 254/250 respectively.*

251 Fraserburgh, Bus Station – Aberdeen, Bus Station via New Deer, Maud, Ellon (M-S). The sch journeys New Deer to Ellon are withdrawn and replaced by revised times operated by Watermill Coaches service 251; the S service altered so the Aberdeen-New Deer short working each way is extended to/from Fraserburgh.

290/291 Aberdeen, Bus Station – Ellon, Square/Fyvie, Bus Depot via Udny, Pitmedden, Tarves, Methlick (D). The summer NS double-run from Pitmedden village to Pitmedden Garden and the NS extension to/from Haddon House are both withdrawn. The 1630 Su Aberdeen to Pitmedden and Haddon House is retarded to 1730 and truncated at Belhelvie, returning at 1800 to pick up the former inward time.

301 Macduff, Bus Depot – Huntly, Square/Gordon Schools via Banff, Aberchirder (M-S). Extended from Huntly to Inverurie, Square via Gartly, Kennethmont and Insch as replacement for the two (now three) M-F journeys previously operated by Cheyne's Coaches service 306, and the three S journeys previously operated by Roberts of Rothiemay. In more detail: M-F: on the Macduff to Huntly section the 0715 Aberchirder to Macduff and 1715 return journeys are withdrawn, together with one Huntly to Macduff journey each way, and replaced by Deveron Coaches; the diversion via Kinnoir School is withdrawn (thought to have closed). In short, consists of two M-F journeys

each way Macduff to Inverurie, one journey each way Aberchirder to Inverurie, plus the Aberchirder to Macduff sch journeys. S: this is completely retimed to accommodate the extension to Inverurie, and the former journeys are replaced, also by Deveron Coaches and at almost identical times. Again, service has two journeys Macduff to Inverurie and one return, one journey Huntly to Inverurie and two return, plus the 1830 Huntly to Insch, which connects with the 1615 service 10 ex-Inverness (1735 ex-Elgin). This then returns to base at Macduff, arrive 2030.

Tuesday 23rd August 1994

591A New school route: Whitecairns, Inn – Bridge of Don Academy via Potterton, and

591B New school route: Miltown of Minnes – Bridge of Don Academy via Belhelvie, Potterton. One journey each way on each route.

Saturday 27th August 1994

290 Aberdeen, Bus Station – Ellon, Square/Fyvie, Bus Depot via Tarves, Methlick (D). The S journey each way Aberdeen to Kingseat Hospital is withdrawn and replaced by Bain's Coaches; the 1645 Ellon to Fyvie journey is withdrawn without replacement.

Monday 29th August 1994

305 Aberdeen, Bus Station – Elgin, Bus Station via Turriff, Macduff, Banff, Buckie (D).

308 Aberdeen, Bus Station – Buckie, East Cathcart Street/Portgordon (D).

309 Buckie, East Cathcart Street – Keith, Den Crescent (M-S).

The above are rerouted in Buckie so that the main stop/terminal point is altered from East Cathcart Street to East Church Street.

Wednesday 28th September 1994

209 Aberdeen, Bus Station circular via Fochabers, Dufftown (W). Registration cancelled.

Whether this is the last day of operation or Wednesday 21st is not known.

Monday 3rd October 1994

101/107/117/701/707 Aberdeen, Bus Station – Montrose, Strathtay Depot via Stonehaven (D). A minor reshuffle to the M-F peak journeys along this corridor: the 1515 Montrose to Aberdeen journey is renumbered from 701 to 101 and diverted between Newtonhill Crossroads and Portlethen Asda to serve Badentoy Park. To confuse the unwary, in the dedicated Badentoy Park summary the route number quoted is 107. Route number 707 disappears, these three journeys are renumbered 701.

106 Portlethen, Asda Store – Badentoy Park (M-F). The 1630 journey is withdrawn, therefore reduced to the five lunchtime journeys; peak journeys are provided by services 107/117.

200 Aberdeen, Bus Station – Perth, Bus Station via Braemar, Spittal of Glenshee, Pitlochry (D). Withdrawn, last day of operation Sunday 2nd October 1994.

201 Aberdeen, Bus Station – Braemar, Auchendryne Square via Banchory, Ballater, Aboyne (D). Off-peak service between Ballater and Braemar reduced from hourly to two-hourly for the winter season.

214 New route: Lyne of Skene – Kemnay, Bremner Way via Craigearn Village (Sch). One journey each way.

215 Aberdeen, Bus Station – Alford, Spar Supermarket (M-S). Additional S journeys 0730 Aberdeen to Alford and 1601 return.

220 Aberdeen, Bus Station – Alford, Main Street/[also from Strathdon] (D). The diversion between Kemnay and Monymusk for visitors to Castle Fraser is withdrawn.

260 Aberdeen, Bus Station – Peterhead, Broad Street via Ellon (D). Route number withdrawn, renumbered 760.

265 Sandhole – Peterhead, Broad Street (M-F). Extended back from/to Mintlaw, Square; one journey each way at sch times.

267/268 Aberdeen, Bus Station – Fraserburgh, Bus Station via Ellon (D). Route numbers withdrawn, renumbered 767/768 respectively.

286 Peterhead, Chapel Street – New Deer, Church via Mintlaw (D). Revised timetable, with odd M-S journeys extended from Mintlaw to/from/via Fetterangus, amongst which are

the extension of 1740 ex-Peterhead from Mintlaw to New Deer and the 2210 Mon to Fri 2300 Sat from Stuartfield to New Deer. Note that N&P maintains the New Deer terminus as 'Howe', Bluebird shows 'Church'.

290/291 Aberdeen, Bus Station – Fyvie, Depot/Ellon, Square via Methlick (D). The summer M-F double-run from Pitmedden village to Pitmedden Garden and the daily extension to/from/via Haddo House are both withdrawn. The 1630 Aberdeen to Pitmedden and Haddo House is retarded to 1730 and truncated at Belhelvie, returning at 1800 to pick up the time previously from Haddo House.

305 Aberdeen, Bus Station – Elgin, Bus Station via Turriff, Macduff, Banff (D). The 0615 M-F Elgin to Buckie journey is regained from Mayne's Coaches.

760 Aberdeen, Bus Station – Peterhead, Broad Street via Ellon (D). Incorporates the few M-S, but all Su, journeys previously numbered 260. Odd M-S and all Su journeys divert via HM Prison Peterhead.

767 Aberdeen, Bus Station – Fraserburgh, Bus Station via Ellon, Mintlaw, New Leeds Road End (D). Incorporates the few journeys previously numbered 267. Revised route registered, presumably a short loop off A952 to serve Fetterangus, although no alteration to timetable.

768 Aberdeen, Bus Station – Fraserburgh, Bus Station via Ellon, Mintlaw, Strichen (D). Incorporates the few journeys previously numbered 268. Fetterangus loop as 767.

Wednesday 2nd November 1994

xx New 'Commuter Express' route: Peterhead, Broad Street – Aberdeen, Bus Station via Ellon (NESu). Varied frequency. A rapid response to the Rogers Coaches registration one week earlier. The Bluebird registration (e.g. 0605-1705 M-F, five mins later S outward, 0725-1825 inward M-S) suggest that most – if not all – journeys shadow the Rogers registration. *I have the Rogers leaflet but have yet to see that of Bluebird.*

Tuesday 22nd November 1994

264 New route: Collieston, Post Office – Ellon, Square (TF). One am journey each way under contract to Grampian Regional Council.

Monday 5th December 1994

210 Aberdeen, Bus Station – Ballater, Golf Road Bus Depot via Elrick, Torphins, Lumphanan, Tarland (D). N&P notes additional 0645 Mon to Sat journey Ballater to Torphins. *This has been the first section of a through journey to Aberdeen which has been in operation for some considerable time!*

Fife Scottish Omnibuses Ltd

Saturday 2nd July 1994

X63 Leven, Bus Station – Perth, Bus Station via Anstruther, St Andrews, Dundee (M-S). Reintroduced for the summer season, until 24th September 1994 but reduced to S, with the M-F operation during July/August withdrawn. Additionally serves Muircambus Farm Camp Site and Shell Bay Road End between Upper Largo and Elie; rerouted to operate direct between St Andrews and Guardbridge, not serving Craigtoun Park and Strathkinness. The previous four journeys each way are reduced to two each way between Leven and Anstruther, although connections with the other two journeys provided outward by service X57 and inward by service 95.

Monday 4th July 1994

67 Glenrothes, Bus Station – Cupar, Crossgate/St Catherine St via Ladybank, Kingskettle (M-S daytime). The M-F morning journey withdrawn Aug 1993 is reinstated, with a corresponding M-F afternoon journey added (1530sch 1540 sch hols). These operate sch via Bell Baxter School in Cupar. Consequently, there are now two M-F sch hol afternoon journeys leaving Cupar within eight mins of each other.

Monday 1st August 1994

X4 Kirkcaldy, Bus Station – Glenrothes, Caskieberran (NESu). Withdrawn, last day of operation Saturday 30th July 1994. *Operation commenced 2/87, operating limited stop between Kirkcaldy and Glenrothes Bus Station every two hours; the last timetable I have seen is dated 8/89, at which time it was half-hourly after the am peak.*

G1 Glenrothes, Bus Station – Stenton, Mar Drive via Crystals Arena, Finglassie (D).

Extended from Glenrothes to Kinglassie. In a late change, reduced from M-S from half-hourly to hourly, with one bph operating via Pitteuchar as G6; Su service also transferred to G6, together with the early M-S and Su journeys which had previously operated as G1 via Pitteuchar.

- G2 Glenrothes, Bus Station – Newcastle, Muirfield Drive (D). M-S daytime service withdrawn and replaced by increased service on 38/38A.
- G3 Glenrothes, Bus Station - Collydean, Piper Drive (D). Extended back from Bus Station to start from Caskieberran as part replacement for G5. Unchanged NESu at every twenty mins, hourly Su but only hourly Su afternoon on Caskieberran section
- G4 Glenrothes, Bus Station – Balfarg, Tummel Road cw loop (D). Extended back from Bus Station to start from Woodside as part replacement for G5. Operates every twenty mins NESu (a reduction on the Balfarg section from every fifteen mins), hourly ESu.
- G5 Woodside, Eden Crescent – Glenrothes – Caskieberran, Lammermuir Court (D). Withdrawn, Woodside section replaced by extended service G4 and Caskieberran section replaced by extended service G3.
- G5 Glenrothes, Bus Station – Leslie, Kirk Drive (D). Renumbered from G10; unchanged at half-hourly NESu, hourly M-S evening and Su during shopping hours – these ESu journeys also operate via Macedonia. Operated under contract to Fife Regional Council
- G6 Stenton, Mar Drive – Kinglassie, Post Office via Pitteuchar (D). Hourly NESu, plus hourly Su afternoon (only) on Stenton section, transferred from G1. Also absorbs those early M-S journeys via Pitteuchar which had previously operated as G1. Some M-S journeys and all Su service operate via Glamis Avenue and Beaufort Drive to serve Warout Stadium.
- G8/G9 Glenrothes Hospital – Bus Station – Markinch, Croft Crescent (D). Main daytime service withdrawn, reduced to ESu with one M-F am journey each way on G9. This route provides train connections at Markinch Station, just outside Glenrothes.
- G10 Glenrothes, Bus Station – Leslie, Kirk Drive (D). Renumbered to G5.
- G11 Glenrothes, Bus Station – Peploe Drive (M-S). Withdrawn.
- 37 Kirkcaldy, Bus Station – Glenrothes, Balfarg/Collydean (M-S). This hourly evening service is withdrawn and replaced by services 37B/37C.
- 37B/37C Kirkcaldy, Bus Station – Glenrothes, Balfarg/Collydean (M-S). Both routes altered out of Kirkcaldy to operate via Victoria Hospital and North Kirkcaldy Asda Store instead of via Gallatown; rerouted in Glenrothes via Foxton Drive and Glamis Centre instead of Blackwood Road; north of Glenrothes Bus Station 37B is extended from Balfarg to operate an acw loop via Collydean and Balgeddie back to Bus Station, while 37C operates a cw loop in the opposite direction, i.e via Balgeddie, Collydean and Balfarg.
- 38/38A/38B Kirkcaldy, Bus Station – Glenrothes, Newcastle/Whitehill Ind Est/Tanshall (D). Recast, with 38/38A altered in Glenrothes to operate acw/cw circulars via Macedonia, Newcastle, Tanshall, Caskieberran (or reverse), replaces NESu journeys on G2 at Newcastle and 38B at Tanshall. Each operates half-hourly daytime, with hourly ESu operating each way to the Whitehill Ind Est via Macedonia and Tanshall West.
- 39/39A Kirkcaldy, Bus Station – Leslie, Anderson Drive via Glenrothes (D). In a more or less straight exchange, the M-S daytime journeys are renumbered from 39A to 39, while the ESu journeys are renumbered from 39 to 39A. Not quite as simple, as 39 journeys operate in Leslie to/from Kirk Drive, while 39A continues to terminate at Anderson Drive, although the first evening 39A does start at Kirk Drive. Briefly, 39 journeys operate in Kirkcaldy via Victoria Hospital (also most via Asda) and 39A operates via Overton Mains and Gallatown Roundabout.
- 58B Glenrothes, Bus Station – Lochgelly, Post Office via Kinglassie, Ballingry (M-S). Revised.

Thursday 4th August 1994

- X58 St Andrews, Bus Station – Edinburgh, Bus Station via Cupar, Glenrothes, Cowdenbeath, Dunfermline (M-S). Minor timetable alteration: pm sch journey Glenrothes to Cowdenbeath journey withdrawn.

Monday 8th August 1994

L1 Leven, Bus Station – Buckhaven, Shore St cw loop (NESu). Reduced from every ten mins to half-hourly, having been so since introduction Sept 1992. Local service L2 Methilhill circular introduced at the same time, however, remains every ten mins.

S2-S5/9 St Andrews city services. I admit defeat, these are too complicated for me to give in any great detail, but a recasting is necessary because of the withdrawal of off-peak journeys on services 95A/95B.

S1 New route: South Street, Madras College acw circular via Bus Station, Health Centre, Shoolbraids, Priestden Place, St Mary Street (NESu). Half-hourly, but no am peak service. Contains elements of S2 and 95B.

S2 South Street, Madras College acw circular via Health Centre, John Knox Road, Scooniehill, Langlands Road, (NESu). Half-hourly. Replaces parts of S2 and 9.

S3/S4 South Street, Madras College cw/acw circulars via Bogward, Balone Park, Lawhead Road West (NESu). Each hourly. Replaces 95A and most of S3, but with S4 operates both ways with S3 replacing S5 at Buchanan Gardens.

S4 South Street, Madras College acw circular via Health Centre, Bogward, Shoolbraids, St Mary Street (ESu). Renumbered S5.

S5 South Street – Lawhead Road West (NESu). This hourly off-peak service under contract to Fife Regional Council is withdrawn and replaced by S3.

S5 South Street, Madras College acw circular (ESu). Renumbered from S4 and rerouted.

9 South Street, Madras College acw circular via Health Centre, Scooniehill, Langlands Road (NESu). This route is thought to have been withdrawn. *In theory, apart from the former S5, the city services may still be operated by three vehicles, but they now also cover the local sections of 95A/95B.*

64/64A St Andrews, South Street (Madras College)/Bus Station to Springfield, Main Street via Strathkinnes, Cupar (M-S). Minor timetable alterations.

93 Dundee, Bus Station – Tayport (NESu). Rerouted to include Scotsraig Estate, Lundin Crescent and Banknowe Avenue areas all day, but frequency reduced to approx hourly (lunchtime journey partly withdrawn) enabling operation now with one vehicle.

95 Leven, Bus Station – Dundee, Bus Station via St Andrews (D). Increase M-S off-peak between St Andrews and Dundee from hourly to half-hourly as part replacement for services 95A/95B. Together with X96 there are still three bph St Andrews to Dundee.

95A/95B St Andrews, Bogward – Dundee, Bus Station (M-S daytime). Off-peak operation withdrawn, the through journeys from south-west St Andrews obviously unsuccessful. Service 95A is reduced to one M-S am outward journey, itself a 'hybrid' as it operates within Tayport as a 93, with 95B reduced to two peak journeys each way, with flow, of which one inward diverts in Tayport similarly to 95A.

96 St Andrews, Broomfaulds Ave – Dundee, Bus Station (M-S daytime). Renumbered X96, with section in St Andrews between Broomfaulds Ave and City Centre withdrawn. Peak journeys continue from or via South St, Madras College. Hourly, operating limited stop.

X96 St Andrews, Bus Station/Madras College – Dundee, Bus Station (NESu). Renumbered from 96 and revised.

97 Leven, Bus Station – St Andrews, Bus Station via Largoward (NESu). First outward journey at 0525 withdrawn. No alterations to 97A/98.

Also, minor alterations to services X57/57, 64/64A.

Monday 15th August 1994

D7 Dunfermline, James St – Abbeyview, Inchkeith Drive (NESu). Hourly evening journeys added, under contract to Fife Regional Council.

D9 Parkneuk – James St – Abbeyview/Garvock Bank (D). Additional hourly evening journeys on Parkneuk section, under contract to Fife Regional Council, therefore increased to half-hourly. The Abbeyview/Garvock Bank section is already half-hourly so

theoretically these too could be operated through just as those journeys on the other half-hour.

- 76 Wellwood – Dunfermline – Crombie, Ordnance Rd (NESu). Hourly M-S eve and two-hourly Su afternoon service added, under contract to Fife Regional Council.

Sunday 21st August 1994

- X12 Leven, Bus Station – Burntisland, Harbour Place via Methil, Kirkcaldy NESu). One M-S afternoon journey each way on Kirkcaldy-Burntisland section withdrawn sch.
- G3/G4 According to a new issue *dated Mon 21st August*, both these Glenrothes town routes appear to have reverted to their pre-1st August formats. Therefore, G3 operates Bus Station to Collydean and G4 Bus Station to Balfarg, each every twenty mins NESu and hourly ESu, although mostly interworking across the town between the two.
- 55 Edinburgh, Bus Station – Perth, Bus Station via Dunfermline, Kelty, Kinross (D). The hourly Su afternoon short workings between Dunfermline Bus Station and Queen Margaret Hospital are reduced from hourly to two-hourly. These are under contract to Fife RC, but the previous regular half-hourly service when combined with the Kelty/Perth journeys, the frequency is altered to a 60/45/15 headway.
- 75A New route: Dunfermline, Bus Station – Steelend, Football Ground (Su). Five daytime journeys each way on a two-hourly headway plus one local journey each way to Wellwood, under contract to Fife Regional Council.

Thursday 25th August 1994

- 97 Leven, Bus Station – St Andrews, Bus Station (M-S). The 1857 M-F inward journey is withdrawn – *possibly overlooked when first outward journey withdrawn (8th Aug above)*.

Monday 29th August 1994

- X96 St Andrews, South Street, (Madras College)/Bus Station – Dundee, Bus Station (NESu). This limited stop service renumbered from 96 and revised. Withdrawn from Broomfaulds Avenue in St Andrews. Most journeys from/to St Andrews Bus Station with odd peak journeys from/to Madras College.
- 96 St Andrews, Broomfaulds Avenue – Dundee, Bus Station (NESu). Renumbered X96.
- 260 St Andrews, Bus Station – St Andrews, South Street (Madras College) via Dunino, Kingsbarns (Sch). Registration cancelled.
- 373 Inverkeithing, Rail Station – Crombie, Ordnance Road (M-F). Registration cancelled.
- 377 Oakley, John Stuart Gait – Crombie, Ordnance Road (M-F). Registration cancelled.
- 637 Glenrothes, Bus Station – Kirkcaldy, St Andrews High School (Sch). Outer terminal altered to Milton of Balgonie, Balfour Place.
- 679 Inverkeithing, Fraser Avenue – Rosyth, St John's School (Sch). Registration cancelled.
- 877 Blairhall, Institute/Oakley, John Stuart Gait – Dunfermline, Queen Anne High School (Sch). Registration cancelled.

Tuesday 30th August 1994

The following school services are registered.

- 208 West Wemyss, Main Street – Coaltown of Wemyss Primary. One e/w.
- 218 Kelty, Shiels Cottages/Keltyhill Road/Black Road – Cowdenbeath, Beath High. One e/w from each outer terminus, plus lunchtime journeys e/w Beath High to Black Rd
- 219 Beverkae Roundabout/Halbeath, Fod Arms – Cowdenbeath, Beath High. One e/w from each outer terminus.
- 246 Boreland, Boreland Road – Dysart Primary. One e/w.
- 248 Buckhaven, Methilhaven Road – Leven, St Agatha's Primary via Lower Methil. One e/w
- 250 Windygates, Henderson Park – Leven, St Agatha's Primary via Methilhill. One e/w. Replaces Moffat & Williamson.
- 257 West Wemyss/Coaltown of Wemyss/East Wemyss/Muiredge – Buckhaven High. One e/w from each outer terminus.

S36/28

295 Upper Largo, Aithernie Drive – Buckhaven High via Leven. One e/w.

414 Cairneyhill, Main Street – Dunfermline, St Margaret's Primary via Crossford. One e/w.

419 Ballingry, Bus Stance – Lochgelly High via Lochore. One e/w.

433 Dundonald Park/Cardenden, Corrie Centre/Woodend, Muirtonhill Road – Lochgelly High. One e/w from each outer terminus.

449 Bonnybank/Denhead, Hill Road/Kennoway, Shopping Centre – Buckhaven High via Methilhill. One e/w from each outer terminus, plus lunchtime journeys e/w High Sch to Denhead.

450 Methil, Kirkland Road/Laburnum Road – Aberhill Primary. One e/w from each outer terminus; regained from Moffat & Williamson.

619 Cowdenbeath, Perth Road – Lochgelly High via Lumphinans. One e/w.

623 Burnside Village/Pitcarthie Toll/Auchtermuchty, Burnside – Cupar, Bell Baxter High via Barr of Fife. One e/w from each outer terminal.

649 Windygates, Cross – Leven, St Agatha's Primary via Kennoway, Bonnybank. One e/w.

650 Buckhaven, Falcon Road – Buckhaven Primary via Muiredge. One e/w.

823 Rossie Farm, Rossie Cottages – Auchtermuchty Primary via Dunshalt. One e/w.

Monday 26th September 1994

D11 Dunfermline, Bus Stn – St Johns Drive (NESu). Revised timetable (no further details).

507 Rosyth, Dockyard – Hillend Industrial Estate (M-F). Works service cancelled.

Monday 3rd October 1994

127/327 High Valleyfield, Chapel Street – Rosyth Dockyard/Hillend Industrial Estate (M-S). Revised timetable registered.

Monday 10th October 1994

G8/G9 Glenrothes Hospital/Bus Station – Markinch, Rail Station/Betson Street/Croft Crescent (D). Having been severely reduced in August, now withdrawn completely. Last day of operation – Sunday 9th October 1994.

47/47A/47B Leven, Bus Station – Glenrothes/Leslie (D). Additional M-S eve journey each way Glenrothes to Markinch, making a connection from Markinch Rail Station to the village. The two-hourly Su service Leven to Glenrothes, Bus Station increased from six to seven journeys each way – with times altered to leave Leven on the even hours and Glenrothes on the odd hours, the opposite to the previous operation.

61 Earlsferry, High Street – St Andrews, Bus Station (NESu). Revised route and timetable registered..

Monday 17th October 1994

G6 Glenrothes local service: Stenton, Mar Drive – Kinglassie, Post Office via Bus Station (D). Rerouted in Stenton to serve Jubilee Centre and extended M-S off-peak from Stenton to/from Kirkcaldy, Bus Station, with these journeys renumbered 35.

35 New route: Kinglassie, Post Office – Glenrothes – Kirkcaldy, Bus Station (NESu). Hourly NESu off-peak journeys replace service G6 and extended to Kirkcaldy.

Monday 24th Oct 1994

41/42/46 Kirkcaldy, Bus Station – Dundee, Bus Station via Cupar (D). Minor timetable alterations (no further details).

Monday 14th November 1994

639 Glenrothes, Whinnyknowe – Kirkcaldy, St Andrews High School (Sch). Revised to operate from/to Leslie, Douglas Drive.

Monday 21st November 1994

93 Dundee, Bus Station – Tayport circular (NESu). Revised route and timetable (no further details).

Also, revised route and timetables registered for 173 Dunfermline, Wellwood to Rosyth Dockyard and the following sch services: 226 Beverkae Roundabout – Crossgates Primary,

257 W & E Wemyss/Coaltown of Wemyss/Muiredge – Buckhaven High, 403 Glenrothes Cadham Rd/Whinnyknowe – Glenwood High, 637 Milton of Balgonie, Balfour Place – Kirkcaldy St Andrews High, 638 Glenrothes Tanshall Road West – Kirkcaldy St Andrews High, 650 Buckhaven – Buckhaven Primary and 855 Cantsdam – Townhill Turning Circle.

Monday 5th Dec 1994

38/38A Kirkcaldy, Bus Station – Glenrothes, Newcastle/Caskieberran loop (NESu). All journeys diverted at the loop via Whitehill Industrial Estate, (as ESu 38B does already).
The registration date for this amendment is 12th December.

Inverness Traction (Bluebird Buses Ltd)

Thursday 8th September 1994

38 New Inverness Harbour Shuttle: Burnett Road, (Inverness) Traction House circular via Bridge Street, Inverness Quay (D). In what must be one of the most convoluted registrations ever, I quote: Traction House dep 1035 1205 1335 1505 from first M in May until last Su in Sept, also 1630 from first M in May until Su before first M in July and recommences first M after last Su in July each year, and 1635 1805 1930 operates first M in July until last Su in Aug.

Sunday 18th September 1994

19/19A/19B Inverness, Bus Station – Dingwall, Royal Hotel via Beauly, Muir of Ord (M-S). Minor NESu timetable alterations; the 2230 Inverness to Muir of Ord extended FS to Dingwall, returning from Dingwall at 2330 normal route via Beauly and not direct route via Tore Interchange as the M-Th return from Muir of Ord.

19C Inverness, Bus Station – Strathpeffer, Kinnellan Drive via Beauly, Muir of Ord, Dingwall (Su). Withdrawn for the winter period, also leaving Beauly and Muir of Ord without a winter Su service.

25C Inverness, Bus Station – Tain, Lamington Street via Dingwall, Invergordon (Su). Reverts to winter timetable, with single shift out of Tain depot: lunchtime journey to Inverness, two journeys each way Inverness to Invergordon, evening journey to Tain.

33X Inverness, Bus Station – Durness, Car Park via Tain, Lairg (D). Withdrawn between Tain and Durness for the winter period, with the Inverness to Tain section renumbered 25X.

41A Inverness night service: Union Street circular via Old & New Hilton (FS nights/SSu mornings) and

41B Inverness night service: Union Street circular via Westhill, Smithton, Culloden (FS nights/SSu mornings). Both deregistered from 17th/18th Sept but still in the Nov 1994 timetable.

Stagecoach Glasgow

Note that these services were registered by Western Scottish Buses on their Operator's Licence, although were to be operated by new Stagecoach Glasgow liveried vehicles.

Saturday 19th November 1994

5A/12 New services between Castlemilk and Auchinairn via Croftfoot Roundabout, Battlefield, City Centre, Barmulloch on a ten mins frequency NESu and every twenty mins M-S evenings.

Wednesday 21st December 1994

9 New service between Drumchapel and Pollok via Scotstoun, Partick, City Centre, Paisley Rd Toll and Craigton on a ten mins M-S daytime, every twenty mins M-S evenings. Originally due to commence 17th Dec 1994 but withdrawn without operating.

11/62A New services operating between Pollok and Easterhouse via S Nitshill, Darnley, Carnwadric, Pollokshaws, Shawlands, City Centre, Parkhead and Shettleston on a ten mins headway NESu, every twenty mins M-S evenings. Originally due to commence 17th Dec 1994 but withdrawn without operating.

Wednesday 28th December 1994

5A/12 Castlemilk – Auchinairn withdrawn; journeys were operated by Strathclyde Buses, using "orange buses" on hire to Western Scottish Buses throughout the duration of this service, and was numbered 5D/12A/12D.

Stagecoach (Scotland) Ltd**Monday 4th July 1994** until Saturday 3rd September 1994

325 "Loch Earn Trundler": Perth, Bus Station cw circular via Crieff, Comrie, Lochearnhead, Killin, Aberfeldy, Crieff (MS). Single journey at 1145, with a fifteen mins stop at Killin. See also *Aberfeldy Motor Services*, and *Midland Bluebird's "West Highland Trundler"*.

Wednesday 6th July 1994

50 Perth, Bus Station – Banchory, High Street via Dunkeld, Pitlochry, Spittal of Glenshee, Braemar, Crathie, Ballater (WF). Reintroduced as part of the "Heatherhopper" network but starting a month later than 1993. Connects at Banchory with Bluebird service 201 to/from Aberdeen, enabling time in Aboyne, Banchory or Crathes Castle. A return trip from Perth to Aberdeen is only recommended for the hardy/foolhardy, involving a total ten hours travelling time, and a turn round time in Aberdeen of only seven minutes! However, of note is that between Ballater and Banchory the route operates along the lesser used south bank of the river Dee.

Monday 15th August 1994

1/2 Perth City Services: City Centre, Mill Street cw/acw circulars via Letham, Tulloch (D). NESu journeys altered to operate as South Street circulars, although outwards via Mill Street. M-S peak and ESu journeys unchanged.

13 Perth, West Mains Avenue – Murray Royal Hospital (NESu). Rerouted in Burghmuir to operate to Crieff Road, Wm Low Store instead of West Mains Avenue.

22-27 Perth – Pitlochry/Aberfeldy. Although mentioned briefly in S35, this group deserves more detail, so as briefly as possible without too many permutations:

22 Perth, Mill Street – Pitlochry, West End Car Park via Stanley, Dunkeld (Su). Two journeys each way.

23 Perth, Mill Street – Aberfeldy, Chapel Street via Dunkeld (NESu). Odd journeys.

24 Aberfeldy, Chapel Street > Perth, Mill Street (NESu). One journey at 1810, which operates between Aberfeldy and Ballinluig via Strathtay (most others via Grandtully).

25 Perth (outward from Inveralmond Depot/inward to Mill Street) – Blair Atholl via Dunkeld, Pitlochry (NESu). One journey each way.

26 Blair Atholl – Aberfeldy, Chapel Street/Breadalbane Academy via Pitlochry, Strathtay (NESu). One journey each way, the only other journeys via Strathtay.

27 Perth, Mill Street – Aberfeldy, Chapel Street via Pitlochry (NESu). Odd journeys but combined with 23 to provide at least a two-hourly frequency, more at peaks.

Service 25 is now withdrawn, with the Pitlochry to Blair Atholl section now unserved. The Pitlochry to Aberfeldy section is replaced by service 26, which now operates from Perth, Inveralmond Roundabout but returns to City Centre, Mill Street.

32 Bishopton Road End – Perth, Mill Street (Sch). Withdrawn.

33 Blairgowrie, Wellmeadow – Perth, Perth Academy/High School (Sch). Withdrawn.

34 Perth, Mill Street – Spittalfield (D). Minor timetable alterations.

Monday 29th August 1994

22-27 Perth – Pitlochry/Aberfeldy. Only two weeks later this group was revised again, with route number 25 resurrected. Services 22/23/24/27 are unchanged (I suspect the Su 22 entry in the 7th Nov timetable showing southbound journeys from Moulin is a printing error). Therefore:

25 New route: Perth, Inveralmond Roundabout (A9) – Calvine via Dunkeld, Pitlochry (Sch). Positioning journeys for revised service 26. Outward journey at 0640 operating along the A9 via Dunkeld and Pitlochry, returning at 1655 via Blair Atholl and Killiecrankie to Pitlochry then normal service 27 route to Perth, extending from Inveralmond to Perth, Mill Street. This reinstates the Pitlochry to Blair Atholl section noted as withdrawn two weeks ago and now extended three miles further north.

26 Perth, Inveralmond Roundabout – Aberfeldy, Chapel Street/Breadalbane Academy (NESu). Renumbered 28.

26 New route: Calvine – Aberfeldy, Breadalbane Academy via Blair Atoll, Pitlochry, Grandtully (Sch). One journey each way: Calvine dep 0740, Aberfeldy dep 1547.

- 28 New route number: Perth, Inveralmond Roundabout (A9) – Aberfeldy, Breadalbane Academy via Dunkeld, Pitlochry, Strathtay (NESu). One journey each way: 0710 Inveralmond Roundabout direct to Dunkeld and Pitlochry, thence via Strathtay to replace service 26, returning at 1545 via the same route as former 26 to Perth, Mill Street.

Monday 3rd October 1994

- 34 Perth, Mill Street – Spittalfield (D). Minor timetable alterations.

Sunday 9th October 1994

- 1/2 Perth City Services: Letham/Tulloch circulars (D). Revised NESu timetable but continues every fifteen mins.
- 202 New route: Perth, Unity Terrace – Kinross Market via Letham, Tulloch, Muirton, City Centre, Bridge of Earn (Su). Three journeys each way, one of which (each way) operates only from/to the city centre, not serving estates. *This was registered as service 300, but numbered 202 in the 7th November timetable.*

Monday 7th November 1994

- 17 Perth, Bus Station – Dunning (M-S). Revised route and timetable: diverted in Bridge of Earn each way after Main Street to operate via Clayton Road.

Saturday 12th November 1994

Perth P&R route for Christmas shopping: McDairmid Park – High Street: every ten mins 0800-1800. Registered to operate every S until 10th December, M–S 12th to 24th December, 28th to 30th December and 3rd to 7th January 1995. *Duplicates the Kinross Sunday Market route number above.*

Sunday 25th December 1994

Registered to operate on the four Scottish Christmas & New Year bank holidays: 25th/26th December 1994 & 1st/2nd January 1995:

5A/6A Perth Royal Infirmary circular via City Centre, Moncrieffe, Craigie. Hourly 1000-2100
20A Perth, Mill Street circular via Bridgend, Goshen, Gannochy. Hourly 1030-2130.

Western Scottish Omnibuses Ltd

As noted in S35, at a most opportune time for this bulletin, Western joins the Stagecoach Group.

Saturday 2nd July 1994 to Sunday 28th August 1994

- 99 New open-top route: Ayr, Bus Station – Alloway, Burns Centre via Ayr Esplanade, Doonfoot (D). Every forty mins 1005-1605.

Thursday 14th July 1994 until Saturday 17th July 1994

Golfink Shuttle Service: Girvan, Rail Station – Turnberry Golf Course. Varied frequency 0830-2000 Ryder Cup/Open Championship?

Friday 15th July 1994

Alterations were registered to 70/415 Newton Stewart to Port William and 75/430 Newton Stewart to Stranraer. These were possibly only of a minor nature (no further details).

Monday 18th July 1994

- 41 Kilmarnock, Bus Station – Kirklands Hospital (TSu). These journeys are withdrawn and replaced by Rowe, Muirkirk; new 331 provides two evening journeys each way.
- 310 New route: Kilmarnock, Bus Station – Hurlford, Drumleyhill via Culzean Crescent (M-S) Hourly evenings. *D daytime service is 110.*
- 331 Kilmarnock, Bus Station - Kirklands Hospital via Sturrock Street, Oldmill Road (M-S). Two evening journeys each way.

Sunday 24th July 1994

- 309 Kilmarnock, Bus Station – Grange Estate (M-S). Withdrawn and replaced by Shuttlebuses service 308, with an increased timetable.
- 338 Dalry town service: Cross – Craig Ave/Stoophill Crescent circulars (ESu). Withdrawn and replaced by Lawrie's of Beith.

Wednesday 27th July 1994

474 Millhouse Crossroads – Dunoon, Ferry Terminal via Tighnabruaich, Strachur (MF sch). Registration cancelled. *Gained Aug 93 in the retendering of routes in the scenic Cowal Peninsula, this tortuous route travels almost due north from the Kyles of Bute to Loch Fyne and then proceeds south-east to Dunoon on the Firth of Clyde – almost as far south as Millhouse! It provides for weekday boarders at Dunoon Grammar School, outward M inward F, a journey time of eighty mins. In fine weather the positioning journeys may take a southerly route through Glen Lyon and over the B836 to the A886 Strachur junction. It is replaced by a complicated arrangement via the southerly route (but negating the need of boarding for pupils) provided by Arran Transport, Portavadie Coach Hire and Tighnabruaich Service Station services 473/478/479. Consequently, the A886 between Glendaruel and Leanach is no longer served. LATER – the boarding for pupils continues! The route is relisted in Strathclyde Transport's area transport guide for Cowal dated 16th October 1994. A nominated operator is not shown, neither is the section of A886 between Glendaruel and Strachur on the route map, but a footnote states 'the route is expected to commence during the period of this timetable'. The subsequent guide dated 14th April 1995 shows Gorman's Tours of Dunoon as the operator.*

Monday 1st August 1994

- 103 New route: Lockerbie, Mains Meadow – Bankshill (TF). Two T/three F journeys each way, replacing former Carmichael's Coaches service 103.
- 104 New route: Lockerbie, Mains Meadow – Broomhouse Road/Rosebank Crescent and West Acres circulars (NESu). Off-peak journeys which also interwork with service 103, replacing former Carmichael's Coaches service 104.
- 202 Dumfries, Leafield Road/Loreburn Centre – Thornhill, Drumlanrig Street (WFSu). Increased to D with the D&GRC contract for main route gained from J Nelson.
- 371 Dumfries, Leafield Road/Loreburn Centre – Glencaple, Nith Hotel (D). M-S evening service regained from J Nelson.

Sunday 14th August 1994

- 303 Ayr, Bus Station – Stranraer, Port Rodie (D).

Wednesday 17th August 1994

- 16 Kilmarnock, Bus Station – Ardrossan, Harbour via Irvine, Saltcoats (D). The 0845 sch journey Irvine to Ardrossan is withdrawn – sch hols & S it operates through from Kilmarnock.
- 29 Darvel, Townhead – Kilmarnock – Stewarton, Robertland (D). Revised timetable (no further details).
- 34 Kilmarnock, New Farm Est – Darvel, Hutchinson Drive (NESu). Possibly just minor timetable alterations.
- 35 Kilmarnock, Bus Station/Irvine, Stanecastle Roundabout – Largs, Brisbane Glen Rd via Saltcoats, Ardrossan (NESu). Possibly just minor timetable alterations.
- 40 Kilmarnock, Bus Station – Troon, Templehill [DHSS Office] (NESu). Revised timetable to this hourly route (no further details).
- 102 Kilmarnock town service: Shortlees, Loreny Drive – Town Centre – Tourhill/Onthank (D). Reduced sch am service, generally from every ten to every twenty mins, otherwise every ten mins NESu, half-hourly ESu.
- 103 Kilmarnock town service: Bellfield, Lammermuir Road – Town Centre – Onthank/Tourhill (NESu). Reduced sch am service, generally from every ten to every twenty mins, otherwise every ten mins.
- 104/304 Kilmarnock, Bus Station – Knockentiber (M-S). Minor timetable alterations.
- 105 Kilmarnock town service: St Marnock Street – New Farm Loch via Strawberrybank (NESu). Withdrawn sch 1430-1630 approx, otherwise three bph combine with 106 to provide a twelve mins frequency.
- 106 Kilmarnock town service: St Marnock Street – New Farm Loch via MacPhail Drive/Bellfield (NESu). Withdrawn sch 1430-1630 approx, otherwise two bph combine with 105 to provide a twelve mins frequency.

107 Kilmarnock town service: New Farm Loch – Town Centre – Bellfield (D). Minor timetable alterations, but unchanged at every ten mins or less NESu, every twenty mins ESu.

110/310 Kilmarnock, Bus Station – Hurlford, Cessnock Avenue circular (D). Hourly evening service added under contract to SPTE and hence numbered 310.

Monday 22nd August 1994

Dumfries town services

In S35 I thought there must be some complex interworking. This is confirmed, so here it is!

D1 Town Centre – Troqueer, East Riverside Drive (D). Revised ESu timetable but remains hourly. Most inward NESu buses continue from Town Centre to Lochvale on service D5, most M-S eve buses to Summerhill on D7A and most Su buses to Cargenbridge on service D8.

D2 Town Centre – Larchfield, Barkerland Avenue (D). Revised ESu timetable but continues hourly. Most inward journeys continue from Town Centre to Georgetown on service D6, while most ESu buses continue to Lincluden on service D14.

D3 Town Centre – Kingholm Quay (D). Revised ESu timetable but remains hourly. Most inward NESu journeys continue from Town Centre through to Larchfield on service D2, while most ESu journeys continue from Town Centre to Troqueer on service D1.

D5A Town Centre – Lochvale/Georgetown circular (ESu). ESu buses terminate at Burns' Statue (instead of Great King Street) and continue M-S eve to Glasgow Street (for Ice Bowl) and Lincluden on service D14; Su buses continue to Heathhall on service D15.

D6A Town Centre – Georgetown/Lochvale circular (ESu). No change: most buses continue to Kingholm Quay on service D3.

D7 Town Centre – Summerhill (NESu). No change: most inward journeys continue from Town Centre to Broomlands/Cargenbridge on service D8.

D7A Town Centre – Summerhill/Sandside (ESu). Revised Su timetable but remains hourly, with most inward journeys continuing from Town Centre to Lincluden on service D14.

D8 Town Centre – Broomlands/Cargenbridge (D). Two M-S eve evening journeys divert inwards via Ice Bowl; revised Su timetable but remains hourly. Most inward NESu buses continue from Town Centre to Kingholm Quay on service D3 or to Georgetown on service D6; most M-S eve journeys continue to Heathhall on service D15, while most Su journeys continue to Summerhill on service D7A.

D14 Locharbriggs, Knowehead Road – Town Centre – Lincluden, Maple Avenue (D). The Locharbriggs section is withdrawn and linked instead to Lochside service D16. Frequencies unchanged at every fifteen mins NESu and half-hourly M-S evenings; increased Su from hourly (outward D14/inward D15) to half-hourly D14, although a few early journeys remain D16. Most inward ESu journeys continue from Town Centre to Lochvale/Georgetown on services D5A/D6A.

D15 Lochside, Kenilworth Road – Town Centre – Heathhall, Technical College (D). Revised ESu service on (separate) Heathhall section, with Su service increased to hourly 1015-2115. Most inward ESu journeys from Heathhall continue from Town Centre to Larchfield on service D2.

D16 Lochside, Heston Avenue – Town Centre (D). Extended from Town Centre to Locharbriggs, Knowehead Road to replace service D14; the 2307 M-S ex-Lochside is extended FS from Locharbriggs to Kirkton. Frequencies unchanged at every fifteen mins NESu, half-hourly ESu.

81/381 Kirkcudbright, Harbour – Lockerbie, Hill Court via Dalbeattie, Dumfries (D). Reduced service on Kirkcudbright to Dumfries section.

100 Dumfries, Loreburn Centre/Whitesands – Edinburgh, Bus Station via Abington, Biggar, Penicuik (M-S). Joint with SMT. Slightly revised timetable to Western's two journeys on this route (SMT also operates one Su journey each way from the capital). Both now start back in Dumfries at the Loreburn Centre, with the morning journey retarded by fifteen mins but with running time cut to arrive in Edinburgh at the former time. As previously the evening journey operates only as far as Biggar, where all through

passengers are required to change. Both Western's southbound journeys are rerouted to operate between Auldgirth and Dumfries along the A76 via Holywood instead of via Duncow and Kirkton, and no journeys of either company operate in Dumfries beyond Whitesands. Finally, Western's journeys are now shown as supported by Dumfries & Galloway Regional Council, although SMT's are not.

Monday 29th August 1994

29 Darvel, Townhead – Kilmarnock – Stewarton, Robertland (D). Revised timetable. *Two amendments posted in just over a week!*

Monday 5th September 1994

D25 Dumfries town service: Lochside, Anworth Avenue – Hospitals via Lincluden, Town Centre (WF). Extended back from/to Broomlands, Priestlands Drive via Janefield to Lochside thence former route; increased to operate MWFS; two outward journeys as previously, inward journeys increased from three to four.

D26 New Dumfries local route: Heathhall – Hospitals via Locharbriggs, Town Centre (TTh). Three off-peak journeys each way under contract to D&G Regional Council.

344/345 Cumnock, Tanyard – Ballochmyle Hospital via Auchinleck, Sorn (D).

Monday 26th September 1994

The registrations for the following routes are cancelled:

15 Beith, Meadowside – Saltcoats, Memorial (S).

34 Kilmarnock, MacKenzie Drive – Darvel (NESu).

35 Kilmarnock, Bus Station – Largs (NESu). Clyde Coast immediately registered a new route between Irvine and Saltcoats from this date.

Wednesday 28th September 1994

From about this date, publicity began to appear in the corporate Stagecoach style.

43 Ayr, Bus Station – New Cumnock, Farden Ave via Mauchline, Cumnock (D). The additional Sat off-peak journeys between Ayr and Cumnock increased to M-S off-peak (and with an additional evening peak journey) and altered to start/finish in Ayr at Top of High Street. A curious feature of this revision is that inward journeys combine to operate a 25/35 mins frequency, while beyond Ayr Town Hall outward journeys operate only five minutes after those from Ayr Bus Station.

50 Kilmarnock, Bus Station – Logan, Bryce Avenue via Cumnock (D). Revised route and timetable posted (no further details). *But* – looking ahead to a leaflet dated "in operation January 1995" it is possibly the diversion of a peak journey each way, with flow, from Cumnock which operates direct between Mauchline and Kilmarnock via A76, thus omitting Hurlford and using Queen's Drive instead of London Road in Kilmarnock.

57 New Girvan town service: Rail Station – Elder Avenue via Town Centre (M-F) Mainly half-hourly off-peak (no further details). Replaces William Hamilton Minibus Services which had registered this route wef 12th September – did this ever operate?

Saturday 1st October 1994

Stagecoach takes over Arran Transport following over a year of competition on the Isle of Bute. I refer to S35 p38, with Western's sparse introduction of the summer 1984 timetable, and very surprised I have not been corrected for its lack of explanation; it makes unhappy reading for Western. Arran Transport's network on Bute is listed on page xx and competes comprehensively with Western, AT having issued its own 8pp timetable dated 30th May 1994. Western's own 4pp timetable dated June 1994 is of necessity rather depleted. Apart from the off-island routes to Tighnabruaich and Dunoon there are only two wholly on Bute: the main north-south 90 from Port Bannatyne to Kilchattan Bay (NESu) with close of service at 1717, and Rothesay local 91 to Bush Scheme and Barone Road. On the latter, last departures are 1405 & 1418 respectively. Following the take-over, Strathclyde PTE lost no time in issuing its standard comprehensive booklet for Bute, dated 16th October – see below. The routes in Cowal are formally registered to Western from 14th November 1994 – see below.

Tuesday 4th October 1994

42 Cumnock, Tanyard – Muirkirk, Kirk Green (M-S). Minor timetable alterations.

Monday 10th October 1994

51/52 Ayr, Bus Station – Dalmellington, Bellsbank/Burnton (D). The former NESu combined frequency of three bph (25/20/15) is increased to four bph – and remains uneven! The 51 operates via Ailsa Hospital (A713) to Hollybush and now operates half-hourly but starts and finishes in Ayr at Boswell Park, just round the corner from the Bus Station. The 52 is increased from hourly to half-hourly and operates NESu via A77, Carcluie Toll and Dalrymple to Hollybush. Out of Ayr they combine at Burns Statue Square to give a 19/11/19/11 headway! Apart from depot journeys, ESu service is all 52 serving both Ailsa Hospital and Dalrymple to/from Hollybush etc, while at Dalmellington only odd journeys serve the Burnton area.

Sunday 16th October 1994

As mentioned above, a new SPT timetable for the Isle of Bute. Although the name of Portavadie Coach Hire appears erroneously on the cover, apart from a shared taxi service operated by McKirdy & McMillan, Western once again reigns supreme on the island. In fact, the former Arran Transport's registrations were not cancelled, and Western's not amended, until Monday 14th November. The current network is much as pre-1993:

477 Rothesay, Guildford Square – Kames, Pier/Millhouse Crossroads via Rhubodach-Colintraive Ferry, Tighnabruaich (Sch+TWTh shoppers').

479 Rothesay, Guildford Square – Dunoon, Ferry Terminal via R-C Ferry, Clachaig (Sch+M-F peaks+S). Odd journeys. Numbered 86 in the June timetable which by then had operated beyond Dunoon to Innellan Primary School. *As if a 0650 departure and not arriving back at 1809 was not strenuous enough, a footnote warned that in severely bad weather an even earlier departure at 0615 returning at 1840 approx was predicted.* With the introduction of the autumn term an improved arrangement was in place. Firstly, a vehicle came from Dunoon each way to Colintraive for a 0751 departure (1654 return), while a bus from Rothesay to Dunoon at 0812 was timed conveniently for Kilmodan Primary School (0900), returning 1446, Kilmodan at 1535.

488 Guildford Square – Canada Hill (NESu). Suspended for the winter period.

489 Guildford Square circular via St Ninians Bay [Straad] (Sch).

490 Rhubodach, Ferry Terminal/Port Bannatyne – Guildford Square – Kilchattan Bay (D). Bute spine service, generally two bph Port Bannatyne-Guildford Square, irregular journeys each outer termini.

491 Guildford Square – Ballochgoy/Barone Rd (D, also via Bush Su). Approx hourly + odd evening journeys.

492 Guildford Square – Bush (M-S). Approx hourly + odd evening journeys.

Monday 17th October 1994

'New Bus Services' introduced in the Kilmarnock area in what might be called a 'smoke and mirrors' exercise following the withdrawal of Clyde Coast Coaches. However, it is mainly a route renumbering with a slight reduction in frequencies but probably providing a more realistic level of service. Route numbers 101-107 are withdrawn and replaced as follows:

1 Stewarton, Robertland – Kilmarnock – Darvel, Townhead (D). Renumbered from 29. As before operates between Kilmarnock and Hurlford via Crookedholm Turn on London Road. Reduced from every fifteen mins NESu on service 29 to every twenty mins; unchanged at half-hourly M-S eve and hourly Su. *A revised route was registered one week later (no further details).*

2 New route: Kilmaurs, Benrig Avenue – Kilmarnock – Galston, Barward Road (D). Kilmaurs to Kilmarnock section replaces service 31, Kilmarnock to Galston section replaces service 32, also incorporating service 110/310 in Hurlford. Operates between Kilmarnock and Hurlford via Queen's Drive, with Culzean Crescent now served by new service 8. In Hurlford serves both Blair Avenue and Drumleyhill areas before continuing via The Cross to Galston. Previously these areas had been served separately every half-hour. Every twenty mins NESu over whole route and two-hourly Su daytime between Kilmarnock and Hurlford. Combined with service 1 a ten mins NESu frequency is provided over the core route between Kilmaurs Cross and Galston Cross, but Hurlford suffers a reduction from eight to six bph. Five Su journeys operate between Kilmarnock and the Blair Avenue and Drumleyhill area of Hurlford, not serving the Cross.

3 Kilmarnock town: Onthank – Bus Station – Shortlees circular (D). Renumbered from 102. Every fifteen mins NESu, every twenty mins M-S eve, half-hourly Su but only on

Shortlees section. Combines with service 6 to give a seven and a half mins frequency on the Onthank section.

- 5 Kilmarnock town: Bus Station – New Farm Loch, Lindsay Drive (NESu). Renumbered from 105; every fifteen mins daytime.
- 6 Kilmarnock town: Onthank – Bus Station – Bellfield (D). Renumbered from 103. Every fifteen mins NESu, half-hourly Su but only on Onthank section. Combines with service 7 to give a seven and a half mins NESu frequency on the Bellfield section.
- 7 Kilmarnock town: New Farm Loch – Bus Station – Bellfield (D). Renumbered from 107. Every fifteen mins NESu, every twenty mins M-S eve, half-hourly Su. Combines with service 5 to give a seven and a half mins NESu frequency on the New Farm Loch section and similarly on the Bellfield section with service 6.
- 8 New route: Crookedholm, Seright Square – Kilmarnock – Knockentiber (M-S). Replaces services 104/304 between Kilmarnock, Bonnyton and Knockentiber and extended across Kilmarnock to Crookedholm via Culzean Crescent to replace off-peak journeys on service 110. At Crookedholm it extends off the main road into the village, and in Kilmarnock two off-peak journeys operate a double-run from the Bus Station to The Grange (presumably the Academy). Mainly unchanged at hourly off-peak Crookedholm to Bonnyton, with a M-F peak journey added to the three journeys continuing to Knockentiber. The odd service 304 NESu journeys are now commercially operated, but the hourly evening journeys remain tendered, but all numbered 8.
- 29 Darvel, Townhead – Stewarton, Robertland via Kilmarnock (D). Renumbered 1 and revised.
- 29 New route: Kilmarnock, Bus Station – Knockentiber, Hemphill View via Crosshouse Hospital (NESu). Three off-peak journeys each way. Registered only until 15th Oct 94.
- 31 Kilmarnock, Bus Station – Kilmaurs, Benrig Avenue (NESu). Withdrawn and replaced by new service 2.
- 32 Kilmarnock, Bus Station – Galston, Maxwood Road (NESu). Withdrawn and replaced by new service 2.
- 304 Kilmarnock, Bus Station – Bonnyton, Lennox Crescent (M-S). This SPT route, consisting mainly of odd peak plus evening journeys, is withdrawn and replaced by new service 8.
- 310 Kilmarnock, Bus Station – Hurlford (M-S eve). Continues hourly, but with the last journey at 2215 now returning in service.
- 331 Kilmarnock, Bus Station – Kirklandside Hospital (M-S eve). These two early eve journeys continue unchanged.

October 1994

50/343 Kilmarnock, Bus Station – Cumnock, Tanyard – New Cumnock, Farden Avenue (D). Copies of a Western leaflet dated 5th May and one from Strathclyde PTE dated just May provide clarity to a situation proper to earlier in the year. Rowe's Coaches of Muirkirk has been a continual problem for Western, particularly between Cumnock and Ayr/Kilmarnock. At one time Rowe provided most evening journeys on these corridors, operating Ayr-Cumnock-Kilmarnock each way. Since May, if not before, Western has provided mid-evening buses ThFS commercially Kilmarnock to Cumnock and Rowe's operating these journeys MTW under contract to SPT. Being tendered, only Rowe's journeys are shown, so casual passengers may not have been aware of the identical journeys in the latter half of the week.

Sunday 23rd October 1994

246 The Su journeys 1720 Dumfries to Cumnock and 1912 return are diverted in New Cumnock via Farden Avenue area and in Cumnock via Craighens.

Wednesday 2nd November 1994

Winter timetables introduced on Isle of Arran, although the established routes have altered registrations for both Friday 28th October and 2nd November, possibly because of revised ferry times. Brodick school service 321 is unchanged; 322 across central Arran, 323 South Island circular and 324 North Island circular (in effect semi-circulars which meet on the

west coast at Blackwaterfoot) are reduced to five/six journeys over whole or part of route. As in 1993 the sparse Su service is restricted to the 323, which provides two workings: Whiting Bay – Brodick – Blackwaterfoot – Brodick – Whiting Bay 1015-1410 & 1545-1930 until 26th February 1995. Two additional sch services are registered:

325 Blackwaterfoot – Brodick School via Corriecravie, Slidery and the Ross Road (serving Glenree and Glenscorrodale), Lamlash for Arran High School. One journey each way, with the pm journey operating diverting in Lamlash to provide a local loop between the Primary and High School via Brodick Hill, Blairmore and Clauchlands areas – points served am by the unidirectional service 326.

326 Lamlash, Arran High School > Brodick School via Brodick Hill, Blairmore, Clauchlands, Lamlash Primary School, Brodick. Single journey, see 325 for pm journey.

Monday 7th November 1994

15 New Kilmarnock local route: Wardneuk, Cumbrae Drive – Town Centre – Riccarton, Granger Rd/Grange Est, Fir Place (NESu). Hourly daytime Wardneuk to each of Riccarton/Grange Estate, plus hourly short workings Wardneuk to Town Centre. Requires two vehicles, each operating a two-hour cycle as follows: Wardneuk-Grange-Wardneuk-Riccarton-Wardneuk-Town Centre-Wardneuk.

Monday 14th November 1994

17 New route: Kilmarnock, Food Giant Store – Hurlford, Cessnock Avenue circular (NESu). Approx half-hourly 0900-1700.

Following on from Bute (above) it is now Cowal's turn to be completely 'Westernised', the network in full:

475 Dunoon, Ferry Terminal – Ardentinn, Glenfinart (M-S). Comprises odd journeys which supplement service 485 but operate direct between Dunoon and Kirn Brae.

477 Rothesay, Guildford Square – Kames Pier/Millhouse Crossroads via Tighnabruaich (Sch+TWTh) and

478 Dunoon, Ferry Terminal – Kames Pier/Millhouse Crossroads via Tighnabruaich (NMT).

479 Dunoon, Ferry Terminal – Rothesay, Guildford Square via Glendaruel (M-S).

These three routes provide a perplexing network of sch and other connections between south-west Cowal, Bute and Dunoon – although there is very little interworking. Shopping journeys operate TW on 477, WTh on 478 and MF on 479; there are two S journeys each way on 479, an early eve Su journey each way on 478 (for Dunoon Grammar School pupils) and a F journey 1947 Dunoon to Kames. This latter may return 0730 S if the driver overnights in the Kames area – either that or dead mileage of well over an hour each way for each journey. Beyond Tighnabruaich, journeys variously operate to either Kames or Millhouse or both! Journeys beyond these points to/from Portavadie Ferry Terminal for Kintyre 'will be provided once the winter sailings are finalised'. Portavadie Coach Hire and Tighnabruaich Service Station also provide local connections sch at Auchenbreck A886/B836 junction with through buses. Apart from the outward TWTh journey 477 returning WTh on 478 there is no other interworking, although Kilmodan School (Glendaruel) pupils use service 479 MF 477 TWTh. Finally, the Royal Mail Postbus operates twice M-S each way, duplicating the 478 route. And a final finally, as previously with Arran Transport, some journeys on these and some other routes are operated by vehicles with facilities for wheelchair users and mobility-impaired passengers.

480 Dunoon local service: Upper Kirn, Victoria Road – Milton circular via Ferry Terminal (NESu). Hourly until early evening. over whole route, hourly evenings on Upper Kirn section interworking with service 482 to/from Toward Lighthouse.

481 Dunoon local service: Upper Kirn, Victoria Road – Ferry Terminal (M-S). Hourly; evening service interworks at Ferry Terminal with 482 to/from Toward Lighthouse.

482/483 Loch Striven/Toward Castle – Dunoon, Kirn Brae (M-S) – Blairmore/Ardentinn (Su). Mainly hourly until early evening Toward Castle to Dunoon Ferry Terminal then alternate 482 cw/483acw loop via Kirn Brae. Sch journeys operate beyond Toward from/to Loch Striven; hourly M-S evenings Toward Lighthouse to Dunoon Ferry Terminal which interwork across Dunoon to Blairmore on service 485. Although on this

registration the Su service is numbered 485, with four/five journeys operating Toward Castle to/from Blairmore.

484 Dunoon, Ferry Terminal – Carrick Castle via Strachur, St Catherine's, Lochgoilhead (MF). One am journey each way M, one pm journey each way F, with a journey span of ninety mins each way. Although operated also during sch hols, these are timed for boarders at Dunoon Grammar School and diverted via the hostel in Hunter Street. On schooldays Weir's Tours provides a T-F am journey Lochgoilhead to the A815/B839 junction and a M-Th pm journey which connects with the sch journeys on 486 from Inverary to/from Dunoon. *When I toured the area in the 1960s Cowal indeed provided a tortuous network of roads, which I would hope to have been improved somewhat.*

485 Dunoon, Ferry Terminal – Ardentinn, Glenfinart via Hunter's Quay, Sandbank, Blairmore (D). Mainly two-hourly NESu, with additional odd journeys and two-hourly evenings over whole route. The majority operate between Dunoon and Kirn Brae via Dunoon General Hospital and Grammar School, one inward via Upper Kirn, but odd inward journeys operate after Sandbank direct into Dunoon. A MWTh journey each way diverts after Kilmun to Strone, Dunselma Court and school journeys operate after Blairmore Pier to/from The Wheelhouse. Four Su journeys each way Dunoon to Blairmore, and these extend across Dunoon under this number to/from Toward Castle (otherwise 483 M-S).

486 Dunoon, Ferry Terminal – Inverary, Front Street (TF). Two journeys each way, operated with facilities for wheelchairs etc. Main service remains with Alexander Baird.

489 New Isle of Bute school route: Rothesay, Guildford Square cw circular via Ardsclapie, St Ninians Bay (Straad), Rothesay Academy/Primary School. One journey each way.

Saturday 19th November 1994

57 Girvan town service: Rail Station – Town Centre – Elder Avenue (M-F off-peak). Withdrawn, last day of operation Friday 18th November 1994.

Monday 21st November 1994

7 Kilmarnock town service: New Farm Loch, Grassyards Road – Town Centre – Bellfield (D). Revised route and timetable registered.

Monday 5th December 1994

X77 New limited stop route: Doonfoot, Store/Ayr, Bus Station – Glasgow, Buchanan Bus Station/Glasgow University via Kilmarnock (M-S). Approx hourly daytime Ayr Bus Station to Glasgow Buchanan Bus Station (last inward journey 1915). Additional peak journeys each way Doonfoot to Glasgow, one of which extends to/from Glasgow University during term time. Also, M-F peak journey from Kilmarnock, Bellfield/Shortlees, one am from New Farm Loch which is served pm by a diversion of a Doonfoot journey, and one am from Hurlford, Drumleyhill with no corresponding return. Replaces this section of Scottish Citylink services 501/503, which had previously operated through to/from Edinburgh jointly with Dodds, Troon.

4 Ayr, Bus Station – Glasgow, Buchanan Bus Station via Kilmarnock (D). Minor M-F timetable alteration: this might be the withdrawal of the 1130 Glasgow to Kilmarnock and 1342 return.

479 Rothesay, Guildford Square – Innellan Primary School via Dunoon (Sch). Withdrawn.

Tuesday 6th December 1994

D24 New Dumfries town service: Lochduhar House – Grierson Gate via Town Centre (T). Lochduhar House dep 1045, Grierson Gate dep 1232, but only operates after Whitesands to William Low Store, Hardthorn Avenue and Lochduhar House on request. Accessible service for the elderly and mobility impaired.

Saturday 17th December 1994

11/62A New route (as registered): Pollok Centre – Easterhouse, Lochend Road via South Nitshill, Darnley, Carnwadric, Pollokshaws, Shawlands, Glasgow City Centre, Parkhead, Shettleston (M-S). Varied all day frequency.

Sunday 18th December 1994

Bute Winter timetable published, much as 16th October above, now with a mix of commercial (90/91/92) and contracted journeys, presumably to deter any predatory operators!

Tuesday 27th December 1994

51/52 Ayr, Bus Station/Boswell Park – Dalmellington, Bellsbank (D). Additional half-hourly NESu journeys Ayr, Boswell Park – Patna, New Bridge, thus combining with service 52 to provide six bph over this section. These operate via Ailsa Hospital one minute after service 52 journeys which operate via Carcluie Toll (A77).

Stagecoach Glasgow

Having ceased the former Magicbus operations in the city a couple of years ago, the Group had intended to rejoin the fray following its aborted attempt to purchase Kelvin Central Buses. All are registered to Western Scottish:

Saturday 19th November 1994

5A/12 New route(s): Castlemilk, Birgidale Bus Stance – Auchinairn, Woodhill Terminus via Croftfoot Roundabout, Battlefield, Glasgow City Centre, Barmulloch (M-S). Varied all day frequency. Cancelled before introduction but then reregistered.

Saturday 17th December 1994

11/62A New route(s): Pollok Centre – Easterhouse, Lochend Road via South Nitshill, Darnley, Carnwadric, Pollokshaws, Shawlands, City Centre, Parkhead, Shettleston (M-S). Varied all day frequency. Registered concurrently with 5A/12 above and immediately cancelled.

Wednesday 21st December 1994

The following route(s) are registered:

9 Drumchapel, Monymusk Place – Pollok Centre (M-S), together with 11/62A and again both immediately cancelled.

Wednesday 28th December 1994

5A/12 Castlemilk, Birgidale Bus Stance – Auchinairn, Woodhill Terminus. Withdrawn, registration cancelled.

STRATHCLYDE BUSES Ltd**GCT (Comlaw No.313 Ltd)****Sunday 31st July 1994**

Apart from M12 the following routes are transferred from Strathclyde Buses, all under contract to SPTE:

M11 Linnvale, Kirkwood Avenue circular via Duntocher, Clydebank (ESu). Hourly, replacing Strathclyde Buses service M11; SB continues to operate the NESu service.

M12 Bishopbriggs, Brackenbrae Road – City Centre, Hope Street via Springburn, Roystonhill (D). Half-hourly M-S daytime, hourly M-S evenings but increased to half-hourly on Roystonhill to City Centre section; half-hourly Su Roystonhill to City Centre. Replaces Henderson Travel service M12.

49/49A/49B/49C City Centre, St Vincent Street – Milngavie, Rail Station/ Mugdockbank via Anniesland, Bearsden, Baljaffray, Mosshead (D). A complicated group. Service 49 operates two-hourly M-S daytime *to* Mugdockbank and *from* Milngavie, with M-S eve journeys operating two-hourly to/from Milngavie; Su service both ways – to Mugdockbank daytime and Milngavie. Service 49A operates two-hourly M-S daytime both ways to/from Milngavie, but also serves Kessington. The reason for this imbalance is that M-S daytime journeys interwork at either of the outer terminals with services 68/68A to/from Glasgow Airport. Service 49B operates garage journeys from/to Anniesland Cross, and 49C two M-S evening journeys to/from Milngavie which omit Mosshead Shops. .

68/68A Mugdockbank/ Milngavie, Rail Station/Knightswood Depot – Glasgow Airport via Clydebank, Erskine (D). To interwork with services 49/49A, outward journeys mainly from Mugdockbank and all inward journeys terminating at Milngavie. Combined hourly

M-S daytime, with odd journeys numbered 68 via Mosshead, others direct as 68A; hourly ESu service 68 journeys operate Knightswood Depot to Glasgow Airport only.

- 71 New service between Yoker, Tweedvale Road – Woodilee Hospital via Maryhill (TSu). One journey each way for hospital visiting.

Wednesday 17th August 1994

482 New route: Milngavie, Dumgoyne Avenue – Summerston, Arrochar Street, for John Paul Academy (Sch). One journey each way, replacing Strathclyde Buses service 282.

Saturday 27th August 1994

M24 Anniesland, Netherton Road – Acre Road (M-S). Withdrawn.

Wednesday 31st August 1994

500/501/502 These registered excursions were cancelled a day early; the original expiry date was 1st September.

Tuesday 20th September 1994

119 New route: Govan, Bus Station – Clydebank, Bus Station via Clyde Tunnel (NESu). Approx hourly.

Tuesday 4th October 1994

812/813/818 Glasgow, George Square – Kirkintilloch/Cumbernauld/Penilee & Pollok (FS nights/SSu mornings). The registrations for these three routes are cancelled; the last night of operation therefore would have been Sat/Sun 1st/2nd October 1994

Saturday 8th October 1994

808 Glasgow, George Square – Pollok/Penilee (D). Rerouted at Crookston Castle between Braidcraft Road and Linthaugh Road via Lyoncross Road.

Sunday 9th October 1994

25A Govan, Bus Station – Pollok Centre, Bus Station via David Elder Infirmary, Cardonald (NESu). Increased from two bph to four bph: every fifteen mins M-F am peak, after which a ten/twenty mins headway – although no S am peak service.

25B Govan, Bus Station – Pollok Centre, Bus Station via Drumoyne, Cardonald (NESu). Revised route in Cardonald between Berryknowes Rd and Tweedsmuir Rd via Kingsland Drive instead of Redpath Drive, Swinton Drive and Allanton Drive.

117 Govan, Bus Station – Paisley, arr Smithhills Street dep Cross (M-S). Extended back S off-peak from/to Pollok Centre to Paisley via Govan. Revised timetable with NESu frequency increased from half-hourly to four bph.

Strathclyde Buses Ltd

Monday 14th July 1994

The following alterations to the “Rutherglen Wee Happy Bus Services”:

M5 City Centre, St Enoch Square – Rutherglen, Caledonia Avenue (M-S). Diverted between Croftfoot Roundabout and Rutherglen via Spittal instead of Castlemilk. Replaced at Castlemilk by service M14 but replacing M14 along Croftfoot Road and M82 at Spittal; diverted off Mill Street to operate via Burnhead; extended at Rutherglen via Dalmarnock to Parkhead Cross, Forge Shopping Centre. Continues half-hourly daytime.

M14 City Centre, St Enoch Square – Kings Park, Castlemilk Road (M-S). Diverted between Croftfoot Roundabout and Fernhill via Castlemilk Library instead of direct via Croftfoot Road. Replaces service M5 at Castlemilk but replacing service M5 along Croftfoot Road; Rutherglen to Kings Park section withdrawn and rerouted to nearby Toryglen, Kerrycroy Avenue. Continues half-hourly daytime.

M82 Rutherglen, Caledonia Avenue - Castlemilk circular via Spittal (M-S). Withdrawn, last day of operation – Saturday 2nd July 1994. Replaced at Castlemilk by service M14 and at Spittal by service M5.

Associated route 82A continues to operate every ten minutes M-S daytime between Rutherglen and Castlemilk over many of the roads served by M5/M14, but not in neighbourhood areas such as Spittal.

Sunday 24th July 1994

61B Tollcross, Killin Street – Carntyne Square via Greenfield (D). Temporary additional service introduced, Tollcross – Greenfield, operating half-hourly M – S eve, early S

mornings and throughout the day Su, including two Su journeys extended to Carntyne Square. These additional journeys operated for one week only, from Sun 24th to Sat 30th July 1994, see 31st July below.

Sunday 31st July 1994

M11 Linnvale, Kirkwood Avenue – Duntocher circular via Clydebank (D). ESu service withdrawn, transferred to GCT Ltd.

20A Drumchapel, Rail Station/Peel Glen Road – City Centre – Easterhouse, Lochend Road (D). Late evening journeys, after 2130 approx, are withdrawn.

49/49A/49B Mugdockbank/Milngavie – City Centre/Penilee (D). Withdrawn, SPTE contract transferred to GCT .

61 Summerston, Invershiel Road – Tollcross, Killin Street (D).

61A Summerston, Invershiel Road – Sandyhills, Balbeggie Street (NESu).

61B Summerston, Invershiel Road – Shettleston, Vesalius Street (NESu).

Revised but with same frequencies to Tollcross as described in S35. Hourly ESu journeys on 61B extended to incorporate the temporary 24th July alterations above. Hourly ESu journeys on 61A extended from Sandyhills via Shettleston to Greenfield and numbered 61C. These are in effect extensions of ESu service 61 journeys previously terminating at Tollcross.

68 Mugdockbank/Milngavie/Knightswood Depot – Glasgow Airport/Paisley (D). Withdrawn, SPTE contract transferred to GCT.

71 Yoker, Tweedvale Avenue – Woodilee Hospital (TSu). – as 68.

281 Milngavie, Dumgoyne Avenue – Summerston, Arrochar Road via Mosshead (Sch) and

282 Milngavie, Craighdu Road – Summerston, Arrochar Road via Bearsden (Sch). Both withdrawn – these serve the John Paul Academy at Summerston.

708 Balornock > Scotstoun West – as 68.

Tuesday 30th August 1994

208 Parkhead Depot – Carmyle Primary School (Sch). Altered to operate from Parkhead to Dalton, Flemington Road.

Sunday 18th September 1994

M66 Clydebank, Bus Station circular via Parkhall, Poplar Drive (M-S). The loop off Radnor Park from Janetta Street via Shelley Drive and Dickens Avenue is not served on inward journey to Clydebank. Timetable unchanged at half-hourly 0735-1935.

5/5A/5B City Centre, St Enoch Square – East Kilbride, Bus Station/Kelvin Industrial Estate via Castlemilk, Carmunnock (D). Services 5/5A combine to provide a five mins NESu and ten mins ESu frequency City Centre to Castlemilk, with 5A extended half-hourly NESu to East Kilbride. The M-S late evening journeys to Castlemilk are now reduced to fifteen mins; the through 5A journeys to/from EK are reduced mornings/evenings to off-peak (although slightly later S); M-F service 5B extends in East Kilbride to/from Kelvin Ind Est at shift times, including late evenings, and is rerouted along Carmunnock Bypass instead of via Carmunnock Village.

14/14B/14C/14D City Centre, Central Rail Station – East Kilbride, Greenhills, Greenhills Square (D). All Su journeys (14/14B) curtailed to terminate at Gardenhall rather than Greenhills; diverted to serve Kingsgate Retail Park during shopping hours, as M-S.

Monday 14th November 1994

M15 Scotstoun West, Anniesland Road circular via Drumchapel Stn (NESu). Rerouted via Moraine Drive in Blairdardie but no longer serves Drumchapel Stn.

62C Baillieston, Buchanan Street – City Centre, Argyle Street (NESu). Altered to operate from Easterhouse instead of Baillieston.

Saturday 19th November 1994

M11 Balornock East, Wallacewell Road – City Centre – Southpark Village (NESu). Extended back in Balornock East from/to Auchinairn Road; rerouted from Nitshill Road direct into Southpark Village, instead of serving the Darnley loop via Kennishead Road and Glen Morriston Road. The former frequency every twenty mins over whole route with additional twenty mins over the City Centre to Darnley section to give a ten mins

headway, is altered to every fifteen mins throughout.

Sunday 4th December 1994

- 6/6A Garthamlock, Tillycairn Road – Maryhill, Queen Margaret Drive/Clydebank, Bus Station (M-S). Some early morning and evening journeys withdrawn.
- 9A Drumchapel, Lilyburn Place – City Centre – South Nitshill, Whinfield Path (D). Some late eve journeys withdrawn.
- 11/11A Mountblow, Mountblow Rd – City Centre – Robroyston, Drumclog Gardens (M-S). Some early morning and evening journeys withdrawn
- 16 Auchinairn, Woodhill – City Centre – Blairdardie, Gorget Place/Clydebank, Bus Station (D). Some early morning and D late eve journeys withdrawn.
- 20 Drumchapel, Peel Glen Road – City Centre – East Kilbride, Greenhills (D). Minor timetable alterations with odd journeys withdrawn.
- 20A Drumchapel, Rail Station – City Centre – Easterhouse, Lochend Road (D). Additional S morning journeys, although some early morning/late evening journeys withdrawn.
- 42/42A Drumchapel, Dalsetter Rd/Parkhall, Duntocher Rd – City Centre – Easterhouse, Lochend Rd/ Robroyston, Auchinleck Ave (D). Minor timetable alterations M-F.
- 44/44C/44D Knightswood, Cloberhill Road – Eaglesham, Hill Drive/Crookfur Harvie Avenue (D). Minor revisions to some M-F journeys.
- 51/51A/51B Easterhouse, Shopping Centre – City Centre – Whitecrook, North Elgin Street via Drumchapel, Clydebank (D). Slightly reduced timetable M-S.

Sunday 18th December 1994

- 5/5A City Centre, St Enoch Square – Castlemilk, Bus Station (D). Three M-F early am outward journeys rerouted between Croftfoot Roundabout and Carmunnock Road via Drakemire Drive and Lainshaw Drive in Castlemilk and renumbered 5C. Possibly for workers at Linn Park Industrial Estate.

Minor timetable alterations to the following routes, with some early morning/late evening journeys withdrawn, and some of which were garage workings:

- 1 Shettleston, Balbeggie Street – City Centre – Shieldhall, Renfrew Road (D)
- 4/4A Shieldhall, Renfrew Road – City Centre – Easterhouse, Shopping Centre (D).
- 30/30A Garthamlock, Tillycairn Road – Parkhead Forge circulars (D).
- 39 Garthamlock, Tillycairn Road – City Centre – Paisley – Linwood, Primary School (D)
- 41A Glasgow Cross – Easterhouse, Lochend Road(D).
- 45/45A Kennishead, Kennishead Avenue – City Centre – Auchinairn, Woodhill (D).
- 46 Craigend, Mossvale Rd – Castlemilk, Carmunnock Rd via Easterhouse, Rutherglen (D).
- 61/61A/61B/61C Summerston, Invershiel Road – City Centre – Tollcross, Killin Street/Sandyhills, Balbeggie Street/Greenfield, Inveresk Street/Carntyne, Square (D).
- 62 Knightswood Depot – City Centre – Baillieston, Main Street (D).
- 64 Carmyle, River Road – City Centre – Mountblow, Mountblow Road (D).
- 66/66A Knightswood, Knightswood Road – City Centre – Mountblow/East Kilbride (D).
- 82A Rutherglen, Richmond Park – Castlemilk, Police Station (NESu). Revised timetable.

STRATHTAY SCOTTISH OMNIBUSES Ltd

Monday 4th July 1994

- 30 Montrose, Rail Station – Edzell, Panmure Arms via Brechin (D). One M-F peak journey each way extends to (am)/from (pm) from Edzell to Edzell Base and Luthermuir. Very little change to timetable: approx hourly M-S daytime plus three evening journeys Montrose, High Street to Brechin, with M-F peak journeys and two S shopping journeys to/from Stracathro Hospital/Edzell. The evening journeys operate mainly from/to Montrose Rail Station, as do most of the nine Sun journeys. Of the latter, four extend beyond Brechin to Edzell. *Leaflet date – registration date is Mon 11th July.*
- 31 Brechin, Clerk Street – Arbroath, Angus College of Further Education (M-F). Increased frequency registered (no further details).
- 48 New Montrose town service: High Street circular via Trail Terrace, India Street (M-F). Mainly half-hourly off-peak.

Monday 1st August 1994

The following routes are withdrawn:

7/8 Dundee City Services: City Centre, Commercial Street cw/acw circulars via Hilltown, Douglas, Broughty Ferry (ESu). Reregistered, probably renewal of contract.

16 Dundee, Bus Station – Perth, Bus Station (M-S). Operated jointly with Stagecoach Ltd. Revised M-F timetable registered, but no discernible change.

22/22D Dundee, Bus Station – Kirriemuir, Square via Glamis (D). A revised route is registered (no further details). *There is also a single M-F outward journey 22A which after Glamis operates to Forfar – this might also be affected.*

36/37 Dundee City Services: City Centre, Reform Street acw/cw circulars via Mill of Mains, Hilltown (ESu). Reregistered, probably renewal of contract.

40/73-76 "Tayway": Kingoodie/Ninewells Hospital – Dundee – Arbroath/Montrose (D). Following the demise of Perth depot, this corridor must now be the Company's main money-spinner. Using a dozen different route numbers westwards from Dundee and extending eastwards along the coast to Arbroath, the most frequent section is between Dundee and Monifieth. A separate registration for an early Su am journey to Ashludie Hospital on service 73 has been reregistered, probably renewal of contract.

51 Dundee, Bus Station – Fowlis (D). Reregistered, probably renewal of contract. This irregular route, although generally hourly, also serves Liff Royal Dundee Hospital, as well as Liff Village and the hamlet of Fowlis, just outside the city's north-western boundary.

Also reregistered are five early am journeys (one M-S, four Su) from various parts of Dundee to Liff Hospital, most of which have been in operation since October 1986.

Monday 15th August 1994

27 Dundee, Bus Station – Leitham, West Hemming Street via Forfar (D). Revised route and timetable registered to Forfar to Leitham section (no further details).

34 Brechin town service (M-F off-peak). Changes registered to Provost Buchan Road and Park View loops (no further details).

60 Blairgowrie, Wellmeadow – Overcardney Road End circular via Butterstone (Sch). Registration cancelled.

A new lunchtime sch route is registered in Brechin from the High School to Queen's Park, with one journey each way. This replaces similar journeys previously operated by Riddler's Coaches, Arbroath.

Tuesday 16th August 1994

27A New sch route: Upper Tulloes (near B9128 junc) – Forfar Academy via Letham. One journey each way.

61 Blairgowrie, Wellmeadow circular via Wester Essendy (Sch). Revised route and timetable (no further details).

Tuesday 7th September 1994

62/62A Spittalfield, Bus Stance – Blairgowrie (TS). Revised timetable registered to these routes: two as 62 via Kirkton of Lethendy and Essendy Bridge, one 62A via Snaigow, Forneth, Craigie and Essendy Bridge (no further details). *First registered 8/92.*

TAYSIDE BUSES (Tayside Public Transport Company Ltd)**Monday 25th July 1994 until Friday 9th September 1994**

Dundee City Tour reintroduced, hourly M-F 1000-1600. From City Centre, Crichton Street via Discovery Point, Botanic Gardens, Shaws' Sweet Factory, Camperdown Wildlife Park, Stack Leisure Park and Lawhill back to City Centre, High Street.

Monday 14th November 1994

2 City Centre (dep Crichton St/arr High St) – Dryburgh, Dunsinane Ave/Linton Rd (NESu). Hitherto the M-F peak service went to/from Dunsinane Avenue before running out of service to Dryburgh (mornings)/from Dryburgh (evenings). Following passenger

requests these journeys are altered to operate in service so passengers could travel to/from Dryburgh at these times.

15/17 Ninewells Hospital (17) – City Centre, Royal Exchange – Whitfield, Summerfield Ave (D). Most journeys during daytime shopping hours (0900-1800 approx) diverted to double-run off the Happyhillock Road/Fountainbleau Drive roundabout further along Pitkerro Road to the new Kwik Save Store.

Saturday 3rd December 1994

99 New P&R service: Dock Street Bus Depot cw circular via City Centre (S). Every fifteen mins 0900-1700. Operates 3rd/10th/17th/24th December only.

Monday 19th December 1994

1X St Mary's, Laird Street – City Centre, Commercial Street (M-F peaks + S). Substantially reduced M-F from every twenty mins (with flow) to just 0745 and 0815 St Mary's to City Centre with second journey continuing via High Street and Perth Street to Harris Academy, and a single journey 1645 City Centre to St Mary's. The half-hourly S daytime service is withdrawn.

OTHER OPERATORS

CENTRAL REGION

Addison of Callander (Gordon P Addison), Callander

Sunday 3rd July 1994 until Sunday 4th September, also Monday 18th July

"Trossachs Trundler": Stirling, Rail Station/Callander, Car Park circular via Aberfoyle, Tourist Information Centre (D). Additional FSu journeys between Glasgow, Buchanan Bus Station and Callander via Milngavie, Mugdock Country Park, Strathblane, Drymen, Aberfoyle and Trossachs Pier. One journey each way, Glasgow dep 0845, Callander dep 1545, with positioning journeys of some ninety mins departing Callander and Glasgow 1800 which operate direct via Strathblane and Milngavie – with the 1800 journey also serving Aberfoyle.

Allandale Coach Hire (George Brown Woodhouse), Bonnybridge

Monday 15th August 1994

3 Wardpark > Abronhill, Oak Road (M-F). The single (pm peak) journey on this route has been cancelled and reregistered to operate via Wardpark East and Cumbernauld Town Centre instead of Town Centre, Craiglinn, Westfield and Kildrum. *Allandale has been operating odd works journeys in the Cumbernauld area since 8/93.*

Goosecroft Coaches Ltd, Stirling

Monday 18th July 1994

The following routes are registered (exact reason not known):

- xx Stirling, Goosecroft Road – Tullibody, Stirling Road/Alloa, Drysdale St (M-S). One journey each way.
- xx Stirling, Goosecroft Road > Sauchie, Woodlea Park via Tullibody (M-S). Single am outward journey.
- xx Sauchie, Woodlea Park > Stirling, Goosecroft Road via Alva, Menstrie (M-S). Single journey.

Thursday 21st July 1994

158 Cowie, Post Office – Stirling – Easter Cornton Road (M-F). Daytime service, unspecified. Midland Bluebird had withdrawn a similar route in April but has responded to this latest competition with new service 156 from 10th August.

Tuesday 23rd August 1994

A late registration (November) of two new sch routes:

Stirling, Goosecroft Road circular via Denny, Bonnybridge. Two am & two pm journeys.
Stirling, Goosecroft Road circular via Falkirk. Single journey at 1431.

Tuesday 11th October 1994

14A New sch route: Stirling, Goosecroft Road – Kirkintilloch, Cross via Denny, Kilsyth. Two journeys each way.

Monday 14th November 1994

The following Central Regional Council contracts revert to Midland Bluebird:

208 Balfron, Buchanan Street – Glasgow, Buchanan Bus Station (D).

210 Stirling, Goosecroft Road – Glasgow, Buchanan Bus Station via Balfron (D).

211 Stirling, Goosecroft Road – Balfron, Buchanan Street/High School via Aberfoyle (D).

Partly replaced by new sch route 211 the following week, see below.

Friday 18th November 1994

211 New school route: Stirling, Goosecroft Road circular via Aberfoyle, Balfron. Registered as cw/acw circulars, a Jan 1995 timetable shows it is in effect a sch journey each way Stirling to Balfron via Aberfoyle.

Monday 12th December 1994

158 Cowie, Post Office – Stirling – Easter Cornton Road (M-F). Registration cancelled.

Friday 30th December 1994

158 Cowie, Post Office circular via Stirling (NESu). Re-registered in a different format after having been cancelled 12th Dec (above). Half-hourly 0720-1720.

DUMFRIES AND GALLOWAY REGION

Andersons of Langholm (Ian Anderson), Langholm**Monday 5th September 1994**

388 Annan, Butts Street – Back of the Hill (TThS) and

390 Annan, Butts Street – Newbie (TThS). MWF journeys added to both routes, each consisting of two am journeys each way, thus now NESu.

R K Armstrong Coaches (Robert K Armstrong), Castle Douglas**Monday 24th October 1994**

The registration for the Castle Douglas to Kilquhanity School is cancelled.

James Gibson & Son (James & Margaret Gibson), Moffat**Monday 5th September 1994**

114 Moffat, Holmhead – Dumfries, Whitesands (M-S). All journeys now serve Amisfield Village, and most journeys serve Holmend and Park Circle in Moffat; reduced to approx. seven journeys each way.

115 Dumfries, Whitesands – Ae Village/Moffat, High Street (M-S). The M-F journey each way, at sch times, Ae Village to Dumfries diverts between Ae Bridge and Amisfield Village via Shieldhill but is reduced to schooldays only. A M-F sch hol morning journey operates at the same time as far as Parkgate to connect with service 114, while the afternoon journey continues unchanged as a through journey from Dumfries. The times of the S lunchtime round trip from Dumfries are altered.

A & F Irvine & Son (Andrew & Frances Irvine), Glenluce**Monday 18th July 1994**

359 Barrhill, Rail Station – Newton Stewart, Dashwood Square (FSu). Withdrawn, last day of operation Sunday 17th July 1994. Replaced by King's of Kirkcowan to a revised timetable.

Monday 5th September 1994

420 Newton Stewart town service (TThS). Additionally serves McGregor Drive, Kirroughtree Avenue and Heron Way; increased to M-S off-peak operation; frequencies unchanged, just reduced layover time at Dashwood Square.

King's of Kirkcowan (James King), Kirkcowan**Friday 22nd July 1994**

359 New route: Barrhill, Rail Station – Newton Stewart, Dashwood Square (FSu). One outward F and one inward Su replaces A & F Irvine & Son service 359 to slightly adjusted times. Additional Su evening journey each way, both of which operate via A714, not serving Glentroll Village.

MacEwan's Coach Services (John MacEwan), Amisfield**Monday 1st August 1994**

13 Dumfries town service: Broomlands, Priestlands Drive – Dumfries Hospitals (M-S). An earlier am journey each way added, giving Broomlands a peak service into town.

Wednesday 10th August 1994

116 Moffat, High Street – Dumfries, Whitesands/Leafield Road via Johnstonebridge (W). Rerouted between Tinwald and Dumfries via unclassified 'High Road' to A709 near Torthorwald, thence A709 to Dumfries, instead of via Locharbriggs Hall and Heathhall Garden Centre.

Tuesday 23rd August 1994

371 New route: Dumfries, Loreburn Centre circular via Glencaple, Bankend, Caerlaverock (Sch). Two journeys (0800,1500) replace John Nelson of Thornhill journeys on a route otherwise operated by Western Scottish.

Monday 26th September 1994

520 Castle Douglas, King Street – Ayr, Burns Statue Square via New Galloway, Dalmellington (NESu). In order to avoid an awkward reversing manoeuvre in New Galloway an acw route is operated both ways from A712 via Old Edinburgh Road, East Port Street and High Street back to A712.

Monday 5th December 1994

512 New Castle Douglas town service: Rowena Place – King Street circular (NESu). Four off-peak journeys.

Saturday 31st December 1994

8 Cargenbridge, Drungans Drive – Dumfries, Burns' Statue (M-F am peak). Withdrawn, at the time of writing presumably without replacement.

John Nelson of Thornhill (John Nelson), Thornhill

Monday 1st August 1994

202 Thornhill, East Morton Street/Cross – Dumfries, Whitesands via Moniaive (NESu). Withdrawn and replaced Western Scottish Buses Ltd service 202.

371 Dumfries, Loreburn Centre circular via Glencaple (Sch). Withdrawn and replaced by MacEwan's Coach Services service 371.

FIFE REGION

A1 Minibus & Coach Service (George Izatt Goodsir), Methilhill

Monday 15th August 1994

H1 New route: St Andrews, South Street – Dunfermline, Queen Margaret Hospital via Dairsie, Cupar, Kettlebridge, Glenrothes, Pitteuchar, Bankhead Interchange (WSu). One journey each way.

H3 New route: St Andrews, South Street – Kirkcaldy, Victoria Hospital via Strathkinness, Cupar, Kennoway (MTh). One journey each way.

Wednesday 24th August 1994

207 New school route: Aberdour, Main Street junc Hawkraig Road – Rosyth, St John's Primary School. One journey each way.

259 New school route: Cupar, Ceres Road Turning Circle – Kirkcaldy, St Andrews High School via Springfield, Pitlessie, Kingskettle. One journey each way.

Allisons Coaches (A F, J M & D Philp), Dunfermline

Monday 15th August 1994

14 New school route: Kincardine, Westfield – Tulliallan Primary School. One journey each way.

14B New route: Dunfermline, Bus Station – Cairneyhill, Glendevon Drive (NESu). Hourly off-peak.

21 New school route: Dunfermline, Bus Station – Dollar Academy via Saline, Gowkhall, Saline. One am journey each way.

119 New works service: Ballingry, Bus Terminus – Hillend Industrial Estate via Lochore, Glencraig, Lochgelly, Lumphinans, Cowdenbeath, Hill O'Beath, Crossgates (M-F). One journey each way.

476 New school route: Crombie, Ordnance Road – Dunfermline, St Columba's High School. One journey each way.

Andersons Coaches (James Anderson), Methil**Sunday 21st August 1994**

H2 New route: Crail, High Street > Dunfermline, St Margaret's Hospital via Anstruther, Pittenweem, St Monans, Elie, Colinsburgh, Upper & Lower Largo, Leven, Methil (ThSu). Single journey at 1300.

Wednesday 24th August 1994

xx New school route: Elie, Main Street – Elie Primary School via Kilconquhar. One journey each way.

Friday 26th August 1994

Two new school routes, both with one journey each way:

462 Bonerbo – Cellardyke Primary School via Pitkierie, Caipie.

649 Leven, Coldstream Park – Parkhill Primary School via Windygates Road, Park Road.

Black's Coaches (Andrew Black), Lochore (ex-Lochgelly)**Monday 15th August 1994**

G55 New sch route: Kelty, Black Road – Dunfermline, Woodmill High School via Kingseat.

276 New sch route: Dunfermline, McKane Park (Liggars Place) – Dunfermline, St Leonard's Primary School via St Margaret's Primary School. *Timings would suggest these are operated by the same vehicle.*

Coach Mobility (P A & M Bernard), Newmills**Sunday 14th August 1994**

D7 Dunfermline, James Street circular via Abbey View, District General Hospital (M-S eve). Withdrawn. *Operated since 8/92.*

xx Dunfermline, Lilys Lane – Kirkcaldy, Forth Park Maternity Hospital (D). Withdrawn; *(three journeys each way at shift times operated since 12/93).*

Moffat & Williamson Ltd.**Monday 4th July 1994**

Revisions to Glenrothes local services to the Rimbilton and Markinch areas (no further details). Also, from this date almost thirty cancellations to registrations across the entire Fife area. Although I have a few leaflets of M&W's routes, my coverage is sparse. The following list of withdrawals gives frequencies at registration (where known), and last terminal points at cancellation.

1 Glenrothes town: Stenton – Bus Station – Caskieberran (NESu). Half-hourly.

2 Glenrothes town: Bus Station – Newcastle, Muirfield Drive (NESu). Half-hourly.

3 Glenrothes town: Bus Station circular via Collydean (NESu). Half-hourly.

4 Glenrothes town: Bus Station circular via Balfarg (M-S). Half-hourly daytime.

G5 Glenrothes town: Bus Stn – Woodside (M-S). One pm journey each way at 1800.

G5/G6 Glenrothes town: Caskieberran/Finglassie (Su). Hourly afternoon.

6 Glenrothes, Bus Station – Leven, Bus Station (NESu). Hourly.

8 Kirkcaldy, Bus Stn – Leven, Bus Stn (M-S). Three early eve journeys each way.

9B St Andrews town: South Street circular via Shoolbraids (NESu). Every twenty mins.

28/28A Glenrothes, Bus Stn – Cowdenbeath, Woodend (NESu). Every ninety mins approx.

32/32A Glenrothes, Bus Stn – Kirkcaldy, Bus Stn (M-S). Hourly evenings.

X38 Kirkcaldy, Bus Station – Glenrothes, Whitehill Ind Est (M-S). Hourly daytime.

X39 Kirkcaldy, Bus Stn – Leslie, Anderson Drive via Glenrothes (M-S). Half-hourly daytime.

45 Glenrothes, Bus Station – Stratheden Hospital via Leven (S). One journey each way. Rennie's service R40 was increased from W to WSu as a possible alternative from Aug

47 Glenrothes, Bus Station – Kennoway/Leven, Bus Station (M-S). Hourly daytime.

66/67 Glenrothes, Bus Station – Cupar, Crossgate (M-S). Five/six journeys each way.

68 Cupar town services: Sandylands/Millbank/Upper Dalgairn (M-S daytime).

S36/48

82/82A Kirkcaldy town: Redcraigs – Dysart (M-F peaks + S pm peak).

119 Glenrothes, Bus Stn – Cowdenbeath, Broad Street (M-S). Every ninety mins daytime.

319 Glenrothes, Bus Station – Hillend Ind Est

819 Glenrothes, Bus Station – Lochgelly, High School (Sch).

xxx Dundee, Bus Station – St Andrews estates/Madras College (M-S). Varied daytime.

xxx Leven town service: Bus Station circular (Sch). Every ten mins off-peak.

Thursday 28th July 1994

M4 New Glenrothes town service: Bus Station cw circular via Collydean, Balfarg, Pitcoudie, Cadham (M-S). Mainly half-hourly daytime.

Tuesday 2nd August 1994

The following sch services have been cancelled:

18/218 Kelt, Shiels Cottage – Cowdenbeath High.

233 Cardenden, Corrie Centre – Craigside Road/Derran Drive.

419 Halbeath – Cowdenbeath High.

433 Cardenden, Corrie Centre – Lochgelly High.

434 Cardenden, Jamphlers/Golf View – Station Road/School Lane.

Also – route number, if any, not known:

Devon Common/Bonnybank – Buckhaven High.

Upper Largo, Airthernie Drive – Buckhaven High.

West Wemyss – Buckhaven High.

Buckhaven High – Mountfleurie, Montgomery Drive.

Buckhaven High – Broom, Holly Road.

Windygates, Bankhead Place – Broom, St Agatha's Primary.

Windygates, Kennoway Road – Broom, St Agatha's Primary.

Buckhaven High – Broom, St Agatha's Primary.

Muiredge, Falcon Road – Buckhaven Primary.

Methilhill, Laburnum Road – Aberhill Primary.

Kirkland, Kirkland Walk – Aberhill Primary.

Thursday 4th August 1994

4 Glenrothes, Bus Station – Collydean circular (NESu). Revised route and timetable (no further details).

Tuesday 9th August 1994

2 Glenrothes, Bus Station – Markinch, Rail Station via Coaltown of Balgonie (NESu).

5 Glenrothes, Bus Station – Markinch, Rail Station via Prestonhall (NESu).

A revised route and timetable posted for both (no further details).

Wednesday 24th August 1994

The following sch services registered (route numbers as per registration):

001 Gaudry, Main Road - St Andrews, Madras College via Leuchars, Guardbridge (outward)/from St Andrews, Kilrymont Road (inward).

004 Newport, Tay Road Bridge – St Andrews, Madras College via Leuchars, Guardbridge (outward)/from St Andrews, Kilrymont Road (inward).

5 Wormit, St Fort – St Andrews, Madras College via Leuchars, Guardbridge (outward)/from St Andrews, Kilrymont Road (inward).

005 Wormit, Turning Circle – St Andrews, Kilrymont Road via Newport, Leuchars, Guardbridge.

006 St Andrews, Kilrymont Road/Madras College > Bottomcraig via Guardbridge, Leuchars, Tayport, Newport, Wormit, Gaudry. Single pm jny.4

007 Hazleton Crossroads – Gauldry, Balmerino Primary School via Balmerino/Bottomcraig (outward)/inward from Balmerino PS to Littleinch Farm.

Tuesday 6th September 1994

The following school routes are registered, the route numbers shown follow routes or parts of routes operated by M&W or Fife Scottish:

- 23 Freuchie, High Street – Cupar, Castlehill Primary via Falkland, Strathmiglo, Gateside, Auchtermuchty, Springfield. On e/w.
- 65 Newburgh, Turning Circle – Cupar, Castlehill Primary via Lindores, Giffordtown, Ladybank, Kettlebridge, Kettlehill, Pitlessie, Cuparmuir. One e/w.
- 69 Wormit, Farm – Cupar, Castlehill Primary via Newport, Kilmany, Logie, Foodieash. One e/w but inward journey operates to St Columba's Roman Catholic Primary.
- 70 Rathillet Crossroads – Cupar, Bell Baxter High via Logie Farm, Brunton, Luthrie, Rathillet, Myrecarnie. One outward, two inward: to Starr Farm & to Logie Road End.

Friday 16th September 1994

119 Glenrothes, Bus Station – Hillend Industrial Estate (M-F works). Withdrawn.

Also withdrawn from this date is sch service Gateside, Station Road – Cupar, West Port (Bell Baxter School) via Auchtermuchty.

Monday 10th October 1994

2 Glenrothes, Bus Station – Markinch, Rail Station via Coaltown of Balgonie (NESu).

5 Glenrothes, Bus Station – Markinch, Rail Station via Prestonhall (NESu).

A revised route and timetable posted for both (no further details).

43 Leslie, Anderson Drive/Rothes Park – Markinch, Rail Station (M-F). Withdrawn, one M-F am peak journey each way. *Introduced 8/92.*

Rennie's of Dunfermline Ltd

Rennie's has been registering since D-day: some competitive routes against Fife Scottish, some Fife Region Council contracts, of which the majority are school contracts.

Sunday 14th August 1994

The following registrations are cancelled:

R41 Dunfermline, Bus Station – Alva, Academy (M-F).

R42 Wellwood, Springbank Terrace – Crombie, Ordnance Road via Dunfermline (D).

R44 Dunfermline, Bus Station – Steelend, Turning Circle (Su).

R70 Aberdour, Hawkraig Road – Rosyth, St John's Primary School (Sch).

Monday 15th August 1994

R40 Dunfermline, Bus Station – Stratheden Hospital via Cowdenbeath, Glenrothes (WS). Withdrawn S but Su service introduced as a probable replacement for Moffat & Williamson service 45.

R45 New route: Cardenden, Corrie Centre – Dunfermline, Queen Margaret Hospital via Ballingry, Lochgelly, Cowdenbeath (MThS). One afternoon journey each way.

Wednesday 24th August 1994

R52 Aberdour, Murray Place – Inverkeithing, High School. Aberdour terminal point altered to Hawkraig Road.

R54 New route: Kingseat, Main Street – Dunfermline, St Margaret's Primary via Townhill, Touch Primary School. One journey each way.

R60 High Valleyfield – Torryburn, Primary School. Altered to Newmills/High Valleyfield – Torryburn, Primary School/Culross, Primary School.

R64 New route: Cairneyhill, Post Office – Dunfermline, St Columba's High via Crossford, Townhill. One journey each way.

R65 Kincardine, Castle Park/High Street – Dunfermline, High School. Altered to start from Culross or Kincardine.

R68 Rosyth, Ferrytoll Road – Camdean Primary School. Altered to start from Rosyth, Grampian Road.

S36/50

R69 New route: Saline, Upper Kinneddar – Oakley, Holy Name Primary via Comrie, Blairhall. One journey each way.

R70/R71 New routes: Blairhall, Rintoul Avenue – Dunfermline, Queen Anne High via Comrie, Oakley, Carnock. One bus from/to each of Blairhall and Comrie.

R72 Ballingry, Bus Stance/Kelty, Black Road – Dunfermline, St Columba's High School. Kelty no longer served.

R73 New route: Inverkeithing, Fraser Avenue – Rosyth, St John's Primary School (Sch). One journey each way.

Other amended school routes are R59, R61, R77, 227, 457.

Friday 2nd December 1994

Revised route and timetable registered to R59 (M-F at sch times) and sch routes R69/R72 (see Aug above), R76 Dunfermline Aberdour Rd-St Margaret's Primary, 457 Aberdour/Inverkeithing/Rosyth Dockyard-St Columba's High, while R64 Cairneyhill-St Columba's is altered to start from Crosshill, Cairneyhill Rd.

Spencer of Leven (Michael Spencer), Leven

Wednesday 24th August 1994

The following school services have been registered, each one journey each way:

Cardenden, Golf View/Jamphlars Road – Denend Primary via Main Street, Station Road.

St Andrews, City Road – South Street, Madras College via Dunino, Kilrymont School.

Largoward – St Andrews, Greyfriars Primary via Peat Inn, Strathkinness, Scooniehill Rd.

Star Travel Coaches (George Izatt Gilfillan), Cowdenbeath

Monday 15th August 1994

16B New Cowdenbeath town service: High Street, North End circular via Broad Street, Raith Avenue, Park Street, Selkirk Avenue (NESu). Hourly off-peak.

114 New works service: Cowdenbeath, Broad Street (Fountain) – Crombie, Royal Ordnance Road via Crossgates, Halbeath, Dunfermline, Crossford, Cairneyhill (M-F). One journey each way.

Wednesday 24th August 1994

233 New school route: Cowdenbeath, Fountain circular via Lochgelly, Cardenden, Dundonald, St Ninian's Primary School. Two journeys.

Monday 7th November 1994

633 New school route: Kinglassie, Main Street – Auchterderran, St Ninian's Primary School via Woodend, Auchterderran, Cardenden, Dundonald. One journey each way.

GRAMPIAN REGION

A B C Travel (A B C Methlick Ltd), Aberdeen

Monday 22nd August 1994

242 New route: Inverurie, Square/Academy circular via Blackburn, Hatton of Fintry (Sch+T). GRC contract transferred from Ian W Bruce Coach Hire service 242, but F service withdrawn. ABC's registration started from Oldmeldrum via Inverurie to take up Bruce's route at Blackburn, although the am journey (only) is shown in the Grampian leaflet as starting from Inverurie and the pm journey finishing as previously in Blackburn. As well as these sch journeys, there is a T journey each way Blackburn, Kinellar Road to Inverurie Square.

243 New route: Burnhervie – Inverurie, Academy via Chapel of Garioch (Sch). GRC contract transferred from Easton's Motor Services service 243.

A J S Enterprizes (Alexander J Smith), Cruden Bay

('Enterprizes' variously spelt with an 's' or 'z').

Monday 22nd August 1994

86 New route: Peterculter, Coronation Road, – Health Centre – Rob Roy Caravan Site (NESu). Two inward/one outward journeys replace Mair's Coaches (G E Mair Hire Services Ltd).

220 New route: Alford, Post Office – Aberdeen, Bus Station via Tillyfourie, Moneymusk RE, Kemnay, Midmill (M-S). One journey each way, Alford dep 1905 Aberdeen 2010,

replacing journeys on Bluebird Buses service 220. Credited to Cruden Bay Coaches in a Grampian Council leaflet, this is the same operator.

254 New route: Ellon, Square circular via Esslemont, Ness (NESu). Single journey replaces an identical Bluebird Buses service 250, which connects with the 1745 ex-Aberdeen.

763 New route: Collieston, Bus Shelter – Newburgh, Udney Arms Hotel (M-F peaks). One journey each way, making connection at Newburgh with Bluebird Buses service 763 to/from Aberdeen.

Friday/Saturday night 26th/27th August 1994

As noted under Mair's Coaches (GRT), AJS has won the tender for four Fri/Sat late-night routes from Aberdeen City Centre:

40 Union Street, Langstane Kirk – Cove via Torry, Altens.

41 Union Street, St Nicholas Kirk – Kincorth via Faulds Gate, Cairngorm Drive.

42 Union Street, St Nicholas Kirk – Garthdee via Broomhill Road, Auchinyell.

46 Union Street, Langstane Kirk – Denmore via Bridge of Don, Scotstown.

Sunday 28th August 1994

250 New route: Ellon, Meiklemill > Aberdeen via Ellon, Newburgh (Su). Single journey at 1015. This partly replaces a Bluebird Buses journey which had originated at Aberdeen at 0940 and had operated via Meiklemill, Ellon Square then a town service loop via Esslemont and Ness back to Ellon Square, thence via Newburgh to Aberdeen. AJS picks this journey up at Meiklemill on the outward journey.

Allan & Black (Allen & Murray Brown), Aboyne

Tuesday 23rd August 1994

212 New school route: Crossroads Hotel (A980/B9119 junc) – Alford Academy. One journey each way. *A&B have registered sch services since 10/86 in their home territory, this is the first to Alford.*

Bain's Coaches (D A Bain), Oldmeldrum

Monday 22nd August 1994

(A5) Aberdeen, City Churchyard – Dyce, Shopping Centre (S). Midnight departure registered, operating in place of Irene's Coaches, although no route number published.

240 New Inverurie town service: The Square, loops via Gordon Road and Manse Road (M-F). Four off-peak journeys.

290 New route: Aberdeen, Bus Station – Kingseat Hospital via Potterton, Whitecairns (S). One afternoon journey each way, replacing journeys on Bluebird Buses service 290.

Berry's of Fyvie (Roy Andrew Berry), Fyvie

Monday 22nd August 1994

249 Tillycairn Crossroads – Inverurie Academy (Sch). Extended back from/to Tulloch Crossroads (A947 junc) along unclassified road passing Keillyford. *Registered since 8/91, this is Berry's only route.*

Ian Bruce Coach Hire (Ian William Bruce), Inverurie

Sunday 21st August 1994

242 Blackburn, Kinellar Road/Hatton of Fintry, Post Office – Inverurie, Square/Academy (Sch + TF). Withdrawn, GRC contract transferred to ABC Travel to a revised timetable.

Cairngorm Chairlift Co Ltd, Aviemore

Monday 19th December 1994

Revised timetables introduced for the summer tourist/winter skiing holiday routes to Cairngorm, Coire Cas Car Park (D). The Grantown on Spey route is recorded in S35, while that from Dalwhinnie is in effect two routes: a sch service from Dalwhinnie to Aviemore plus four/five D journeys Aviemore to Cairngorm – although the pm sch journey from Aviemore does operate through from Cairngorm as an additional journey on that section.

Central Garage (W W, V A & W A Smith), Keith

Tuesday 5th July 1994 until Friday 19th August 1994

362 Tomintoul, Square/Dufftown, Square – Keith, Reidhaven Square (Sch + TF). The customary increase during the summer sch hols when the suspension of the sch journeys allows for a slight increase to the shopping journeys. There are now two T

journeys each way Keith to Dufftown instead of one each way Dufftown to Keith, and two F journeys each way Keith to Tomintoul instead of one each way Tomintoul to Keith. This allows almost four hours in Tomintoul.

Thursday 24th November 1994

363 New route: Tomintoul, Square – Elgin, Bus Station via Aberlour, Craigellachie, Rothies (Th). One journey each way under contract to Grampian Regional Council.

Cheyne's Coaches (William & Rosemary Cheyne), Daviot

Monday 22nd August 1994

240 Inverurie town service: Square circular (M-F). Withdrawn.

241 Leslie, Post Office – Inverurie, Square (Sch). Official terminus now Inverurie Academy, adjacent to the Square.

244 New route: Inverurie, Square – Huntly, Square via Old Rayne (Sch+TThS). GRC contract transferred from Easton's Motor Services service 244.

245 Inverurie, Square – Rothienorman/Fyvie (M-F). Withdrawn, GRC contract transferred to Easton's Motor Services service 245.

A & C Cruickshank, Ellon

Friday 26th August 1994

290 Raxton – Ellon Academy via Methlick (Sch). Revised timetable to this operator's sole route, operated since 9/91.

Cushnie Stores (B D & S Maycock), Milton of Cushnie

Tuesday 23rd August 1994

223 Keigh, Primary School – Alford, Main Street (TF). Revised timetable to the one journey each way on this route (no further details). *Operated since 9/91.*

Deveron Coaches (Albert Milne), Macduff

Monday 22nd August 1994

301 New route: Macduff, Shore Street – Huntly, Square via Aberchirder (NESu). Two journeys each way over whole route and one journey each way Aberchirder to Macduff. These mainly replace Bluebird Buses journeys which in turn replaced Hardie's Coaches in February and are a consequence of the former's recasting of its timetable following the extension of its 301 from Huntly to Inverurie.

Eastons Motor Services (A M Marshall & W C Mitchell), Inverurie

Monday 22nd August 1994

243 Burnhervie – Inverurie Academy (Sch) Withdrawn, GRC contract transferred to ABC Travel service 243.

244 Inverurie, Square – Huntly, Square via Old Rayne (Sch+TThS). Withdrawn, GRC contract transferred to Cheyne's Coaches service 244.

245 New route: Fyvie, Post Office – Inverurie, Square/Academy via Rothienorman, Meikle Wartle, Glack, [Daviot, Oldmeldrum – some journeys] (M-F). One M-F journey each way at sch times Rothienorman to Inverurie, one MWF journey each way Fyvie to Inverurie, plus odd garage journeys. Replaces Cheyne's Coaches service 245.

Gray's Coaches (B G & A M Gray), Fochabers

Monday 4th July 1994 until Friday 23rd September 1994

"Heatherhopper": Elgin, Bus Station – Aviemore, Rail Station via Aberlour, Tomintoul, Grantown-on-Spey, Dulnain Bridge, Carrbridge (MWF). *Highland Scottish Omnibuses also operates two journeys each way, but from the south, but Gray's operation replaces MacLean's Coaches of Portknockie.*

Irene's Coaches (David Reid), Newmachar

Sunday 21st August 1994

A5 Aberdeen, Union Street (City Church) > Dyce, Shopping Centre (S) and

A7 Aberdeen, Union Street (Mothercare) > Scotstown, Lee Crescent North (S).

Both registered with a single 1205 departure, I was unsure whether they were late-night services or were for Sunday churchgoers, but both are now cancelled. Obviously the former, as A5 has been registered with a midnight departure by Bains Coaches, and Irene's clearly did not operate either.

J W Coaches Ltd, Banchory
Thursday 15th December 1994

New (unnumbered) Banchory town service: Bellfield Car Park cw/acw circulars (M-F off-peak). Half-hourly both ways 0920-1350 approx with an additional journey each way just after 1600. Operates hail & ride through main housing areas and also serves the Presto Store to the east of the town centre; requires two vehicles.

Keir's Coaches (John J Keir), Haugh of Glass
Monday 22nd August 1994

230 Dufftown, Square – Huntly, Square via Auchindoun, Haugh of Glass (M-S). Sch journeys Haugh of Glass to Huntly withdrawn and replaced by Shearer's Coaches; a reduced service of a M-F journey each way Haugh of Glass to Huntly and one S journey each way Dufftown to Huntly is now operated.

Lumsden Garage (J R & M B Shirran), Lumsden
Monday 22nd August 1994

221 New route: Strathdon, Bellabeg – Kemnay, Aquithie Road/High Street via Alford, Whitehouse, Monymusk (NESu). Replaces sections of Bluebird Buses service 220 journeys following what is a major revision in this deeply rural area. Specifically: 0745M-F 0800S 1100S 1200M-F Strathdon to Kemnay and 0937M-S 1215S 1507M-F return (*the 1215 journey may terminate at Alford*), also 1841S Alford to Strathdon. All journeys are identical – or nearly so – to the former Bluebird times, and therefore connect with buses to/from Aberdeen.

Mayne's Coaches, Buckie
Tuesday 5th July 1994

"Heatherhopper": Elgin, Bus Station – Aviemore, Rail Station via Rothes, Craigellachie, Aberlour, Carron, Marypark, Ballindalloch, Carrbridge, Grantown-on-Spey (TTh). Two journeys each way, with Highland Bus & Coach providing another two originating from Aviemore. *In 1993 the four journeys each way were shared between Cairngorm Chairlift Co and Maclean's Coaches, Portknockie, this year by Mayne's and Highland Bus & Coach.*

Alex Milne (Alex, Nettie & Brian Milne), New Byth
Monday 22nd August 1994

247 New Byth – Inverurie, Academy via Fyvie, Oldmeldrum (Sch + Th). Withdrawn and regained by Robertson's Coaches, who had lost this to Milne in August 1988.

Newmachar Coaches (David Reid), Newmachar
Friday 26th August 1994

222 New route: Monymusk, Square – Inverurie, Square via Blairdaff, Burnhervie (F). One journey each way.

C H Reid, Rhynie
Monday 22nd August 1994

306 Huntly, Square/Gordon Schools – Inverurie, Square (M-F peaks). Withdrawn and replaced by Roberts of Rothiemay.

Roberts of Rothiemay (George A & Evelyn M Roberts), Rothiemay
Monday 22nd August 1994

306 Huntly, Square – Inverurie, Square (D). The two M-F peak journeys previously operated by C H Reid are added to the single Huntly to Insch journey; the S service is withdrawn and replaced by Bluebird Buses service 301; Su service unchanged.

Robertson's Coaches (William Robertson), Cuminestown
Monday 22nd August 1994

247 New route: New Byth/Cuminestown, Post Office – Inverurie, Square/Academy (Sch+Th). One sch and one Th journey each way Cuminestown to Inverurie, operating from/to New Byth on request, to be booked the day before travel. Not really new but regained from Alex Milne.

Monday 24th October 1994

352 Keith, Reidhaven Square/St Thomas Primary School circular via Drummur (Sch). Altered to operate to/from Keith Grammar School instead of St Thomas PS. One am cw journey, one pm each way.

Rogers Coachers (Peter Spence Cowe), Peterhead

Wednesday 26th October 1994

ACE (Aberdeen Commuter Express) New route: Peterhead, Broad Street – Aberdeen, Bus Station via Hatton, Ellon (NESu). Ten M-F, nine S journeys each way, requiring three/two vehicles respectively. Competes with Bluebird Buses service 760, from which – unsurprisingly – it elicited a rapid response.

Shearer's Coaches (James M Shearer), Huntly

Monday 22nd August 1994

230 New school route: Haugh of Glass – Huntly, Gordon Schools. One journey each way, replaces the sch journeys on Keir's Coaches service 230.

Watermill Coaches (A J Clark & B Smith), Fraserburgh

Monday 22nd August 1994

251 New route: New Deer, High Street – Ellon Academy via Maud, Auchnagatt (Sch). One journey each way; replaces journeys on Bluebird Buses service 251. *Watermill has been operating odd routes/journeys in the Buchan/East Gordon districts since 8/89.*

Whyte's Coaches (W, N, W J Whyte & I A W Urquhart), Newmachar

The Dyce, Rail Station to Aberdeen Airport via Kirkhill Ind Est (M-F peaks) was cancelled from Sun 21st August 1994. *This was the last survivor of three routes, registered 8/88.*

HIGHLANDS & ISLANDS

Cairngorm Chairlift Co Ltd, Aviemore

Monday 12th September 1994

Another alteration to the Grantown-on-Spey/Aviemore – Cairngorm (D) route.

Friday 2nd December 1994

A revised timetable registered to the Fort William to Inverness route. *This was first registered 3/89 with two journeys each way.*

Gaelicbus (Alexander McConnacher & Son),

Friday 26th August 1994

10 Fort William, Interchange – Oban, Rail Station (M-S). Revised timetable (no further details). *This was registered wef 1st April 1991 with one journey each way: Fort William dep 1545, Oban dep 1800. In 1993 there were three variations registered.*

Hebridean Coaches (Thomas F & Donald A MacDonald), Howmore, South Uist

Monday 28th November 1994

18 New route: Lochboisdale, Pier – Lochmaddy, Pier via Carnan, Creagorry, Howmore (MWF). One journey each way over whole route but two each way between Howmore and Lochmaddy.

John Leask & Son (P R, A J N Leask & G R Silver), Lerwick, Shetland

Monday 11th July 1994

Another revised timetable registered for the Lerwick, Viking Bus Station – Sumburgh Airport (D) route, which of course is dictated by airline schedules.

Murdo MacLeod, Dunvegan, Isle of Skye

Friday 4th November 1994

This operator's sole route, the sch service between Dunvegan and Geary via Fairy Bridge was cancelled from Friday 4th November 1994. It had consisted of two journeys each way with an additional pm journey each way Geary to Fairy Bridge.

Hector MacNeil, Castlebay, Isle of Barra

Friday 1st July 1994

The Castlebay, Pier – Vatersay Village (M-S). This route, which crosses over the causeway from Barra to Vatersay, is altered to operate from Vatersay via Barra Airport to Eoligarry on the north of Barra.

William MacDonald & Co (William & Peigi MacDonald), Back, Isle of Lewis

I refer to the entry in S35 p50. Registered as a new "Island Express" route between Inverness and Ullapool. I have since found a leaflet dated 18th October 1993. This may well have been a well-established operation or a late registration.

Martin's Coaches (John Martin), Spean Bridge**Tuesday 30th August 1994**

New sch service registered Strontian to Fort William, Lochaber High School via Corran Ferry, with one journey each way. *Martin's only other operation had been between Fort William and the Nevis Range autumn/early 1990/91.*

Nicolson's Bus Service (Calum Nicolson), Borne (Isle of Skye)**Tuesday 16th August 1994**

S8 Glendale/Lonmore – Portree, Square via Dunvegan, Edinvane/Sligachan (NESu). The sch journeys each way on the Glendale to Lonmore section are reinstated for the new term, and routinely altered to operate via Portree High School. Otherwise, including sch hols, this section has just one Th journey each way, enjoying layover of an hour at this remote outpost. It does, however, have six days a week Postbus service (Highland 34) to/from Dunvegan. *Nicolson took this route over from Highland Omnibuses, routes 53/55, 8/89.*

S10 Portree, Square – Kilmaluag via Uig/Staffin (NESu). Routinely altered to operate via Portree High School; this route circles the Trotternish Peninsula cw/acw, and as S8 above it will be reduced to M-F during the winter period. *Nicolson took this route over from Highland Omnibuses, route 359, 8/92.*

Shalder Coaches Ltd, Scalloway (Shetland)**Monday 3rd October 1994**

Hillswick/Mossbank – Lerwick, Bus Station/Scalloway (M-S). The 0650 M-F journey ex-Mossbank is withdrawn.

Saturday 24th December 1994

A revision to workers' services to Sullom Voe Oil Terminal: a revised route and timetable registered M-F for Scalloway, Bus Stance to Sullom Voe via Lerwick (D) and M-S for Hillswick/Mossbank – Lerwick, Bus Station/Scalloway (M-S). Those from Scalloway via Lerwick, Girsta, Voe, Dales, Lees and that from Toft Ferry Terminal via Mossbank, Firth are withdrawn.

Shiel Buses (Donald & Alistair MacGillivray), Acharacle**Monday 11th July 1994**

S47 Acharacle – Mallaig, Aird More (M-F). A revised timetable registered (no further details). *Registered 10/91, this route operates once each way sch hols but requires two vehicles during sch term, with an additional pm sch journey each way Acharacle to Arisaig Primary School. On layover in Mallaig a town service is operated between Aird More and Mallaig, with one journey extended to/from Morar.*

Saturday 8th October 1994

S46 Salen/Acharacle, Post Office – Fort William, West End (NESu). Revised S timetable to the single round trip. *Registered 10/86 as a MF sch service for boarders at Fort William, from 8/92 it was expanded to provide two M-F and one S journey each way.*

Skye-Ways Express Coaches (Clan Garage [Kyle] Ltd, Kyle of Lochalsh)**Monday 3rd October 1994**

Introduction of winter timetable: possibly two journeys each way on each of 700 (Kyleakin–Armadale) and 701 (Kyleakin–Portree), with the one journey each way on 702 (Portree – Armadale) withdrawn for the winter period. Coach services 916/917 Portree – Glasgow/Inverness, respectively, continue in operation throughout the year.

Spa Motors (Norman MacArthur), Strathpeffer**Monday 11th July 1994**

Lochinver, Harbour – Inverness, Bus Station via Ullapool, Strathpeffer, Dingwall (MFS). Revised timetable registered (no further details). *When registered 8/89 it provided a F journey each way Lochinver – Inverness, also a MS journey each way Ullapool – Inverness.*

Sutherland's Bus Service (William John Sutherland), Glenbrittle (Isle of Skye)**Tuesday 16th August 1994**

S6 Portree, Square – Peinchorran via Penifiler, Lower Ollach (Sch+F). Minor timetable alterations to sch journeys. Portree dep 0754sch 1225F 1540sch+F, Peinchorran dep 0820sch 1300F 1615sch+F; the garage journeys from/to Portree omit Penifiler.

S7 Portree, Square – Glenbrittle/Fiscavaig via Carbst (M-F). Although based on access from the Minginish/Loch Harport area to Portree, additional sch summer hols journeys gave access to these areas from Portree. The basic service consists of two/three journeys Portree to Fiscavaig, with connections at Merkdale or Carbst for Glenbrittle.

White's Coaches (G White), Bridge of Walls (Shetland)

Monday 3rd October 1994

New route to a new operator: Mossbank > Lerwick via Brae, Voe, Nesting, Girlsta, Tingwall Crossroads, Brig o'Fitch (M-F). Single journey at 0650.

LOTHIAN REGION

Davidson Busways (I W & C Davidson), Whitburn

Sunday 31st July 1994

School services Bathgate, Falside – St Mary's Primary School (outward only), Longridge – Fauldhouse, Fallahill Primary and 180 Bents, Station Road – Blackburn, St Kentigerns Primary are cancelled, last day of operation – last day of summer term.

Monday 1st August 1994

283 New route: Livingston, Bus Station – Fauldhouse, Caledonia Road via St John's Hospital, Polbeth, West Calder, Loganlea, Breich (M-S). Mainly hourly, until mid-eve, under contract to Lothian Regional Council. Replaces SMT service 283.

Sunday 7th August 1994

27A Whitburn, Cross > Edinburgh, Bus Station via Livingston (M-S). Extended back to start from Bathgate, King Street. This had consisted of a single journey from Whitburn at 0450 under contract to Lothian Regional Council, replacing an identical Eastern Scottish journey from July 1991. This extension is not shown, however, on the West Lothian Travel Map of August 1994 or, of course, on any SMT publicity.

186 New route: Whitburn, Polkemmet Road – Armadale, Cross via Birniehill, Bathgate, Bathville (Su). Hourly under contract to Lothian Regional Council. Replaces SMT service 186.

Douglas Coach Hire (Samuel Douglas), Whitburn

Tuesday 23rd August 1994

478 New school route: Bathgate, Hardhill Road > St Mary's R C School, consisting of a single journey at 0850, brought forward to 0840 in December. *This is the first registration from DCH.*

Edinburgh Transport Ltd, Leith

Formerly the bus division of Silver Coachlines, Stevensons of Uttoxeter acquired a majority shareholding late 1993, at which time all local service routes were reregistered under Edinburgh Transport.

Sunday 10th July 1994

315/325 Edinburgh, The Jewel/Bus Station – Penicuik, Bus Centre (D). Revised timetable (no further details). *This route connects East Lothian with some of Edinburgh's major retail parks, as well as the city centre.*

Sunday 31st July 1994

285 New route: Livingston, Bus Station – Ratho, Hallcroft Park via Mid & West Calder, Kirknewton (NESu). Hourly under contract to Lothian Regional Council, replacing daytime service of SMT (Eastern Scottish) service 285. See Houston Travel for ESu.

333 Tranent, Haddington Road – South Gyle Shopping Centre via Musselburgh, City Centre (NESu). Revised route and timetable, again from S 10th Sept and again from M 21st Nov (no further details). A 1993 leaflet gives the frequency as hourly from Tranent and hourly from Niddrie combining as half-hourly Craig Park to South Gyle.

Fallon's Tours (Michael Fallon), Dunbar

Monday 15th August 1994

120 Innerwick/Ashfield/Dunbar – North Berwick (D) and

228 Dunbar, High Street – Stenton circular (Sch+MTWF). Although these routes were registered to Lowland Scottish from this date, Fallon's cancellation date was 11th Oct.

E & M Horsburgh (Eric M Horsburgh), Pumpherston

Monday 1st August 1994

304/306 New routes: Livingston, Bus Station – Murieston circulars via Livingston South Rail Station (M-S). The West Lothian Travel Map of Aug 1994 states a combined half-hourly daytime and evening frequency. Service 306 additionally serves Dedridge, but I have yet to see a timetable for this route, although it replaces SMT (Eastern Scottish) service 304.

xx New school route: Dechmont, School to Broxburn, Kirkhill Primary School. One journey each way which probably replaces SMT (Eastern Scottish).

Sunday 8th August 1994

276 New route: Bathgate, South Bridge Street – Broxburn, Hoban Square via Blackburn, Livingston, West Calder, Pumpherston, Uphall (Su). Hourly evenings, three journeys each way, plus one early morning journey from each outer terminal to Livingston. Replaces SMT (Eastern Scottish) service 276, which otherwise continues M-S all day and Su daytime.

Houston Travel (Ian G Horsburgh), Pumpherston

Monday 1st August 1994

285 New route: Livingston, Bus Station – Balerno via Mid & East Calder, Kirknewton, Ratho (ESu). Hourly Livingston to Ratho, with one Su journey extended to Balerno, under contract to Lothian Regional Council. Partly replaces SMT (Eastern Scottish) service 285 (Edinburgh Transport provides NESu journeys). *A revision to this, from the same date, was published in the following N&P.*

Lothian Transit Ltd, Newtongrange

Monday 5th September 1994

121 North Berwick, Quality Street – Haddington, High Street (D). Outward journeys rerouted in North Berwick between East Road and Lochbridge Road via Dunbar Road, instead of St Baldreds Road, Lady Jane Road and Dundas Road. *Having commenced operation 11/92 with a handful of Edinburgh locals, LT gained this contract in East Lothian Eve Cars & Taxis 7/93.*

McLean's Coaches (James McLean), Musselburgh

Thursday 21st July 1994

60 Edinburgh City Service: St Andrew Square – Bristo, Lothian Street (M-S). Altered to operate between Bristo, Lothian Street and Dumbiedykes Road. The Bristo terminus is at the heart of the seats of learning area, while the latter is at the southern extremity of Dumbiedykes, in the shadows of the Salisbury Crags on Arthur's Seat. It continues to operate half-hourly 0800-2100 approx. *This route commenced 1/93; McLean's also operates a couple of routes in East Lothian.*

Martin's Coaches (Anthony J Martin), Uphall Station

Tuesday 23rd August 1994

473 New school route: Birniehill, West Mains Farm RE – Bathgate Academy. One journey each way. This is Martin's first registration.

Mitchell's Coaches (Mitchell of Broxburn Ltd), Broxburn

Monday 1st July 1994

41 Bangour Hospital/Broxburn, Hoban Square – Winchburgh, Post Office/South Queensferry, Police Station (M-S). Withdrawn.

Ross Minibus Hire (Iain R J Ross), Edinburgh

Monday 22nd August 1994

R58 Wester Hailes Centre – South Gyle, Rail Station (D). Revised timetable (no further details). *Introduced 7/92 with a half-hourly daytime headway, increased to D 10/93.*

Monday 21st November 1994

R2 Stenhouse Drive – Charlotte Square – Muirhouse, Pennywell Gardens (M-F). Stenhouse Drive to Charlotte Square section withdrawn; possibly reduced from five to four journeys each way. *Introduced 2/88 from Gorgie, and since revised a few times.*

Stuarts Coaches (Stuart Shevill), Carluke

Monday 15th August 1994

Well away from its home base, Stuarts gained two SPT routes in August 1993, which replaced a section of SMT t/a Eastern Scottish Omnibuses service 27B (as 40), and Kelvin Central service 56 respectively. Each operates hourly daily from early morning to late evening, so requiring two vehicles which interwork.

40 Harthill Services – Bellshill, Cross via Chapelhall (D). Minor revision to timetable. This was part of a through route between Edinburgh and Glasgow until ???

56 Harthill Services – Shotts, Hillhousebridge (D). Two M-F evening and three Su afternoon journeys extend from Hillhousebridge to Shotts Prison.

The small village of Harthill straddles the Lothian/Strathclyde boundary. The M8 service area and most of the village are in the latter, with the Greenrigg portion in the former. The 27B

Tonner Tours (John Tonner), Fauldhouse

Monday 1st August 1994

Sch services from Longridge – Fauldhouse, Fallalhill Primary and Bents, Station Road – Blackburn, St Kentigerns Academy have been re-registered, although as far as I am aware the latter has never been cancelled. *Tonner has operated these since deregulation.*

Village Link (Stanley P Wood), Edinburgh

Wednesday 6th July 1994

A revised route and timetable is registered to the Balerno, Dean Park Court to Gyle Shopping Centre service (no further details).

SCOTTISH BORDERS

Austin Coach Travel (Alex M, Jane B, David & Jean B Austin), Earlston

Thursday 7th July 1994 until 29th September 1994

“Harrier Scenic Bus Service”: Hawick, Horse – St Abbs via Jedburgh, Kelso, Berwick-upon-Tweed, Coldingham (Th). Hawick to Jedburgh section withdrawn, operating from/to Earlston, Square instead. One journey each way.

Monday 1st August 1994

176 Selkirk, Bannerfield Drive – Dingleton Hospital via Selkirk, (Galashiels – Su), Borders General Hospital (D). Revised timetable, with the Su service reduced from six to four journeys each way. Consequently, the three Earlston garage journeys are revised.

Saturday 31st December 1994

128 Earlston, Square – Maxton via St Boswells (M). Withdrawn without replacement, last day of operation probably Mon 19th December. With two journeys each way it had provided Maxton residents just over two hours in Galashiels by changing at St Boswells to/from Lowland service 68.

Eyemouth Taxis (R J & L M Perryman), Eyemouth

Monday 21st November 1994

11 Eyemouth, Hinkar Way – Berwick, Golden Square via Burnmouth (WS). Withdrawn without replacement. This had operated hourly off-peak W, slightly later S.

STRATHCLYDE REGION

A1 Service (Ayrshire Bus Owners [A1 Service] Ltd

Monday 25th July 1994

Irvine, Court House – Kilwinning, Woodside Estate (M-S). An increased frequency registered to this already half-hourly service, although it remains thus, so probably just minor timetable alterations (no further details).

Monday 28th November 1994

Perhaps as a precursor of events to come shortly, most network routes are revised:

Ardrossan, Clyde Terrace/Chapelhill Mount – Stevenston, Ardeer via Saltcoats (M-S). This had operated half-hourly M-S from Clyde Terrace, hourly NESu from Ardrossan Bus Station, with an additional hourly NESu from Saltcoats, War Memorial to provide a

combined fifteen mins headway Saltcoats, Rail Station to Ardeer. The Clyde Terrace journeys are diverted in Stevenston to operate via High Road Tesco Store. Altered so alternate daytime journeys, those hourly from Ardrossan Bus Station and Saltcoats, extended at Ardeer to operate an acw loop from Shore Road via Ardoch Crescent, Garven Road, Sommerville Drive, Lundholm Road and Caledonian Road back to Shore Road.

Saltcoats, Fleming Crescent – Stevenston, Ardeer/Hyslop Road (M-S). Revised route and timetable. Minor timetable alterations Mon to Fri, with only one journey M-F am journey to Ardeer; the half-hourly evening service operates to Ardeer instead of Hayocks and these journeys operate between Saltcoats and Stevenston via High Road.

Ardrossan, Bus Station – Stevenston, Hayocks [Hyslop Road] (M-S). Three additional early evening journeys each way Saltcoats, War Memorial to Hyslop Road.

Ardrossan, Bus Station/Chapelhill Mount – Kilmarnock, Bus Station via Saltcoats, Stevenston, Kilwinning, Irvine (D). Revised timetable registered to this core route and rerouted on the Ardrossan to Kilwinning section (no further details). Continues to operate every ten mins NESu, when it is still operated with conductors, every fifteen mins M-S eve and every twenty mins Su, although every ten mins 1200-1800 approx.

Irvine, Courthouse – Asda Store circular via Bourtreehill, Broomlands (NESu). Altered to operate Asda Store – Perceton, Hill Roundabout via Irvine Cross, Broomlands, Bourtreehill. Middleton Road, Burns Crescent, Girdle Toll and Littlestone. Frequency unchanged at half-hourly but no lunchtime and sch pm reductions.

Saturday 24th December 1994

The registration for the limited stop service (registered as 14A/14B) between Dundonald, War Memorial and Glasgow, Buchanan Bus Station via Irvine Girdle Toll (M-F) is cancelled. *The Glasgow terminus was originally registered as 'Stagecoach Terminal', with two NESu journeys each way. The S service was withdrawn 10/88 and reduced M-F to one peak journey each way 5/90.*

A A Buses (Dodds of Troon Ltd), Troon

Monday 4th July 1994

A revised M-S timetable registered to the Troon, Cross – Irvine, Cross via Barassie (D) route (No further details).

Monday 15th August 1994

361 Ayr, Boswell Park/Bus Station – Dunure. Kennedy Drive (NESu). Revised route and timetable registered – first mention of Sandgate Bus Station.

Monday 14th November 1994

A revised timetable registered to the Kilwinning, Woodside Estate – Irvine, Court House route (no further details). *Registered 7/90 as a half-hourly Kilwinning local.*

Allander Coaches Ltd, Milngavie

Monday 5th December 1994

D7??? Balloch, Bus Stance – Castlehill, Kyle Terrace via Dumbarton (xxx). Revised route and timetable registered).

Arran Coaches (Arran Transport & Trading Co Ltd), Brodick, Isle of Arran

This company was purchased by the Stagecoach group from Saturday 1st October.

Tuesday 1st November 1994

The registrations for the North Island and South Island routes are cancelled, with Stagecoach Western providing most of Arran's bus routes from 2nd November. However, there are also the three Royal Mail Postbus routes **and sch 325/6??**

Monday 14th November 1994

All routes on the Isle of Bute cancelled, with these replaced by Western Scottish Buses following its acquisition of the Arran-based operator.

Ashton Coach Hire (Henry Juszcak), Gourock

Monday 29th August 1994

585/585B New 'Coastline Express' services: Greenock, West Stewart Street – Ayr, Bus Station (585, D)/Kilmarnock, Bus Station (585B, M-S) via Largs, Ardrossan, Saltcoats, Stevenston, Irvine (585 also serves Prestwick Airport, 585B also Crosshouse Hospital).

Each two-hourly NESu to provide an hourly frequency between Greenock and Irvine, with 585 also two Su journeys each way Greenock to Ayr. Although registered as X585A/X585B, the route numbers quoted are from Ashton publicity, which exhorts passengers to "Ride the Missing Link". As well as inter-urban links, connections are made also with five ferries from the mainland (Helensburgh, Cowal, Bute, Cumbrae and Arran).

Wednesday 2nd November 1994

585 Greenock, West Stewart Street – Ayr, Bus Station (D). Revised M-S timetable.

Avondale Coaches (Thomas McIntyre), Greenock

Thursday 25th August 1994

Former registrations cancelled (but see note) and reregistered under Thomas McIntyre and Christopher Irving, with a new Operator's Licence and operating centre in Greenock. New registrations are as follows:

- 01 Devol, Muirdykes Avenue – Greenock, West Stewart Street via Port Glasgow, Bogston (D). No change. Varied frequency, including evenings.
- 02 Greenock, Wren Road – Port Glasgow, Industrial Estate via Greenock, Port Glasgow, Slaemuir (M-S peaks). Truncated, having operated previously from Gourrock. One journey each way.
- (03) Devol, Muirdykes Avenue – Inverclyde Royal Hospital via Slaemuir, Port Glasgow (D). Reduced to one M-F evening and four Su journeys each way. *Previous route number not shown in N&P.*
- 20 Greenock, Nicolson Street – Sinclair Street (M-S). Unchanged, half-hourly until mid-evening.
- 21 Greenock, Kilblain Street – Wren Road (M-S). Increased to mainly every ten mins until late evening, half-hourly Su service added.

Note: service 06 Greenock – Bogston (mainly half-hourly M-S off-peak) is yet to be cancelled, either an oversight by Avondale – or possibly myself.

Bellview Coaches (Dewvale Ltd), Paisley

Monday 25th July 1994

The registrations for the following routes are cancelled: 38 Renfrew Ferry – Glasgow, Union Street via Paisley (D), 58 Paisley, Gilmour Street circular via Shortroods, Gockston (M-S), xx Gallowhill, Montgomery Road circular via Paisley (D), xx Paisley Cross circular via Todholm (D) and 62 Paisley Cross – Brediland Road circular via Royal Alexandra Hospital (M-S). *Service 38 started 9/92, all others various dates 1993 except 62 only May this year.*

From the same date they have been recast as follows:

- 59 Renfrew Ferry – Glasgow Airport circular via Paisley (D). Varied M-F frequency until 2100, varied S daytime frequency, half-hourly Su during shopping hours.
- 60 Gockston, Mossland Road – Paisley, Gilmour Street (M-S). Every six mins daytime, and extended Su during shopping hours to Gallowhill.
- 63 Gallowhill, Montgomery Road – Royal Alexandra Hospital circular via Paisley (M-S). Varied daytime frequency.
- 69 Paisley, Cross – Glasgow Airport circular via Todholm (M-S) Varied M-F daytime frequency, every twenty mins S daytime.

Note these continue to shadow Clydeside 2000 routes.

Monday 15th August 1994

The registrations for the above routes 59/63/69 are cancelled, although that for 59 was back - registered from this date, in the N&P dated 10th October! This late registration gives the Su operating hours as 1000-2130. Did 63/69 ever operate? Service 60 had separate registrations for M-S and Su, that for the latter is also cancelled.

Monday 12th September 1994

- 65 New route: Paisley, Central Road circular via Kirklandneuk (D). Every fifteen mins NESu, half-hourly Su daytime.
- 66 New route: Renfrew, Cross circular via Afton Drive (NESu). Every twenty mins.

Monday 19th December 1994

- 15 New route: Paisley, Gilmour Street – Barrhead, Auchenback circular via A726 (D).
Maily every ten mins NESu, hourly Su daytime.

Blue Line Coaches (Thomas & Winifred Aitken), Johnstone**Monday 1st August and October 1994**

- 17 New route: Glasgow, Hillington Estate/Penilee – Craigbank Drive via Cardonald, Pollok Centre (M-S). Unspecified daytime service registered. This was cancelled wef Monday 10th October and replaced a week later (17th) to start from Penilee, Corse Road. Operation specified as hourly 0830-1530 outward, 0900-1600 inward, but starting S one hour later. However, as this registration was later cancelled altogether wef Mon 17th October 1994, the alteration was never introduced.

Bowman's Coaches (Mull) Ltd, Craginure (Isle of Mull)**Monday 25th July 1994**

- 495 Tobermory, Ledaig Car Park – Craginure, Pier (D) and
496 Fionnphort, Pier – Craginure, Pier (D). A revised timetable registered for these routes (no further details). The SPTE contract has been transferred to Essbee Coaches from its base in Coatbridge, Lanarkshire – never say that the bus industry is short of surprises these days! Both Bowman's and Essbee are operating competing commercial journeys (no further details).

Monday 17th October 1994

- 495 Tobermory, Ledaig Car Park – Craginure, Pier (D) and
496 Fionnphort, Pier – Craginure, Pier (D). A revised timetable registered for these routes (no further details). *Note: an SPT leaflet dated 19th Dec 1994 tells a different story!*

Wednesday 30th November 1994

- 495 Tobermory, Ledaig Car Park – Craginure, Pier (D). The Lochdon Crossroads – Tobermory sch journeys are withdrawn.

Boyd's of Paisley (Archibald Boyd), Paisley**Monday 21st November 1994**

Boyd's remaining three registrations: Paisley, Hawkhead Road – Foxbar, Brediland Road via Paisley, Royal Alexandra Hospital (D), Paisley, Dykebar Hospital – Foxbar, Brediland Road (M-F daytime) and Paisley, Cross – Ben Lawers Avenue (M-F daytime) are cancelled. The company now operates as Boyd's Coach Hire Ltd with a new Operator's Licence but from the previous premises. New registrations from the same date are as follows:

Paisley, Hawkhead Estate (Ben Lawers Avenue) – Paisley Cross via Seedhill Road (M-F daytime). Varied frequency.

Paisley, Hawkhead Road Terminus – Paisley Cross (M-F am peak). Two outward/three inward journeys.

Bute Buses (Arran Transport & Trading Co Ltd), Brodick**Friday 1st July 1994**

Revised timetables introduced on the North & South Arran circulars).

Thursday 28th July 1994

- 479 Rothesay, Guildford Square – Dunoon, Ferry Terminal (M-S). Revised WTh timetable (no further details). *This may involve service 477 to/from Tighnabruaich, with a couple of journeys at identical times operating MTF outwards/inwards from Rothesay.*

Wednesday 17th August 1994

- 478 Dunoon, Ferry Terminal – Millhouse Crossroads/Portavadie, Ferry Terminal via Tighnabruaich (M-S). Revised timetable, possibly additional school journeys Tighnabruaich to Auchenbrack which connect with service 479 from Dunoon and return via Clachan of Glendaruel and Duilletter.

Monday 29th August 1994

- 490 Rhubodach/Ettrick Bay – Port Bannatyne – Rothesay – Kilchattan Bay (D). Slightly reduced timetable. No changes to other routes.

R N Carmichael (Ian & Lily Morrison), Craginure (Isle of Mull)**Friday 1st July 1994**

- 494 Tobermory, Post Office – Calgary, Sands (NESu). The seasonal addition of the M-F

1400 ex-Tobermory is reintroduced. Although a revised timetable is registered from T 9th Aug, it is scheduled to operate until T 16th Aug, after which it is replaced with the 1535 via Tobermory High School.

Carrick Coaches (Michael J Dobbins), Doonfoot, Ayr

Sunday 4th December 1994

Ayr, Viewfield Road/High Street – Dalmellington, Bellsbank (NESu). Sun service added for the three before Christmas each year, so 4th/11th/18th in 1994.

E & P Coakley (Edward Coakley), New Stevenston

Monday 5th December 1994

Two new works services for Tunnocks Factory at Uddingston: from Bellshill, Clay Crescent via North Road, Bellshill Cross, Liberty Road and Fallside for the late shift and Cambusnethan, Cambusnethan Street via Wishaw Cross and Motherwell Civic Centre for the early shift.

Holytown, Main Street (Monument) – Wishaw, Netherton Industrial Estate via Bellshill (D). The Holytown to Bellshill section is withdrawn.

Bellshill, Holytown Road – Cardinal Newman High School (Sch). Outer terminal altered to Bellshill, Clay Crescent.

Cloch Coaches (Robert McKendrick), Gourrock

Sunday 10th July 1994

The Paisley, Central Road – Renfrew Ferry (D) route is withdrawn Su. It was withdrawn altogether from Tuesday 15th November 1994. *First registered 4/92.*

Crainey's Coaches (Daniel Crainey), Kilsyth

Tuesday 2nd August 1994

384 New route: Kilsyth, Parklane – Twechar, Alexander Avenue (D). Varied daytime and evening frequency seven days a week (no further details).

Clyde Coast Coaches Ltd, Saltcoats

Monday 4th July 1994

Stewarton – Kilmarnock, Palace Theatre (M-S). Crosshouse Hospital to Kilmarnock section withdrawn.

Monday 25th July 1994

337 Stewarton, Avenue Square – Kilbirnie, Cross/Garnock Academy (M-S). Revised timetable (no further details).

Monday 26th September 1994

The competition with Western Scottish in the Kilmarnock area has come to what is perhaps a predictable conclusion with the cancellation of the following routes:

Town Centre – Treeswoodhead Road area (NESu). Hourly, but mostly peaks *from 1/92.*

Town Centre – Knockentiber, Castle Terrace (M-F). As above *from 8/92.*

Town Centre circular via Sannox Rd, Lennox Crescent (NESu). Hourly *from 8/92.*

Town Centre – Shortlees/Bellfield (NESu). Half-hourly *from 8/92.*

Town Centre – Kerr Road, New Farm Loch (NESu). Half-hourly *see S35.*

Town Centre – Hurlford circular (NESu). Half-hourly *see S35.*

Town Centre – McKenzie Drive (NESu). Half-hourly *see S35.*

Town Centre – Stewarton (NESu). Hourly *see S35.*

Town Centre – Darvel (NESu). Hourly *see S35.*

Stewarton – Crosshouse Hospital (NESu). Irregular, *see S35.*

New route: Saltcoats, Vernon Street – Irvine, Stanecastle Roundabout via Stevenston, Kilwinning (NESu). Mainly half-hourly (requiring six vehicles), replacing this section of Western Scottish service 35.

DEB Travel (Donald Bagley), Alexandria

Friday 12th August 1994

01 Eaglesham, Hill Drive – Glasgow (M-S). Registration withdrawn. GCT's competitive service 1 must have proved too much, although DEB has survived longer than some!

Delta Coaches (David & Elaine Masterton), Paisley

Monday 21st November 1994

A revised timetable registered to Neilston, Craig Road/Paisley, Lothian Crescent – Cartha

Crescent (D), Delta's only route. *Registered 2/90 as a Paisley local route, it was extended 1/91 to Neilston.*

Dickson of Erskine (Stewart Dickson), Erskine

Sunday 4th December 1994

38 Paisley, Gauze Street – Glasgow, Gordon Street (M-S). Su service added.

Essbee Coach Hire (Brian Smith), Coatbridge

Sunday 24th July 1994

The SPTE contract for two main routes, well over a hundred miles away, on the Isle of Mull has been transferred from Bowman's Coaches (Mull) Ltd:

495 Tobermory, Ledaig Car Park – Craignure, Ferry Terminal (D). One D journey each way but at vastly different times: Tobermory dep 0655M 0750T-S 1540Su, Craignure dep 0755T-S sch (starting back from Lochdon) 1250Su and 1850M-S – also 0815 T-S sch Gruline Crossroads – Tobermory.

496 Fionnphort, Pier – Craignure, Ferry Terminal (D). One journey each way: Fionnphort dep 0625M 0725T-S 1525Su, Craignure dep 1250Su 1850M-S.

Additional commercial journeys are provided by both Essbee and Bowman's (no further details). *I have two Essbee leaflets, both featuring an Astromega double-decker coach and both showing the 'branch' in Craignure/Mull, but one also in Campbeltown.*

Friday 21st October 1994

495 Tobermory, Ledaig Car Park – Craignure, Ferry Terminal (D). Reduced to single TThF + sch journey from Tobermory at 0740, with all other journeys withdrawn.

496 Fionnphort, Pier – Craignure, Ferry Terminal (D). Registration cancelled.

P E D Ferguson Minibus Hire (Peter Ferguson), Cleland

Monday 29th August 1994

Cleland, Crossgates Avenue Turning Circle – Wishaw, Main Street (M-S). Revised M-S timetable, and Su service added.

John Galloway (J, J & A Galloway), Harthill

Friday 1st July 1994

The Armadale, Bridgecastle Road > Armadale Primary School, just a single outward journey, is cancelled. *Operated since 8/87.*

Tuesday 23rd August 1994

470 New school route: Westcraigs, Whitelaw Street – Blackridge Primary School via Westrigg. One outward, two inward journeys. *Harthill is a divided community: most of it is in Strathclyde with a smaller portion in East Lothian. This diminutive route is entirely, just, in the latter. Galloway's registered address, however, is in the former!*

Monday 29th August 1994

350 Airdrie, Monklands Hospital – Blackridge, West End/Blackburn, Library (ESu). The last evening journey each way is extended from Blackridge to Bathgate, King Street, returning to Blackridge. NESu service provided by Henderson Travel. *Until the opening of the M8 between Edinburgh and Glasgow in about 1980, the main arteries between the two were the A8 and A98. This is the rump of the latter, served at the time by service 16 of Eastern Scottish, which took 2h 15m end-to-end.*

Garelochhead Minibuses (Robert Stuart McQueen), Garelochhead

Monday 15th August 1994

320 New route: Garelochhead – Portincaple via Whistlefield (M-F). Daytime service, possibly up to four journeys each way, possibly replaces Walker, Garelochhead. Revised again wef M 24th October 1994 (no further details).

Gauchalland Motors (David S Kerr), Galston

Friday 5th August 1994

"The Loudoun Gipsy": Galston, Polwarth Street – Fenwick, Main Street via Moscow, Waterside (M-F). With three off-peak journeys each way, a revised route and timetable is posted to this route. *NOTE this is registered to Shuttle Buses wef 17th Aug 1994*

Gillens Coaches (Michael Gillen), Port Glasgow

Sunday 24th July 1994

351 New route: Greenock, Kilblain Street – Pennyfern (Su). Replaces Su journeys on

S36/64

Clydeside 2000 service 51, under contract to SPTE, hourly 1015-2215.

352 New route: Greenock, Kilblain Street – Overton (Su). Replaces Su journeys on Clydeside 2000 service 52, hourly 1045-2245.

Glenburn Rider Buses (Alan J Thomson), Paisley

Thursday 21st July 1994

56 New route: Paisley, Gilmour Street – Craigendon Oval circular via Skye Crescent (M-S). Mainly every twenty mins daytime.

61 New route: Paisley, Smithhills Street – Foxbar, Bredilands Road via Royal Alexandra Hospital (ESu). Half-hourly.

In addition, the following two routes had previously operated under Thomson's 'Yellow Rider' fleetname:

Renfrew, Canal Street circular (ESu) reregistered as Renfrew, Canal Street/Ferry Road to Glenburn, Fereneze Drive. *It was registered 1/92 as service 266.*

Paisley, Nethercraigs Road – Paisley, Gilmour Street to Renfrew, Ferry Road/Bingo Hall (M-S). *Originally registered 12/92.*

Thursday 27th October 1994

13 Paisley, Gilmour Street – Neilston, Craig Road (NESu). Revised route and timetable (no further details).

56 Paisley, Gilmour Street – Craigendoran Oval circular (NESu). Registration cancelled.

61 Paisley, Smithhills Street – Foxbar, Brediland Road (ESu). Registration cancelled.

Gleniffer Coaches (Allan Hill), Paisley

Friday 2nd September 1994

58 New route: Paisley, Gilmour Street – Nethercraigs Road via Neilston Road, Falside Road, Fairway Avenue, Braehead Roundabout (NESu). Every twenty mins. A revised timetable was registered from 21st November.

Golden Eagle Coaches (J B, J E, P H, R M Irvine, Salsburgh

Monday 19th December 1994

247 Salsburgh, Glenbrae – Airdrie, Stirling Street/Monklands Hospital (M-S). Withdrawn and replaced by KCB Network (Kelvin Central Buses Ltd).

Gourock Coach Hire (Robert Dalglish), Gourock

Tuesday 6th September 1994

The Greenock, Inverkip Street – Broomhill circular (D) is revised, with the Su service withdrawn. *This has been in operation since 12/87, operating every fifteen mins M-S 0930-1830. The Su service was added 12/93, operating until late evening.*

Govan Minibus Co (Chris McKie & Samuel Young), Ibrox

Monday 24th October 1994

79 Glasgow, Southern General Hospital – Copland Road/City Centre, West George Street (M-F). Revised timetable (no further details). *Registered half-hourly until mid-eve 11/92*

80 Govan, Cross – Paisley, Cross (M-S). Revised timetable (no further details). See S35.

Greenline Coaches (James Burns), Paisley

Monday 25th July 1994

16 South Nitshill, Wiltonburn Road – Glasgow, Hope Street (M-S). Cancelled, after operation for less than two months.

Wednesday 10th August 1994

12 Paisley, Gilmour Street – Neilston, Kingston Road (M-S). Revised timetable to what is now Greenline's only route (no further details).

Sunday 16th October 1994

12 Paisley, Gilmour Street – Neilston, Kingston Road (M-S). Su service added (no further details).

Saturday 29th October 1994

10 New route: Neilston, Craig Road – Barrhead, Blackbyres Road via Barrhead Main Street (NESu). Mainly half-hourly.

H-A-D Coaches Ltd, Shotts**Saturday 23rd July 1994**

301 Shotts, Hillhouse Road > Law Hospital (M-F & Su). Withdrawn, presumably last day of operation Friday 22nd July 1994. *This had consisted of one M-F early am and one Su afternoon journey from Shotts, operated since 8/92.*

Monday 1st August 1994

The registration for M-F peak service Whitburn, East Main Street – Glasgow, Buchanan Bus Station is cancelled. *Well outside its normal sphere of operation, just one journey each way had been operated since 9/88.*

Saturday 13th August 1994

Shotts, Shottskirk Road – Glasgow, North Street (M-F). S service added to this one peak journey each way (no further details).

Sunday 4th December 1994

Additional Dial-a-Bus facilities introduced as follows:

664 South East Glasgow (Su). 0900-1800.

665 Renfrew area (Su). 0900-1800.

666 Hamilton/East Kilbride (Th). 1830-2330.

669 Monklands/Cumbernauld (Th). 1830-2330.

674 Kilmarnock area (Su). 0900-1800.

678 Maryhill/Bearsden/Scotstoun (Th). 1830-2330.

Tuesday 26th December 1994

Revised route and timetable registered for the Shotts to Glasgow M-S peak service.

William Hamilton Minibus Services (William Hamilton), Maybole**Monday 12th September 1994**

New Girvan town service registered: Elder Avenue to Rail Station via Town Centre (M-F). Half-hourly off-peak. It was, however, cancelled a week later (19th) – did it ever operate? *Replaced by Western Scottish Buses service 57, registered from Wed 28th Sept 1994.*

Harry-O-Transport (Hendry J Beekman), Airdrie**Tuesday 25th October 1994**

New circular route registered; Burnfoot, Ballochnie Street via Whinhall, Airdrie, Clarkston (NESu), hourly M-F 0835-1635 but starting S an hourly later, finishing an hour earlier. *Harry-O has been operating local routes in the Airdrie/Clarkston area since 4/89.*

Henderson Travel (David C & John C Henderson), Hamilton**Thursday 7th July 1994**

24 East Kilbride, Bus Station – Halfway, Gilbertfield Road (M-S). Revised timetable (no further details).

Monday 25th July 1994

301/301A New routes: Shotts, Hillhouse Road – Law Hospital via Bonkle, Newmains, Wishaw (M-S). One S afternoon journey each way, one M-F evening journey each way, but outward journey starting only from Wishaw.

Thursday 28th July 1994

341 Gartloch Hospital – Easterhouse, Centre (D). Withdrawn, SPT contract cancelled. *Operated since 8/89, originally as 741.*

Sunday 31st July 1994

Alterations to routes operated under contract to Strathclyde PTE:

M12 Bishopbriggs, Brackenbrae Road – Germiston, Forge Street/Cowlairs, Keppochhill Road (D). Withdrawn and replaced by GCT. *Operated since 7/91, together with 309 it was marketed as 'Glasgow East End Minibus Service'.*

M20 City Centre, Hope Street – Roystonhill, Rosemount Street (D). Withdrawn. *Operated since 9/88.*

309 Easterhouse, Shops – Barlanark via Baillieston (D). Withdrawn M-S daytime, continues hourly ESu. The N&P entry is dated Tues 5th July, so anybody's guess. See M12.

Monday 1st August 1994

42/42A New routes: Hamilton, Bus Station – Darvel, War Memorial via Quarter, Chapelton,

Strathaven, Drumclog (M-S). Varied daytime frequency.

Saturday 13th August 1994

13 Hamilton, Bus Station – East Kilbride, Bus Station via Strathaven (D). Revised S timetable (no further details).

71A Muirkirk, Main Street – Strathaven, Common Green (S). Revised timetable, with the two journeys each way altered to operate Strathaven – Muirkirk. Henderson thus avoids light-running, and a more convenient but shorter time in Strathaven.

Monday 15th August 1994

2/2A Hamilton, Duke Street – East Kilbride, Kelvin Industrial Estate (D). Registration cancelled. *Unaltered since 9/88, it had consisted of three/four journeys each way for shift/office workers.*

309 Easterhouse, Shops – Barlanark, Blyth Road (ESu). Revised M-S eve timetable. *Additional variations were also registered wef Tues 23rd Aug 1994 and Sat 8th Oct (no further details to these either).*

Monday 29th August 1994

350 New route: Airdrie, Monklands Hospital – Blackridge, West End via Airdrie, Clarkston, Caldercruix (NESu). Hourly, under contract to SPTE.

Monday 14th November 1994

301/301A Shotts, Hillouseridge – Law Hospital via Bonkle, Newmains, Wishaw (M-S). The S service is withdrawn but replaced by a Su service. The single M-F early evening journey between Wishaw and Law Hospital is withdrawn, but the inward journey after visiting hours remains.

Hutchison of Renfrew (William Hutchison), Renfrew

Monday 25th July 1994

25 Paisley, Central Road – Govan, Bus Station (D). A revised M-S timetable registered (no further details).

Monday 12th September 1994

xx New route: Paisley, Central Road – Ferguslie Park Avenue (NESu). Every ten mins. It had a short existence, for it was cancelled from Monday 7th November 1994.

Thursday 17th November 1994

25 Paisley, Central Road – Govan, Bus Station (D). A revised M-S timetable registered (no further details).

Wm Irvine (P & I Irvine), Law

Tuesday 23rd August 1994

64/66 New circular routes: Wishaw, Netherton Ind Est/Kenilworth Avenue – Woodside Crescent/Tiree Crescent via Cambusnethan, Newmains (NESu). Varied frequency (no further details), but no sch am peak service. A short-lived route, it was cancelled wef Tuesday 13th September.

Lawrie's of Beith (Robert Lawrie), Beith

Monday 25th July 1994

338 Dalry town service: Cross circular via St Margaret's Avenue, Craig Avenue, Stoopshill Crescent, Douglas Avenue (ESu). Varied M-S evening frequency, hourly Su. SPTE contract replaces Western Scottish service 338. *Lawrie has been operating various routes in North Ayrshire since Oct 86.*

Wednesday 30th November 1994

The registration for service 338 (above) is cancelled, together with that for Dalry, Netherlee Crescent to Irvine, Cross (NWSu) – which consisted of three journeys each way and had operated since 7/92.

Liannes Coaches (William Adair McLaughlin), Renfrew

Monday 25th July 1994

Renfrew Ferry, Ferry Road – Foxbar, Brediland Road via Paisley (M-S). Altered to operate from Renfrew Ferry to Paisley, Central Way. Whether this route is truncated in Paisley or extended back from Foxbar via a different route is not known. *Liannes only service, it started on this hotly contested route 1/93, on a forty-five mins daytime headway.*

Lippen Coaches (Christine Graham), Johnstone**Sunday 24th July 1994**

L9 New route: Johnstone, Rail Station – Paisley, Cross via Linwood, Ferguslie Park (Su). Mainly hourly 1200-1900 approx.

xx Linwood, Bridge Street – Johnstone, Rail Station (ESu). This has been altered to Johnstone, Rail Station to Glasgow Airport, and withdrawn Su. *Just an hourly evening service to the airport?*

Monday 22nd August 1994

L8 Johnstone, Houston Square – Renfrew, Ferry Road (M-S). Registered to extend from Renfrew to Govan, Bus Station/Clydebank, Bus Station (no further details).

Monday 26th September 1994

L8 Johnstone – Govan/Clydebank (M-S). The extension to Clydebank (above) has been truncated at Govan, Bus Station.

Lochview Coaches (Angus McTaggart), Greenock**Thursday 8th September 1994**

A revised timetable registered to the Greenock, Nicolson Street circular via Broomhill (NESu), operating half-hourly, (no further details). *This was registered 12/93, although Lochview has been operating since 5/87.*

McCreadie of Airdrie (James McCreadie), Airdrie**Tuesday 13th September 1994**

Calderbank, Crowwood Road – Coatbridge, Fountain via Cairnhill, Airdrie, Coatdyke (NESu). Revised timetable to this hourly route (no further details). *Registered 12/90.*

Wednesday 5th October 1994

New route: Calderbank, Crowwood Road circular via Cairnhill, Airdrie, Drumbathie, Clarkston (NESu). Mainly hourly 0930-1630. *This duplicates some of McCreadie's only other route, Calderbank to Coatbridge, operated since 12/90.*

McDade's Coaches (Andrew McDade), Uddingston**Saturday 2nd July 1994**

New route: Glasgow, Buchanan Bus Station/Milngavie, Rail Station – Blanefield, Ballewan Crescent via Mugdockbank (D). Hourly M-S daytime Milngavie – Blanefield, two Su journeys Glasgow to Blanefield. Operates until Su 21st Aug 1994.

Thursday 24th November 1994

The registration for the Birkenshaw, Co-op – Uddingston, Rail Station (hourly M-S eve) route is cancelled.

McGill's Bus Service Ltd, Barrhead**Saturday 16th July 1994**

A revised timetable to the Barrhead town service registered 2/94 (S35) (no further details).

Saturday 26th September 1994

A revised route and timetable posted for this Paisley P&R route between Stow Place, Old Canal Street Station and MacDowall Street Car Park (no further details).

Friday 23rd September 1994

The registration for the Barrhead, Blackbyres/Auchenback, Oakbank Drive – Neilston, Craig Road (M-S eve) route is cancelled. *This was originally registered as a D eve route, but the Su service was withdrawn 5/91.*

Monday 24th October 1994

xx Auchenback, Oak Drive – Glasgow, Montrose Street (M-S). Revised timetable (no further details). *Registered from 26/10/86 as licensed for an articulated single-decker.*

Monday 14th November 1994

Paisley, Stow Place (Old Canal Street Station) – MacDowall Street P&R (NESu). Extended MacDowall Street Car Park to Glasgow Airport. Two weeks later it was registered to revert to Stow Place, Old Canal Street Station.

Saturday 3rd December 1994

New "East Kilbride Shoppers' Bus": Barrhead, Cross Stobs circular via Darnley, Clarkston, Busby, East Kilbride (SSu). Five journeys.

Sunday 4th December 1994

Paisley, Stow Place (Old Canal Street Station) – Glasgow Airport (NESu). Su service added for Christmas shoppers, operating Sundays 4th, 11th and 18th Dec only:

McKindless Express Coaches (Margaret McKindless), Wishaw, Lanarkshire

Wednesday 25th August 1994

335 Cardowan, Cardowan Road – Gartcosh, Johnston Road Roundabout (D). Registration cancelled. *McKindless had operated this SPTE route since 7/91.*

C & M McKinnon (Charles McKinnon), Kilchattan, Isle of Colonsay

Monday 17th October 1994

457 Kilchattan circular (M-S). Reduced for the winter period. Consists of school journey each way for Kilchattan Primary School, serving most points on the island, plus MWF journey each way Kilchattan to Colonsay Ferry Terminal via Scalasaig.

Charles MacLean, Craighouse, Isle of Jura

Tuesday 6th September 1994

456 Feolin – Inverlussa via Craighouse (M-S). Revised timetable registered for the winter period.

Marbill Coach Services Ltd, Beith

Sunday 24th July 1994

50 Gourrock, Interchange – Inverclyde Royal Hospital (M-S). Extended the short distance from IRH to Ravenscraig Hospital; a revised timetable is registered but having started 8/91 with one M-F am outward journey and one each way WS afternoons I would suggest it is hardly likely to be much more frequent.

347 New Inverclyde route: Greenock, Kilblain Street – Branchton circular (D). *Possible* number for hourly ESu, and a couple of early weekday journeys, replacing Clydeside 2000 service 47.

Monday 17th October 1994

Just weeks after Clyde Coast withdraws from Kilmarnock, Marbill enters the fray with three new routes:

212 Kilmarnock, Food Giant Store/Palace Theatre circular via Hurlford, Shortlees (NESu). Varied frequency.

214 Beith, Depot – Kilmarnock, Food Giant Store via Kilbirnie, Dalry, Kilwinning, Irvine, Crosshouse (M-S peaks). Four peak journeys each way, garage journeys for 212/215.

215 Stewarton, Robertland – Kilmarnock, Town Centre/Food Giant Store via Kilmaurs (Sch). Off-peak service presumably between school contracts.

Friday 28th October 1994

Routes 212/214/215 above are cancelled – did they ever operate?

Monday 28th November 1994

The following new routes are registered:

14 Beith, Depot – Kilmarnock, Food Giant Store via Kilbirnie, Dalry, Irvine (Sch). Varied off-peak frequency, presumably between contracts, with earlier outward/later inward positioning journeys. Similar to 214 above.

15 Beith, Depot/Stewarton Robertland – Kilmaurs via Lugton, Dunlop (Sch). Times similar to 14; elements of 215 above.

699 Kilbarchan/North Clippens – Glasgow, Buchanan Bus Station via M8. Varied frequency until late evening. Competes against Clydeside 2000 service 599. A revised M-F timetable registered from Thursday 15th December.

Milligans Coach Travel (William Snr & William Jnr Milligan), Mauchline

Tuesday 20th September 1994

Cumnock, Bus Station/Mauchline, Beechgrove – Ayr, High Street (NESu). Revised timetable (no further details). *Milligan's first route, registered as D 11/89 but Su service soon withdrawn.*

K1 'Kilmarnock Express': Cumnock, Bus Station – Kilmarnock, Palace Theatre (NESu). Revised timetable (no further details). *First registered 7/93.*

Munro Travel (Raymond Munro), Uddingston**Thursday 1st September 1994**

309 Barlanark, Calvay Road – Easterhouse, Bogbain Road (NESu). Registration cancelled, a short tenure by Munro!

Neill's Buses (William Niell), Kilmarnock**Monday 22nd August 1994**

This operator's two routes have been deregistered: Kilmarnock, Food Giant Store – Kilmaurs Cross (half-hourly NESu) and Kilmarnock, Palace Theatre – Tarbolton, Springfield Road (every ninety mins NESu). *They had started 7/93 and 10/93 respectively.*

Oban & District Buses Ltd, Oban**Monday 1st August 1994**

As recorded in S35, various Strathclyde PTE routes had been sub-contracted from Midland Bluebird. The latter has cancelled all but one of these registrations (see also 29th Aug below) and these routes are now formally integrated into the O&D network, with contracted routes 2xx renumbered 4xx, as follows:

1/201 Oban town service: Soroba Estate, Lunga Road – Kerrera Terrace via Town Centre (M-S). Main commercial daytime service continues as 1, approx every forty mins; odd daytime journeys and hourly evening journeys under contract are renumbered 401.

202 Oban town service: Rail Station – Longsdale Crescent/Mossfield Crescent (NESu). Two loops; hourly on Longsdale Crescent loop, less frequent on Mossfield Crescent loop. This contracted route renumbered 402.

3/203 Oban, High School/Rail Station – Dalmally, Glenorchy Road End via Taynuilt (M-S). Combined with 5/205 to provide at least an hourly daytime/evening service to Dunbeg, with occasional journeys extended to Connel, sch journeys from/to Taynuilt, Aldersyde and from/to Dalmally and from Bridge of Awe to Dalmally Primary School. There is a M-S am peak journey Taynuilt to Oban, but bizarrely no return facility (presumably provided by Scottish Citylink). Most journeys, and all of those beyond Connel, are renumbered 403.

5/205 Oban, High School/Rail Station – Barcaldine, Kelco Factory (NESu). A mix of journeys, most of which are now contracted and renumbered 405. Beyond North Connel three/four journeys extend to Benderloch, with odd journeys from/to Barcaldine.

215 Oban, High School/Rail Station – Dalavich, Post Office (NESu). Renumbered 415.

216 Oban town service: Rail Station – Soroba, Nant Drive (M-F). Approx hourly off-peak, renumbered 416.

218 Cuan Ferry/Easdale – Oban, Rail Station (NESu). Two sch, one M-F and two S journeys each way, renumbered 418.

219 Oban, Rail Station – Degnish Road End via Kilmelford (Sch). Two journeys each way, renumbered 423, assuming West Coast Motors number for the seasonal route from Lochgilphead to Oban which duplicates the route from Kilmelford.

Monday 29th August 1994

221 Oban, High School/Rail Station – Bonawe, Quarry via North Connel (NESu). The last of the Midland Bluebird transfers, possibly because of contractual obligations; renumbered 408. Two M-F/three S journeys each way plus odd short workings.

Monday 17th October 1994

418 Cuan Ferry/Easdale – Oban, Rail Station (NESu). Revised timetable (no further details).

Park's of Hamilton (Park's of Hamilton [Coach Hirers] Ltd), Hamilton**Tuesday 8th November 1994**

X1 New route: East Kilbride, Calderwood Square – Glasgow, Wellington Street (M-S). Half-hourly 0600-2300 approx.

Monday 28th November 1994

A New East Kilbride town service: Greenhills, Crosshouse Road Turning Circle – Calderwood, Bosworth Road via Bus Station (NESu). Every ten minutes.

Puma Coaches (Anthony Morrin), Erskine

Friday 9th September 1994

3/3A Govan, Bus Station – Pollok Centre/Cowglen, Savings Bank (NESu). Extended from Pollok Centre to Glasgow, Renfrew Street (no further details). *Puma has operated this route, generally half-hourly, since 8/92.*

Quarriers Coaches (Chas G T Stark), Quarriers Village, Bridge of Weir

Monday 18th July 1994

319 Quarriers Village/Bridge of Weir, Houston Road – Paisley, Cross (M-S). Revised timetable (no further details) but operates hourly from each of Quarriers Village and Bridge of Weir.

Thursday 21st July 1994

321 New route: Johnstone, High Street – Paisley, Royal Alexandra Hospital via Elderslie, Ferguslie (M-S). Half-hourly daytime.

Monday 25th July 1994

320 Paisley, Cross – Howwood, Hallside Street (M-S). Revised timetable (no further details) but operates half-hourly daytime with a couple of mid-evening journeys.

Monday 21st November 1994

322 New Johnstone town service: Burns Drive – Houston Square via Cochrane Castle, Johnstone Castle, Rail Station, Town Centre (NESu). Mainly every fifteen mins.

Red Lion Travel (Margo McDade), Uddingston

Sunday 31st July 1994

334 New route: Moodiesburn, Mossvale Terrace – Gartcosh, Old Gartcosh Road via Gartloch Hospital via Cardowan, Craigend (D). Hourly until early evening. Replaces Kelvin Central Buses Ltd t/a Kelvin Network service 34.

Friday 23rd September 1994

The Motherwell, Cross – Glasgow, Cross (D) route is cancelled – *see also KCB wef 26th!!!*

Roadrunner Coaches (Kenneth & Janet Martin), Motherwell

Saturday 23rd July & Tuesday 9th August 1994

9 Wishaw, Kenilworth Avenue – Newarthill, Brannock High School (M-S). Revised timetable registered on two occasions (no further details). Registration cancelled.wef Friday 9th September 1994. *Roadrunner's only route, first registered 4/91.*

Ross Coaches (Irene McKendrick), Glasgow

Monday 8th August 1994

The Renfrew circular introduced Feb (S35) is altered to operate Renfrew Ferry – Paisley, Fereneze Drive (no further details).

Friday 2nd December 1994

217 New route: Paisley, Central Road – Renfrew Ferry via Renfrew Cross (NESu). Every fifteen mins. *Like this road needs more buses!!*

Rowe's Coaches (T C, G & A C Rowe), Muirkirk

Saturday 10th September 1994

355 Dalmellington, Bellsbank – Ballochmyle Hospital (WS). Minor timetable alterations.

Tuesday 13th October 1994

M110 Cumnock & Doon Valley Area Dial-a-Bus (MTWFS). Revised T timetable (no further details).

Sunday 30th October 1994

343 Cumnock, Tanyard Bus Station – New Cumnock, Farden Avenue (Su). Additional daytime journeys which combine with Western Scottish service 43 to provide at least an hourly frequency.

Shuttle Buses (Shuttle Buses Ltd), Kilwinning

Monday 18th July 1994

New works service for Fullarton Computer Industries: Irvine, Cross – Stevenston Industrial Estate via Kilwinning (M-F). Three journeys each way at shift times. At the same time, the Kilmarnock local service 3 from Cumbrae Drive to Granger Road was revised, no longer serving Mount Avenue, no further details for this.

Thursday 28th July 1994

Kilmarnock local service 3 (see entry above) was revised again, to include Fir Place.

Sunday 31st July 1994

42 Kilmarnock, St Marnock Street – Galston, Cross/Hamilton, Bus Station (M-S). Withdrawn. *It was registered as 'varied frequency' in 1991, but I have never seen a timetable for this route – Ed.*

Wednesday 17th August 1994

332 New route: Galston, Cross – Fenwick, Main Street, Primary School (M-F). Three journeys each way replace Gauchalland Motors. (*Yet to be cancelled!!!!*)

Monday 4th October 1994

3 Kilmarnock local service: Cumbrae Drive – Town Centre – Granger Road/Fir Place (NESu). Registration cancelled. *This had been operated in various guises since 3/90.*

Revised timetables registered for the Irvine Cross – Hunter Drive (D) and Irvine, Cross – Stevenston Industrial Estate (M-F) routes (no further details).

Friday 28th October 1994

313/314 Irvine, Townhead/Cross – Kilbirnie, Milton Quadrant/Beith, Strand (D). Revised route registered.

Monday 7th November 1994

A revised timetable registered to the Irvine, Cross – Broomlands, Mill Road Roundabout (M-F) route, consisting of three outward/four inward (mainly) peak journeys each way. *First registered 9/92, it is now shown as a M-S route, so as usual (no further details).*

Tuesday 13th December 1994

1 Irvine, Cross – Troon, Craig Road (NESu).

3 Irvine, Cross – Hunter Drive (D).

xx Irvine, Cross – Broomlands (M-F). Revised timetable registered to all three routes.

Slaemuir Coach Hire (Samuel McPherson), Port Glasgow

undated – this was omitted in N&P

New route: Port Glasgow, Moss Road – Greenock, Town Centre via Slaemuir, Clune Brae (M-S). Mainly half-hourly daytime. *Slaemuir's only other operation has been a Kilmacolm to Greenock route since 1/88.*

William Stokes & Sons Ltd, Carstairs**Monday 22nd August 1994**

10 Lanark, Bus Station – Motherwell, Town Hall/Merry Street (M-S).

11 Lanark, Bus Station – Carnwath (M-S).

Revised timetables to both routes (no further details).

Stuart's Coaches (Stuart Shevill), Carlisle**Saturday 9th July 1994**

35 New route: New Lanark – Lanark, The Marches circular (M-S). Varied off-peak frequency. Replaces Wilson's Coaches Ltd, although deregistered there possibly was not a gap in service.

Symons Coaches (David Symons), Motherwell**Friday 29th July 1994**

The North Motherwell, Watling Street to Wishaw, Kenilworth Avenue, this operator's only route, is cancelled. *Operating hourly NESu, it was introduced 5/93.*

Thistle Coaches (John McConnachie), Port Glasgow**Monday 1st August 1994**

Risen from the ashes, having had both routes cancelled by the Traffic Commissioner. Now at a different location in Port Glasgow and a new 'O' Licence, the Slaemuir, Marloch Avenue to Inverclyde Royal Hospital via Greenock (D) is now re-registered. No further details, apart from operation is all day, including evenings, but a later SSu start.

Valley Bus Co (Robert Willett), Kilbirnie**Monday 5th September 1994**

The registration for the Dalry, Stoopshill Crescent to Largs, Main Street (D) is cancelled.

Monday 14th November 1994

xx Dalry town service: Cross – Stoopshill Crescent (NESu). Revised timetable (no further details). *This one of two Valley's registrations when operation commenced 10/89.*

xx Dalry, Stoopshill Crescent – Irvine, Cross (NESu). Revised timetable (no further details).

Weirs Tours Ltd, Clydebank

Monday 5th December 1994

304 New Helensburgh town service: Princes Street circular via Sinclair Street, Glade Estate (NESu). Three off-peak journeys under contract to Strathclyde PTE, but this was cancelled from Mon 19th December. Did it operate or was it seasonal?

West Coast Motor Service Company (Craig of Campbeltown Ltd), Campbeltown

Monday 25th July 1994

422 Ardrishaig-Lochgilphead local service (M-S). Minor timetable alteration: additional F journey 1605 ex-Kilmory Castle offices (when open) to Lochgilphead, Lochnell Street.

423 Ardrishaig, Pier – Oban, Rail Station via Lochgilphead, Kilmartin, Craobh Haven, Kilmelford (Sch + MWF). This route has sch journeys each end: Lochgilphead to Kilmartin and Kilmelford to Oban. The winter through journey each way operates MWF, but now seasonally increased to M-S until 25th October 1994.

427 Lochgilphead, Lochnell Street – Ford, Hotel (Sch + WS). Revised route and timetable (no further details).

Tuesday 23rd August 1994

The registrations for sch routes Lochgilphead, Lochnell Street to Erines and Dalintober Primary School/Campbeltown, Bus Terminal to Corrylach Farm are cancelled.

Wednesday 27th July 1994

445 Campbeltown, Bus Terminus – Carradale, Pier (M-S). Revised M-F timetable (no further details).

Friday 11th November 1994

449 New route: Ardrishaig, Chalmers Street – Campbeltown, Bus Terminal via Lochgilphead, Tarbert, Tayinloan, Isle of Gigha, Muasdale, Glenbarr (F). One journey each way, operated until 28th Jan 1995. *Via Gigha? Surely only Tayinloan Pier?*

Westside Transport Co Ltd, Gourock

Saturday 1st October 1994

This company's Operator's Licence is cancelled and replaced by Westside Bus & Coach Co Ltd, together with a new operating centre in Gourock. The sole route between Port Glasgow, Bardrainney (Moss Road) and Greenock (D), operated since Nov 1992, was also re-registered from this date, but cancelled before introduction.

Friday 28th October 1994

26/27 New routes: Greenock, West Stewart Street to Upper Skelmorlie via Gourock, Inverkip, Wemyss, Skelmorlie (NESu). Registered to operate every fifteen mins, thus providing increased competition for Clydeside 2000.

Whitelaw's Coaches (George Whitelaw), Stonehouse

Monday 18th July 1994

37 Carnwath, Murray Terrace – Lanark, Bus Stance (M-S). Withdrawn, having operated since 10/93. *See also Wilson's Coaches.*

217 Hamilton, Bus Station – Lanark, Bus Stance/Biggar, Corn Exchange (D). A M-F daytime journey each way Lanark to Hamilton is shown as withdrawn. *Registered in 1992 as M-S evening journeys Hamilton to Lanark and Su journeys to Biggar, it has in the intervening period been increased with NESu journeys (no further details).*

Saturday 3rd September 1994

X254 New route: Strathaven, Station Road – Glasgow, Firhill Park Stadium (TWS). One journey each way S pm or T/W evenings, for Partick Thistle FC home match days.

Monday 24th October 1994

253 Hamilton, Bus Station – Coalburn (M-S). Revised timetable (no further details).

White Ribbon Mini-Coaches (D M & S C Brown), East Kilbride**Friday 29th July 1994**

Eaglesham, Eglinton Arms – East Kilbride, Calderwood Square (M-S). East Kilbride terminal point altered to the Kingsgate Retail Park; Su service added. *White Ribbon has been operating routes in the EK and Southern Glasgow area since 8/91.*

Friday 26th August 1994

Two new routes registered are 'Northern Rural Circular' from East Kilbride, Glenburn Road/Glen Road via Carmunnock (Sch) and Glasgow Airport to East Kilbride, Glenburn Road via A737, A726, with one M-F peak journey each way.

Friday 16th September 1994

126 East Kilbride, Auldhouse Cross/High Whitehills Road circular (NESu). Revised timetable registered (no further details). *First registered 8/92.*

Wilson's Coaches Ltd, Carnwath**Saturday 2nd July 1994**

35 Lanark – New Lanark circular (M-S). Withdrawn and replaced by Stuart's Coaches, Carluke. *Wilson's Coaches has been operating this route since 26.10.86.*

Monday 18th July 1994

353 Larkhall – Coalburn, Bellfield Road (M-S). Withdrawn. This was registered 4/93 with just one S am and odd evening journeys on a traditional Whitelaw route. Several amendments later it has possibly morphed into serious competition, hence Whitelaw's later retaliatory 37. This route, too, is now withdrawn.

Wednesday 24th August 1994

Two sch routes cancelled are Carnwath circular via Braehead, Forth, Carluke and Carnwath to Daer/Biggarr via Liberton, Thankerton, Elvanfoot. *Both registered 9/93.*

New sch service registered is Carnwath to Leadburn via Elsrickle, Blyth Bridge, Romano Bridge. One journey each way at times that suggest these are only depot journeys for a sch contract.

Tuesday 13th September 1994

The registration for Carnwath – Tarbrax/Woolfords circular via Girdwood End and Auchengray (Sch) is cancelled.

Wilson's Coaches (Robert Hunter Wilson), Gourrock**Tuesday 25th October 1994**

New route registered: Greenock, West Stewart Street – Skelmorlie, Innes Park Road via Branchton Station, Inverkip, Wemyss Bay (NESu). Half-hourly.

Tuesday 1st November 1994

A revised M-S timetable registered to the Drumillanhill via Branchton (D) route introduced in June, while the longer established route to Burns Square (D) registered 7/93 is altered to also serve Drumillanhill (no further details).

Wynter-M (Wynter-M Transport & Trading Ltd), Irvine**Wednesday 19th October 1994**

Wynter-M had registered three infrequent routes at deregulation, all of which were withdrawn by the end of 1987. Since then, various routes within its local area have been registered, and some of these are revised at this time, as follows:

Irvine, Cross – Lowtherbank Roundabout (NESu). *First registered 3/87 as Perceton circular*

Irvine, Cross – Castlepark (FS nights/SSu mornings). *First registered 8/87.*

Irvine, Cross – Towerlands Crossroads (NESu). *First registered 12/87.*

Irvine, Cross – Troon, Deveron Road (Sch). Now altered to operate Castlepark to Troon, Marr College. *First registered 1/89.*

Hill Roundabout/Irvine, Cross – Aberlour Place (NESu). Hourly. *First registered 3/91.*

Irvine, Girdle Toll – Dreghorn, Greenwood Road (Sch). Altered to operate in Irvine from Heatherstone Way. *First registered 3/91.*

TAYSIDE REGION

Aberfeldy Motor Services (G M, M G & J P Stewart), Aberfeldy

Monday 4th July 1994

"Loch Tay Trundler": Crieff, High Street – Pitlochry cw/acw circulars via Comrie, Lochearnhead, Killin, Aberfeldy (SSuM). Reintroduced for 1994 with an expanded network. It provides access to those without, or those with, their own transport, by circling the Breadalbane area – including Loch Earn, the Falls of Dochart at Killin and the eponymous Loch Tay. AMS is the major operator, operating one SSuM cw from Pitlochry and two MS/one Su acw from Crieff, with an additional SSuM journey each way Crieff to Killin. See also *Stagecoach Scotland MS circular journey from Perth and Midland Bluebird "West Highland Trundler"*.

Carry Cabs and Minicoaches (Michael W Carry), Aberfeldy

The registrations for Aberfeldy, Chapel Street to Lawers and Aberfeldy to Ballinluig (M-F) were cancelled wef 23rd August 1994. *These two routes commenced 3/90, with the latter originally extending via Pitlochry to Blair Atholl.*

James M Duncan, Kinloch Rannoch

Monday 5th December 1994

Two registrations for routes between Kinloch Rannoch and distant Rannoch Station, one for the north bank of Loch Rannoch along the B846 via Kilchonan. The second along the unclassified road to the south via Bridge of Gaur, soon after which it joins the B846 for the last few miles to the rail station. Two journeys each way, which *mostly* form cw/acw circulars: the 0735 operates cw MWF acw ThS, while the 1430 operates acw TThS and cw MWF. The exception is the T am journey which operates both ways via the south bank.

Does this replace the Royal Mail route?

James Meffan Ltd, Kirriemuir

Wednesday 31st August 1994

The following sch services are deregistered: 1 Kirriemuir – Finavon, 4 Kirriemuir circular and Kirriemuir Depot – Kilry Lodge.

Tuesday 20th September 1994

133 Kirriemuir – Prosen (Sch). Altered to operate Kirriemuir to Dykehead circular, presumably leaving the section to Lednathie, Runtaleave and Glen Prosen Village to the Royal Mail Postbus (Tayside 4).

Monday 10th October 1994

128 Kirriemuir, Square – Blairgowrie, Wellmeadow (NESu) *formerly Meffan 6*. Minor timetable alterations registered for the four M-F/three S journeys each way (plus sch journeys Kirriemuir-Airlie).

Friday 16th December 1994

The following sch routes are registered, presumably for the new term in January 1995:
 132 Kirriemuir – Presnerb via Knockshannock Adventure Centre, Glenisla Hotel. 1 e/w.
 133 Kirriemuir – Kirton of Clova circular via Dykehead, Rottal, Cortachy. Two journeys.
 134 Kirriemuir – Easter Ogil circular via Memus, Glenogil, Inshewan. Two journeys.
 135 Kirriemuir – Finavon via Horvie Cross, Justinhaugh, Oathlaw. One journey each way.
 136 Kirriemuir – Glen Ogilvy via Glamis, Jericho, Hayston, Charleston, Dryburn. Two e/w.
 137 Kirriemuir – Balkeerie via Cookston, Eassie. One journey each way.

Alexander Melville Ltd, Kirriemuir

Monday 15th August 1994

The following school services are deregistered:

Kirriemuir – Auchavan via Glenisla; Kirriemuir (Webster's High School) – Kirkinch circular; Kirriemuir, The Stuart Road End/Webster's High School circular via Memus; Kirriemuir, Beechwood Road circular via Inverarity, Douglstown. *Believed to leave Melville with just one school contract, its sole operation.*

Pegasus Travel (R N Gloag & D Graham), Errol

Tuesday 16th August 1994

The following sch services registered by this new operator.

12B St Martins, Cross – Perth, High School via Balbeggie, Scone, Perth Canal Street.

14 Perth Academy/Mill Street – Wolfhill, Bus Shelter via Old Scone, Guildtown.

61 Errol, Cross – Perth, Canal Street via A90 (garage journeys).

Riddler's Coaches (C W & G M Riddler), Arbroath

Monday 4th July 1994

The registrations for Brechin, Bus Stance – Friockheim, Bus Stance (M-F), Brechin, Clerk Street – Stracathro Hospital (M-F) and Brechin school service between Queens Park and High School are cancelled.

Smith & Sons (I C, I F, G K F & A D F Smith), Coupar Angus

Tuesday 16th August 1994

71 New school route: Coupar Angus, Cross/Blairgowrie, Wellmeadow – Tarvie Road End via Bridge of Cally, Ballintuim, Kirkmichael, Enochdu, Straloch. Two journeys each way, but first inward/second outward operate via Blairgowrie High School and terminate/start at Blairgowrie, Wellmeadow.

Friday 18th November 1994

The registration for M-F works service Coupar Angus, Cross/Blairgowrie, Emma Street – Aberfeldy, Home Street is cancelled. One journey each way each peak. *From 4/92.*

ROYAL MAIL (The Post Office)

Monday 1st July 1994

Strathclyde 18 (ex-118): Dunoon, Pier – Tighnabruaich, Post Office/Kames, Pier (M-S). Extended to Portavadie, Ferry Terminal via Millhouse Crossroads. There are two journeys each way, making connection with the (hourly) Caledonian MacBrayne ferry to Tarbert on Kintyre. *Registered from 5th July, but the Cowal timetable is dated 1st July.*

Monday 15th August 1994

Highland 27: Dundonnell Hotel – Achnasheen via Laide, Gairloch (M-S). Extended back once again, from Dundonnell Hotel to start at Braemore Junction (A832/A835). *A much later timetable shows 0715 Laide to Achnasheen, 0925 Achnasheen to Braemore Junction (nearly three hours with ten mins layover at Laide) and 1220 Braemore Junction to Laide.*

Monday 29th August 1994

Strathclyde 15 (ex-108) Brodick – Kilmory (M-S). De-registered. **HOLD**

A rather curious registration for the Royal Mail: a morning sch journey from Milton of Campsie, Crossroads to Burnfoot Crossroads via Shields Cottage and Lennoxton Primary School, and an afternoon circular from Kirkintilloch Post Office, presumably via all points served on the am journey. *Shields Cottage is a lone farmstead north of Milton of Campsie, and in a country with many Burnfoots, it is not the one west of Airdrie.*

Monday 5th September 1994

Highland 41 North Ballachulish, Kinlochleven RE – Glen Etive, Post Office (M-S). Revised terminal point: Fort William, Post Office circular via Corran Ferry Road End, Ballachulish, Glencoe Crossroads, Glencoe Hotel, Kingshouse Hotel, Glen Etive (Post Office), Glencoe Crossroads, Ballachulish, North Ballachulish Corran Ferry Road End to Fort William. In effect serving all previous points but from Fort William instead. *First registered 10/91.*

Tuesday 6th September 1994

Strathclyde 7 Cullipool circular (M-S). Revised timetable to this route on Isle of Luing (Loch Linnhe).

Monday 24th October 1994

Central 6 (ex-110). Denny – Fintry (M-S). Revised W timetable (no further details). This W revision was first registered 3/93 (no further details). *A shorter circular early journey is operated to the few farms south of the B818 before a mid-morning journey each way along the Carron Valley to Fintry. Apart from a double-run from Carron Bridge Hotel to serve Lochend, a F afternoon journey also operates to/from Fintry.*

Monday 21st November 1994

Alterations to the Isle of Arran network, reducing the number of routes from four to three. The Scottish Postbus Guide 1992/93 had numbered routes by region, with those on Arran allocated S11/12/13/15, a system I embraced for clarity in SBB 35. Despite this, there is a note that 'timings of services 104/5/6/8 will change November to March to conform with ferry schedules', those numbers given at first registration. Although S11/12 have been

deregistered, most settlements are still served, but to confuse matters the resultant network is condensed into three routes numbered H3/H6/H21, as follows:

All four routes started, of course, at Brodick, either from the Post Office or Pier. S11 to Auchareock in the south, S12 to the Blackwaterfoot area on the west coast via The String Road, S13 to Whitefarland via Lochranza in the north and S15 to the south-west coastal settlements via the lonely Ross Road via Glenscorrodale.

H3 South Island acw circular from Brodick via Lamlash and the Ross Road the coast road, double-run to Corriecrave then returning via Shannochie and Kildonan and along the east coast via Whiting Bay and Lamlash. Two unidirectional journeys replace S15 and S11, with the latter's three miles double-run to the lonely farmstead at Auchareoch withdrawn.

H6 North Island acw circular (i) from Brodick travelling the north-east quadrant to Lochranza (ninety mins layover), then continuing down the west coast via Pirnmill, Whitefarland, Dougrie to Machrie Bay then turn east along minor road to B850 The String Road back to Brodick. Single journey at 0945. Replaces S13 to Whitefarland with Machrie Bay to Brodick section replaces part of S12.

H21 North Island acw/cw circulars from Brodick as H6 to Machrie Bay then continues down west coast to Blackwaterfoot then back to Brodick along whole length of The String Road. Outward journey at 0830, inward at 1330, combining sections of S13/S12, but Shiskine not served.

Wednesday 23rd November 1994

Dumfries & Galloway 6 (ex-137). Castle Douglas – Mossdale. Hitherto the M-F am journey operated along the western bank of Loch Ken via Mossdale (site of the erstwhile New Galloway station, some five miles distant!) to the hamlet of Bennan, with a fifteen mins layover MWF but increased TTh to forty-five mins. The solitary S journey continued northwards to the small town of New Galloway, returning via Bennan and Mossdale – ironically arriving back in Castle Douglas earlier than that of the return TTh journey. The M-F pm journey operates as the am journey to New Galloway then returned to Castle Douglas via Dalry and the A713 east bank of Loch Ken, thus forming a complete circular, which is unchanged. The M-F journey to Bennan is altered Th when it extends to/from New Galloway as the S journey. *[On a personal note, I have always considered that D&G is largely overlooked by many tourists, who are in fact missing a treat. A scenic coast and the Galloway Hills, including the challenging Merrick. Transport-wise, I remember in the 1990s parking at a layby on the A713 and was thrilled to see the Loch Ken railway viaduct still in situ. Unable to resist the temptation of walking over it, whilst doing so a Land Rover crossed too. Although vehicles were banned, it belonged to an estate worker who, thankfully, was not interested in this solitary trespasser and his dog. I wonder if the viaduct is still in situ? The closure of this line was very short-sighted, although the bus network has since improved.]*