



MAY 1961
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The Omnibus Magazine

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

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Hon. Publications Officer:
L. BULL, 91 Malvern Road, Thornton Heath, Surrey.

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Society Notes . . .

FORTHCOMING EVENTS

HEADQUARTERS

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

Tuesday, May 30th.—"Bus transport the world over." Talk by Mr. John F. Parke, deputy editor *Modern Transport*, who has recently undertaken a world tour studying transport.

LONDON & SOUTHERN COUNTIES COMMITTEE

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

Sunday, May 14th.—Visit to Cheltenham District Traction Co. Ltd., jointly with the Midland Branch.

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

NORTH WESTERN & YORKSHIRE BRANCH

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

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

Sunday, June 18th.—Visit to Liverpool Transport's Edge Lane works, jointly with Midland Branch. Meet 2.15 p.m. at Head Office, 24 Hatton Garden, Liverpool 3. Early notification required.

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

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

MIDLAND BRANCH

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

Sunday, May 14th.—Visit to Cheltenham District Traction Co. Ltd., jointly with London & Southern Counties members. A coach will be provided.

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

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

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

NORTHERN BRANCH

Saturday, May 13th.—Study tour of independent operators' routes in the Chester-le-Street, Stanley and Consett area, including some depot visits. Meet at Chester-le-Street Point (Bridge), 2 p.m.

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

SCOTTISH BRANCH

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

SOUTH WALES BRANCH

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

EAST MIDLAND GROUP

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

HAMPSHIRE GROUP

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

1961 PRESIDENTIAL VISIT AND ANNUAL DINNER

You should by now have completed the form enclosed with your April issue of *The Omnibus Magazine* if you intend to take part in the very full week-end of activities organised by the Scottish Branch.

The week-end's transport arrangements are as follows:—

Saturday, June 3rd

Visit to Edinburgh Transport Department—a coach will leave Waverley Bridge at Princes Street at 2 p.m. and another will leave Glasgow (foot of Cunningham Street, next to Dundas Street bus station) at 12.15 p.m. travelling via the A8 to Edinburgh and returning by the same route after the visit and the annual dinner.

Sunday, June 4th

A coach will leave Edinburgh (Waverley Bridge at Princes Street) at 9.30 a.m., travelling via South Queensferry and Grangemouth to Falkirk. Another coach will leave Glasgow (foot of Cunningham

Street) at 10 a.m., travelling via Cumbernauld to Falkirk and connecting at Alexander's Coachworks with the party from Edinburgh. The route from Falkirk will be via Stirling (lunch), Callander, the Trossachs, Aberfoyle, and Glasgow (tram tour). Following the tram tour, the Edinburgh coach will return direct to that city in time for over-night trains to the south. Edinburgh passengers wishing to leave the tour at Glasgow can, of course, bring their luggage with them on the tour.

GOLDEN JUBILEE OF TROLLEYBUS OPERATION, 1961

Omnibus Society members will be welcomed at the two events being organised by Mr. J. S. King, of 23 Syke Road, Heaton, Bradford, and further enquiries should be addressed to him. The particulars we have are as follows:—

Sunday, June 11th—Tour of Walsall and Wolverhampton on Walsall trolleybuses. Depart Walsall bus station 2 p.m. The route includes Blakenall, Bloxwich, Birchills (depot visit), Willenhall, Bilston (a Wolverhampton route where no Walsall trolleybus has been before) and Wolverhampton. The vehicles will be 851 (the first British 30-foot long 2-axle vehicle) and an ex-Cleethorpes BUT or Crossley. The fare will not exceed 4/- (half-fare under 15) and the proceeds will go to the Tramway Museum Society.

Saturday, June 24th—Full details were not settled when we went to press but this event will be held in Bradford from 2.30 p.m. onwards and will include a procession, a tour, an exhibition and a dinner. It is being arranged in conjunction with Bradford City Transport.

NORTHERN BRANCH COMMITTEE CHANGES

Both the Secretary, Mr. A. Richardson, and the Editor, Mr. R. L. Kell, have resigned their positions upon leaving the area. The new Secretary is Mr. C. S. Marshall, 16 York Terrace, Willington, Crook, Co. Durham, and the new Editor is Mr. R. C. Davis. The post of Distribution Officer has been taken over from Mr. Davis by Mr. W. Barnes.

RECENT EVENTS

Meeting in London—February 28th

Messrs. J. G. Bruce, E. N. Osborne and L. M. R. Nicholson gave illustrated talks on transport and scenery in Europe, including the Channel Islands. Only a few bus photographs were shown, but the talks were nonetheless extremely interesting and Mr. Bruce in particular must be congratulated on the way in which he summarised the rail and cable traction of Switzerland in about an hour. Finally, and as a complete surprise, one of our South African members showed some of his slides of buses from his country, most of the vehicles illustrated being of British manufacture, and it seemed to be generally felt that a further talk on South African transport would be welcomed. (I.N.R.)

Meeting in Birmingham—March 4th

The annual general meeting of the Midland Branch was held on March 4th, and in spite of the lack of numbers some excellent suggestions were made for future summer visits and winter meetings. The annual film show followed in the evening but this, like the afternoon meeting, was poorly attended. The show contained a well balanced programme of films, ranging from a tour of the continent by two LTE double-deckers to the record-breaking runs of the two French electric locomotives which both exceeded 200 m.p.h. The show concluded with a Walt Disney cartoon. (A.D.S.)

Meeting in Derby—March 25th

In 1777 a gentleman from nearby Breadsall held consultations at the Seven Stars Inn in Derby every Friday

and fair day to pass on his infallible remedy for consumption. At the same inn on a March Saturday in 1961, a Borrowwash coach operator, Alan M. Parkin, gave the East Midland Group what must have seemed to some of his listeners to be his infallible remedy for dissatisfaction with one's job—change the job. He gave up being a traffic clerk with the local BET company ten years ago to go into business on his own and the story of those ten years is recounted briefly on page 70.

(K.W.S.)

Tour of Brighton co-ordination area—March 26th

Although not organised by The Omnibus Society, the unusually interesting tour of the new Brighton co-ordination area carried out by a party of 31 enthusiasts included many members and it was organised and led by Omnibus Society member John Roberts. The tour was made in Brighton, Hove & District's newest forward-entrance Bristol Lodekka (30), which had only entered service on March 1st. Commencing from Brighton station, we headed for Saltdean Mount over the Southdown 12B route which is shortly to be transferred to the "red buses." En route we diverted into Pool Valley where, by kind permission of "the opposition" we backed on to an empty stand so that cameras could record the first entry of a red forward-entrance bus into this hallowed spot! Returning from Saltdean to Rottingdean we travelled over the various Woodingdean routes, including 113, and thence via 114 to Lewes Road where we had an excursion into the countryside to Stanmer Park. Returning to Coldean Lane we climbed over the hills via services 13 and 19 to London Road when we joined the famous 112, passing under its narrow bridge and up the extremely steep hill to Dyke Road and so over the 27 route to the Devil's Dyke for the tea break. Until now, the sun had shone brilliantly but apparently the devil did not take kindly to the arrival of a red bus in this green bus territory, as the sun went in and the wind began to blow cold! From the Dyke we retraced our steps to Woodland Drive, from which point we proceeded via 115 to Grenadier Hotel, 8 to Portslade and 15B to Mile Oak. An interesting run followed along the narrow road to the Water Works—unserved by buses for over 20 years, and obviously so from the noise of tree branches brushing the roof—where many of the party were interested in a garden shed which at one time was BH & D 6244. Back to wider roads, we carried on to Downsway and on to pick up the starting point of route 29, which we followed over its entire length to Shoreham Beach, the section over the Norfolk Bridge and onwards being well photographed. Next we traversed various parts of 21, 9, 6 and 3A until joining 52 at Woodruff Avenue and proceeding back to the station via Seven Dials, Montpelier Road, Sea Front and West Street.

Altogether some 60 miles were covered in five hours and we were all very much indebted to Mr. Roberts and to Mr. Allpress who gave a running commentary. As usual with outings organised by these local enthusiasts, the profits from the trip will be sent to St. Dunstan's—£4 5s. 0d. on this occasion thanks to the good support we had. (A.L.)

NEW PUBLICATIONS

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

Kingsland Road, by A. W. McCall (3s. 2d.)

This is an abstract of a paper presented to The Omnibus Society three years ago, dealing in detail with the bus services on this main London traffic artery. **Tramways of Croydon**

This Light Railway Transport League production, already reviewed some time ago, is still available, 31s. 6d. post free.

London Transport Services in St. Albans and District

By the same author as Kingsland Road, this is now in course of preparation.



THE FRONTAL DESIGN of five Northern Counties-bodied AEC Regent Vs placed in service by Barton last autumn, and also of the Dennis Loline shown at Earl's Court in September, marks a pleasing breakaway from conventional practice. (Block by courtesy of "AEC Gazette").

THOUGHTS . . .

D. H. Lawrence, famed for his descriptive writings on his native Nottinghamshire, once wrote a short story entitled *Tickets Please* in which he gives a vivid account of the Notts & Derby tramway system, "which boldly leaves the county town and plunges off into the black industrial countryside, up hill and down dale, through the long ugly villages of workmen's houses over canals and railways, past churches perched high and nobly over smoke and shadows, through stark, grimy cold little market places, tilting away in a rush past cinemas and shops down to the hollow where collieries are, then up again, past a little rural church under the ash trees, on in a rush to the terminus, the last little place of industry, the cold little town that shivers on the edge of the wild gloomy country beyond." Writing in the March 1961 issue of *The MPTA Journal*, J. N. Monk quotes from *Tickets Please* and suggests that as his idea of the most attractive tramway route in this country he would choose one in a similar industrialised area—the Leeds-Guiseley route which ran through Airedale, Horsforth, Rawdon and Yeadon.

* * * * *

In the passing of Mr. W. F. Mallender, which *The Omnibus Magazine* records with regret, a link with the first decades of the motor-bus has been broken. At the beginning of the century, Mr. Mallender was associated with the Lancashire Steam Car Company. There followed a connection with the Leyland maintenance contract for the vehicles of the London Central Omnibus Company; and from 1924 onwards the City Motor Omnibus Company and the City Coach Company, of which he was for many years managing director, achieved a high standard of service in bus operation in London and Essex.

* * * * *

We understand that a new guide, *Guide-Repertoire National des Relations Routieres par Services Reguliers des Autocars*, in its two parts, will provide information concerning bus services throughout France. Details of the French bus network have for many years been difficult to obtain. A quarter of a century ago, *Indicateur Quillet* summarised the provincial services, and they have been mentioned in the Didot-Bottin directory.

* * * * *

It is believed that, during the 1920s, the only passenger vehicles on Bristol chassis based in London were two Superbus all-weather coaches. They were owned by Manor Motor Transport, a seasonal operator with headquarters in the Brixton district.

* * * * *

During the war, London Transport produced, at the Walham Green works, concrete bus stop standards which were supplied to several provincial bus companies. Today they may still be seen in many parts of the country.

* * * * *

Lapland has not yet evoked interest among our members, but it may not be long before we hear of bus journeys beyond the Arctic Circle by more adventurous members. It is possible to travel, for instance, from the

Norwegian railhead at Fauske to Kirkenes in four days by the co-operative North Norway Bus; this organisation already publishes an itinerary in English. There are meeting-places with buses penetrating into Finland. In 1947, bus travel in Finnish Lapland was possible, but in itself far from pleasant. It is described in *Visit to Finland*, by Diana Ashcroft, published in 1952 by Frederick Muller.

* * * * *

The frontal design used on the Johannesburg 6-wheel Guy double-deckers is to become optional on the Arab IV. It is generally similar in style to the familiar front first introduced in Birmingham but the bonnet top is narrower.



1961 ARTICLE COMPETITION

This year our article competition takes a slightly different form. We want you to imagine that a visitor, with an interest in every facet of bus operation but with a leaning towards present-day affairs rather than historical, is coming to spend some time in your town, or any town of your choice. He needs to have with him a thumb-nail sketch of the place, telling him what he should look for during his visit and giving him an outline of the pattern of services, drawing particular attention to any obscure points he might otherwise not find for himself. The description of our visitor is important and marks will be awarded with that in mind; the size of the town is not—it can be a village with 1,000 inhabitants or a city with 1,000,000. The following are the rules of the competition:—

The article submitted should not exceed 3,000 words in length, and should be entitled AN INTRODUCTION TO ———.

It should be written (typed if possible, though this will not in any way prejudice the judging) on one side of the paper, double-spaced.

The winning article would be published in full in *The Omnibus Magazine* and the Editor reserves the right to publish any unsuccessful entry in a subsequent issue to that in which the winning entry appears.

Manuscripts would be returned only if accompanied in the first place by return postage.

Photographs are not required but maps, suitable for reproduction, will be accepted. The absence of a map will not reduce the chances of success.

The writer must not so far have had any full-length article published in the technical press or any commercial publication, including *Buses Illustrated*, and he must declare this when submitting his article.

Entries should be addressed to the Hon. Editor, *The Omnibus Magazine*, 1 Meldrum Road, Liverpool 15, to reach him not later than 4th September, 1961 and the decision of the judges is final.

It is hoped to announce the name of the winner in the November issue of *The Omnibus Magazine*.

The winner will be awarded a free subscription to *The Omnibus Society* for 1962.

AROUND THE TECHNICAL PRESS — MARCH 1961

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|--|------|---|
| AEC Gazette
(bi-monthly) | | Baghdad—vivid contrasts where east meets west; back to front-entrance buses—recalling the AEC Q; the Barton story. |
| Bus & Coach
(2/6 monthly) | | More money from fewer passengers (1960 statistics); express parcels boost Greyhound's income; the bus operator's calendar—March; from despondency to prosperity (Ottawa Transport Commission); students corner—time schedules and duty schedules. |
| Coaching Journal
(monthly) | | Pictures that pull—coach travel theme; Bristol Omnibus Company's developments at Marlborough; how to present travel films. |
| Commercial Motor
(1/- weekly) | 17th | Modern art boosts bus services (Tilling group publicity). |
| Leyland Journal
(bi-monthly) | 24th | Gay Geneva—but few new models (31st Geneva Show). |
| Modern Transport
(1/- weekly) | | World's strangest bus service—South African safari on wheels; where the private urban operator is thriving—Denmark. |
| | 11th | Trams and trolleybuses in Hampstead and Highgate. |
| | 18th | Transport in the Auckland area—a multiplicity of operators; bus transport in Baghdad; transport in many climes (illustrations). |
| | 25th | Mexborough & Swinton—changeover to diesel buses; report on the rural bus problems—Jack committee. |
| Motor Transport
(6d. weekly) | 17th | Jack committee report. |
| Passenger Transport
(2/- monthly—illustrated)
(6d. weekly—news) | 8th | Foreign visitors in London (illustrations). |
| Transport Journal
(2/- monthly—illustrated)
(6d. weekly—news) | | The passing of an era—pictorial review of transport in the Hampstead-Highgate area; West Country enterprise—Greenslade's new Exeter garage; from bus to welfare vehicle (Bournemouth Transport conversion); specialists in bodybuilding—Weymann. |
| Transport World
(2/- monthly) | | Mexborough takes to the diesel; new fleet and new opportunities—Trimdon Motor Services; set fair for expansion—Hanson; one-man working is the "coming thing" with East Yorkshire; whether the rural bus? (Jack committee). |

to the Editor . . .

Red & White at Stroud

Sir,—I was interested to learn from Mr. J. T. King's letter in the March 1961 issue of *The Omnibus Magazine* that I am not the only person to fail in his attempts to locate the Red & White garage in Stroud.

At the time of the take-over by Bristol Tramways I was not particularly interested in the technical details of the routes, but I can assure Mr. King that, as far as the Coleford depot of Bristol Tramways is concerned, it, together with the services which were operated from there, was transferred completely to Red & White on January 1st, 1951. The Bristol service 52 (Cinderford-Gloucester) was also transferred at the same time.

There was a considerable amount of vehicle shuffling-about between the two companies at this time, the sum total of my records of which are set out in the notes which I enclose.* As I believe that I was the only practising bus enthusiast in Coleford at that time they may shed some new light on the subject.

One interesting occurrence took place on a day in June 1951, when I travelled from Cheltenham to Stroud in an ex-Western National bus and was issued with a ticket printed for Ralph's Garages, from a Setright Speedy by a conductor in Bristol uniform with a Red & White hat. I doubt if any independent operator could better that mixture.

T. J. HARPER.

*Mr. Harper's notes are reproduced on page 72.

Edward Hillman of Romford

Sir,—I write with regard to the article by Mr. J. C. Gillham on Edward Hillman of Romford which appeared in your March issue.

I read both this and the preceding article on the Upminster Services with much pleasure, and was delighted to have such a clear picture presented to me of the set-up in those delightful days of thirty years ago. The intimate details of the financial affairs of the various concerns, together with the growth of the services through the years of frantic endeavour, makes me feel very humble at the thought of the hours that must have been spent in compiling the article.

My only criticism is regarding the Hillman fleet list. My own records show JD 383 (and presumably JD 384 which is new to me) to be an AJS Commodore taken over from Woodgrange Coaches and numbered 86 in the Hillman fleet. Note that Hillman numbers 83 to 88 were all ex-Woodgrange, 83-84 being replaced by JD1552-3. Hillman 89 is blank in my list so this could have been JD 384.

The two Commers quoted by Mr. Gillham were actually Gilford AS6 type and were out of sequence, viz. :—

60 JD 788 Gilford AS6 (11570) Duple C14F

61 JD 787 Gilford AS6 (11569) Duple C14F

Duple body numbers were 2065 and 2064 respectively and they were new in 1930. JD 788 passed to Percival's Coaches, Cambridge by August 1938 and was still theirs in March 1941. JD 787 passed to Grove Coaches, Tulse Hill by August 1939. The two Gilford Heras, CNO 75-76, passed from BOAC to A. J. Roberts (Ashford Belle), Ashford, Middlesex and both operated on hire to London Transport in 1948/49. They were last seen, still with Roberts, in 1950. Brighton, Sussex.

A. LACROIX.

Mexborough & Swinton postscript

Sir,—First of all let me say "congratulations" on the excellent article on the Mexborough & Swinton Traction Co. which appeared in the March issue of *The Omnibus Magazine*. Mr. Bullock expertly managed to give the required information in an interesting manner without going into the most intricate details which would interest a few readers, and bore most. There are however one or two points with regard to the vehicle details that could usefully be added.

The official standee capacity of the vehicles is painted on the side panels along with the seating capacity, and they are I feel worthy of noting, because of the several variations :—

40-49	44-seaters	8 standees
50	37-seater	25 standees
51	36-seater	25 standees
52	42-seater	20 standees
53	37-seater	25 standees
54	41-seater	20 standees
55	42-seater	NO standees
56-8	42-seaters	19 standees
1-12	72-seaters	8 standees

It may be noted that on the above list 52 (TWX52) is given as a 42-seater, while in the article it is shown as 36. The fleet list issued by the company in March 1960 definitely gave it as seating 36, but the replacement list (issued in February but dated March 27th, 1961) gives it as having 42 seats. It would appear that it either has been, or is to be, converted. As its standee capacity has dropped from 25 to 20 it would appear that all the company are getting out of it is one extra passenger at peak periods.

The twelfth Atlantean is registered 6812WX, and was the first to be delivered to the company. When the other registration numbers were made known it was suggested that this was merely a demonstration model, and doubtless this is the reason for its omission. It is however a member of the fleet, and is here to stay.

An additional vehicle, which although not mentioned in the article was referred to in "Around the Traffic Areas" of the same issue, is XWX376, the former Camplejohn Ford Thames Trader with Plaxton body. At the end of February this was being prepared for painting, and it is to become No. 102.

Whilst on the subject of Mexborough & Swinton it is pleasing to note that the Atlanteans are the first vehicles to carry the full fleet name *MEXBOROUGH & SWINTON* as opposed to *MEXBOROUGH*. As at least one Tiger Cub now carries the longer legend, it would appear that it is to become standard.

In conclusion, let me congratulate you on the standard of the March issue. I am sure that if this can be maintained, even the most ardent grumbler will agree that it is far better to have the increased subscription, if we can have with it a magazine worthy of showing to friends, and, more important, potential members.

Barnsley, Yorkshire.

T. SHAW.

Why trolleybuses used Swinton Street

Sir,—The March 1961 issue of *The Omnibus Magazine* referred to trolleybuses in Swinton Street between Gray's Inn Road and King's Cross Road. It occurs to me that younger readers may not know why they ever used that street at all.

In 1907-9 when electrification of the tram service round King's Cross was taking place, it was not possible to go straight across from Caledonian Road into Gray's Inn Road. The horse cars used a junction at the point where Gray's Inn Road joins Pentonville Road at an acute angle and one track of this curve remained in the roadway until well into the 'thirties. Although Gray's Inn Road was electrified in December 1907 and Caledonian Road in August 1908, there was no through service until sometime in June or July 1912, when a new bridge was opened over the Metropolitan Railway, so creating the present direct connection.

The opening of this bridge enabled the LCC also to solve the awkward problem of the Caledonian Road-Farringdon Street service. Those familiar with the district will be aware that King's Cross Road, which leads to Farringdon Road, diverges from Pentonville Road a little to the east of Caledonian Road. It was not found possible to put in a double junction eastward from Caledonian Road to Pentonville Road and only a single track curve was laid down. This meant that cars coming south along Caledonian Road had to use a facing crossover, go round the corner on the wrong side and then use another facing crossover in Pentonville Road to get back on to the right track. There was hardly room to do this before the car reached the points for King's Cross Road. This complicated manoeuvre was, of course, a general nuisance and when the new railway bridge was opened southbound cars were diverted over it and along Swinton Street. Northbound cars from Farringdon Street continued to use King's Cross Road and Pentonville Road.

It will be remembered that similar wrong-road running lasted at Loughborough Junction until the final withdrawal of the trams in January 1952. Dorset Street (now Dove Road) off Essex Road, was brought into use to avoid a similar situation at the junction of Ball's Pond Road and Mildmay Park, but it was always necessary for westbound cars along Ball's Pond Road to swing to the wrong side to cross this junction as they came from Dalston.

Malvern, Worcestershire.

CHAS. S. DUNBAR.

Edinburgh's Karrier six-wheelers

Sir,—In clarification of the note on page 52 of the April issue of *The Omnibus Magazine* which might be taken to imply that Edinburgh Corporation had only six Karrier 6-wheeled buses, may I point out that there were in all 15 of these vehicles.

The first batch was delivered in 1927 and was made up of six with Hall Lewis 39-seat dual-entrance bus bodies. These were registered SF8997-9 and 9002-4 and had Edinburgh numbers 526-31.

In 1928 a further eight followed with Croall bodies, also 39-seat dual-entrance. Registered SC1138-45 they had Edinburgh numbers 172/4/5, 532, 178/82, 533, 184. Within a very short time SC1138 was burnt out and replaced by a similar vehicle SC2216 which was also numbered 172.

The 14 surviving vehicles did not remain in service for long, being withdrawn in 1931/32.

Stanmore, Middlesex.

JAMES K. D. BLAIR.

TEN YEARS OF LUXICOACHES

Members of the East Midland Group recently visited Alan M. Parkin at Borrowwash, near Derby, and subsequently heard Mr. Parkin describe the growth of his business from its commencement in April 1951. His remarks are summarised here by the Editor.

TEN years ago, a Trent traffic clerk, who had returned to the company two years previously after completing his national service in the hope that he would be able to gain a place on the BET training course, came to the conclusion that he must either remain a Trent traffic clerk or get out into business on his own. That young man, Alan M. Parkin, has now built up a fleet of 14 vehicles which in 1960 carried 98,000 passengers and ran 238,000 miles, with a modern garage and booking office fronting the main road to Nottingham through Borrowwash, and a pleasant bungalow overlooking his premises.

It was in April 1951 that he bought a 26-seater Bedford OB with an Associated Coach Builders body which had formerly been operated by Oliver's Luxicoaches at Loughborough. The fleet name seemed an attractive one and he decided to keep it. For the first couple of years he ran from Victoria Avenue in Borrowwash, where he had the use of a garage capable of accommodating three coaches. About 1953 he rented a small office at 27 Nottingham Road, in the shopping area of the village, but all the time at the back of his mind was the realisation that he needed a permanent home. In any case, the Victoria Avenue premises were rented from a road haulier and with the prospect of de-nationalisation brought about by the 1953 Transport Act there was the possibility that they

would again be required for his lorries. Mr. Parkin accordingly purchased about $\frac{3}{4}$ of an acre further along the Nottingham road, covered with trees and brushwood. Later he added to this the adjoining land with its pig-sties, stables and cottage. When the area had been cleared it became the present Luxicoaches depot, 50 Nottingham Road, with its attractive entrance off the main road.

The first new coach to be added to the fleet was a Harrington-bodied Bedford SB. Since then, it has been the custom for a demonstration tour to be run each year in the latest vehicle with the coachbuilder's area sales representative on hand to point out features of the bodywork. This idea has created a considerable amount of goodwill among the local party organisers. Although there is a good deal to be said in favour of standardising on a particular make of chassis, there is not so much to be gained from buying only one type of body. A new coach with a different body is to the public obviously a new coach, and in any case there are good servicing facilities at W. S. Yeates Ltd., 14 miles away in Loughborough.

The first double-decker was a one-time Middlesbrough Corporation utility Guy Arab with a Gardner 5LW engine which was bought to work on a new service to the army establishment at Foston, on the Burton-on-Trent to Uttoxeter road. Eventually, it

went to Lamcote Coaches at Radcliffe-on-Trent who were urgently in need of a double-decker after one of their own had lost its roof under a low bridge. In due course, Mr. Parkin decided he would like two more for his WD services because he was now running to Egginton as well as to Foston. The Loughborough dealer, Alf Moseley, who used to be general manager of W. S. Yeates Ltd., suggested he try Delaine, of Bourne. They had nothing available. He was then told to try Chesterfield Corporation, who sold him two 6LW-engined utility Guys. The one used regularly on the Foston run ended its career when it ran into the back of the preceding Luxicoaches single-decker after passing through flood-water; its repair would not have been worthwhile. The other was withdrawn on expiry of its certificate of fitness. In their place are two Crossley double-deckers from the same Corporation fleet.

The work undertaken can be divided into three categories: private hire, contract and express. The express carriage operation averages about 240 passengers a day on Mondays to Fridays—about 140 to Foston and 100 to Egginton—and this takes up to eight vehicles. Under the contract heading comes the transport of textile workers in one of the 11-seaters to and from Courtaulds at Coventry, the use of a former Chesterfield Corporation single-deck Crossley to carry men engaged on constructional work at a power station, the conveyance of permanent way inspectors from British Railways' Derby North district, and school work for the county council education authority. The single-deck Crossley is the "ugly sister" of the fleet. Because it collects more dirt in a day than the rest of the fleet in a week, it has remained in Chesterfield's dark green in preference to the cream and red of the rest of the vehicles, including the double-deckers, and since such a vehicle can be of negative advertising value it does not carry the Luxicoaches name. It has a cork floor which facilitates its washing out. Its driver is a part-time one, engaged during the day on the

Current fleet list

1	59 SNU	Bedford SB1	85585	C41F	Duple	1/61		
2	GBY 85	Bedford OE	55858	C29F	Duple	-/47	ex-McMaster, Hull	11/52
3	387KNU	Bedford SB3	67074	C41F	Harrington	3/59		
5	HNR174	Bedford SF	9391	C37F	Duple	4/52	ex-Oliver, Loughborough	3/57
6	BNR545	AEC Regal II	0862073	S39F	Willowbrook	-/39	ex-Brown, Sapcote	1/53
7	677MRB	Bedford SB1	75177	C41F	Plaxton	3/60		
8	FJU285	Crossley SD42	97902	C33F	Strachans	10/49	ex-Brown, Sapcote	3/58
9	GRY620	Dennis Lancet III	84473	C35F	Yeates	-/50	ex-Todd, Whitchurch	7/60
10	BRN791	Bedford OB	68804	C25F	Duple	-/48	ex-? by 12/59	
11	LNLU953	Crossley DD42/5	94035	L26/26R	Crossley	-/47	ex-Chesterfield	10/60
12	JRA655	Crossley DD42/5	94014	L26/26R	Crossley	-/47	ex-Chesterfield	10/60
13	LRA 91	Crossley SD42/3	97338	B32R	Crossley	8/47	ex-Chesterfield	2/60
M1	105MKN	Austin 152	J2/VA/67210	12	Kenex	11/60		
M2	265NRB	Austin 152	J2/BA/58946	11	Austin	5/60		

Notes:—

- BNR545 has a 7.7 oil engine and body number 3212.
- 677MRB has body number 582755.
- 105MKN was formerly known by fleet number 4.
- 265NRB was formerly known by fleet number 4A.

The next issue of *The Omnibus Magazine* will contain a number of Scottish features to mark the Presidential Week-end at Edinburgh and also an article to commemorate the golden jubilee of trolleybus operation. A separate publication, ready at the end of this month, will list all licensed services of independent operators in Scotland.

Other short articles being prepared for June and subsequent issues of "The Omnibus Magazine" will embrace such subjects as model psvs, Birmingham route numbers, the London RW-class, a visit to Colchester, the tramway museum at Crich, a 40-years-established Derbyshire independent, a conducted tour of the centre of Nottingham, etc. We are going to publish a series of articles by a man who was connected with the bus industry in horse-bus days, and we also have in hand some "light-hearted excuses for bus enthusiasm." When we have published those, can we print an article by you?

power station site, who lives at Long Eaton and takes the bus home with him every night apart from the week-ends when it comes back to Borrowwash for servicing. One of the school buses—that to Etwall, on the Derby to Utttoxeter road—has to have a driver-operated door to meet the terms of the contract and this is a Bedford-Duple 29-seater. Coaches are operated on hire to Associated Motorways at summer week-ends to Cheltenham and the south coast resorts. Every effort is made to retain the good-class private hire work.

The staff of full-time and part-time drivers and driver/mechanics, all paid on a basic weekly rate which bears favourable comparison with other local employers, includes in addition a secretary and a bus stewardess who acts as an attendant on one of the school buses which carries mentally, and sometimes physically, handicapped children.

Only routine maintenance is carried out. Service checks are made every 1,500 miles in the case of petrol-engined coaches and every 2,500 miles for oilers and a docking sheet has been drawn up in collaboration with the local certifying officer. Tyres are maintained by a contractor who pays a weekly visit to check tyre pressures, deal with any claims and supply new or remould covers. Major work is carried out by W. S. Yeates Ltd., who are able to offer a reasonable rate to a regular customer; it would not pay to keep special equipment for a small fleet. Nor is it worthwhile keeping a vehicle off the road to overhaul it for certificate of fitness requirements and if a "ticket" expires while the vehicle is still in the fleet it has been customary to trade it in. Most purchases are made through Yeates. Much of the painting is, however, done by Luxicoaches, all by brush.

Below is a list of the vehicles currently operated, but it should be noted that fleet numbers, although used for record purposes, are not carried on the vehicles.

COLEFORD AND STROUD, 1950 - 51

T. J. HARPER

THE facts of the exchange of depots between the then Bristol Tramways and Carriage Co. Ltd., Red & White Services Ltd., and the Western National Omnibus Company Ltd. in 1950/51, following their nationalisation in the preceding years, are well known. During this interchange there was a considerable amount of vehicle transfer between these three fleets and, to the best of my knowledge, this has never been fully documented. The following information is compiled from my personal observations at the time, which I do not claim to have been comprehensive. There are some obvious gaps which I have noted and which I would very much like to see filled, in order to complete the story.

The basic story is the take-over by Bristol Tramways of the Stroud depots of Red & White and Western National early in 1950, together with their vehicles and the services operated by these companies in the Stroud area. On January 1st, 1951, the Coleford depot of Bristol Tramways and its sub-depot at Cinderford were handed over to Red & White, who took over operation of the Coleford group of Bristol Tramways vehicles and also service 52 (Gloucester-Westbury-Cinderford). The 17 Bristol vehicles at Coleford (all diesel single-deckers) were replaced during the last

few days of 1950 by the ex-Red & White diesel single-deckers from Stroud, 2600-16. I also believe that ex-Red & White double-decker L4147 replaced the Cinderford based Bristol Tramways double-decker on the 52 service at the same time. These vehicles were then transferred back to Red & White, together with five further Bristol Tramways single-deckers kept at Cinderford where, incidentally, they had previously shared the Red & White garage.

Over the next few years the Bristol single-deckers (with one exception) and the Red & White double-deckers were gradually returned to their original owners. The bodies of three of the double-deckers were, however, transferred on to wartime Bristol chassis and only their chassis were returned to Red & White, as noted in the details given below.

The vehicles are listed in order of fleet numbers of the acquiring fleet, original and subsequent numbers for the parent fleet being given where these are known. The dates quoted are those of observation by me, not those of transfer, although I believe that these are fairly close together. I have shown also the numbers of other vehicles which may have been taken over, together with two guesses, but I am open to correction on these points.

Vehicles taken into the Bristol Tramways fleet in 1950

B.T. No.	Reg. No.	Chassis Make & Type	Body Make & Type	Previous Owner	No.	R & W No.	Date seen
165	GF7297	Ld TS2	Duple	C32F	WN		8/50
166	?						
167	GF7289	Ld TS2	Duple	C32F	WN		8/50
168	?						
169	?						
170	JY88	Ld TS2	Duple	C32F	WN		8/50
228	HOD45	Bd OB	Duple	C29F	WN		
229	?	(a)					
230	GWO876	Bd OB	Duple	C29F	RW	876	
230	JTA201	Bd OWB	Duple	S32F	WN		
291	?						
292	JTA205	Bd OWB	Duple	S32F	WN		
657	?						
658	?						
658	?						
660	?						
661	?						
662	CTA515	Ds Ace	?	S20F	WN		
2487	FJ8943	Bl JO5G	?	S36R	WN		
2488	FJ8950	Bl JO5G	?	S36R	WN		
2489	FJ8957	Bl JO5G	?	S36R	WN		
2490	FJ8959	Bl JO5G	?	S36R	WN		
2491	FJ8960	Bl JO5G	?	S36R	WN		
2492	ADV110	Bl JO5G	Beadle	S36R	WN		
2493	ADV118	Bl JO5G	Beadle	S36R	WN		
2494	ADV119	Bl JO5G	Beadle	S36R	WN		
2495	ADV121	Bl JO5G	Beadle	S36R	WN		
2496	ADV123	Bl JO5G	Beadle	S36R	WN		
2497	ADV128	Bl JO5G	Beadle	S36R	WN		
2600	W08377	An PMB28/6LW	Duple	S35C	RW	191	S631 (b)
2601	CAX390	An CX13/6LW	Duple	C32F	RW	390	C238 (b)
2602	CAX391	An CX13/6LW	Duple	C32F	RW	391	C338 (b)
2603	CAX395	An CX13/6LW	Duple	C32F	RW	395	C838 (b)
2604	CW0401	An CX11/6LW	Duple	S37C	RW	401	S239 (b)
2605	CW0402	An CX11/6LW	Duple	S37C	RW	402	S339 (b)
2606	GW0428	An CX13	Duple	S35C	RW	428	S2039 (b c)
2607	EKF264	An CX13/6LW	Duple	C35F	RW	737	S3438 (b)
2608	FLF827	An CX13/6LW	Duple	C32F	RW	739	S1939 (b)
2609	GW0865	An CX13	Lydney	S35F	RW	865	S448 (b)
2610	GW0868	An CX13	Lydney	S35F	RW	866	S548 (b)
2611	GW0868	An CX13	Lydney	S35F	RW	868	S748 (b)
2612	GW0869	An CX13	Lydney	S35F	RW	869	S848 (b)
2613	GW0870	An CX13	Lydney	S35F	RW	870	S948 (b)
2614	GW0879	An CX13	Lydney	S35F	RW	879	S1048 (b)
2615	CAX394	An CX13/6LW	Duple	C32F	RW	394	C1138 (b)
2616	BAX330	An CX13/6LW	Duple	C32F	RW	330	C738 (b)

B.T. No.	Reg. No.	Ld	Chassis Make & Type	Body Make & Type	Previous Owner	No.	R & W No.	Date seen
L3600	?		TD1		WN			
3782			(d)					
3783	CWO419	An	CX19	Weymann H56R	RW	419		(c)
L4127	DDV18	Bl	K5G	Weymann(?) L55R	WN			
L4128	DOD502	Bl	K5G	Weymann(?) L55R	WN			
L4129	DOD504	Bl	K5G	Weymann(?) L55R	WN			
L4130	HTT980	Bl	K5G	ECW L55R	WN	809		
L4131	KUO932	Bl	K5G	ECW L55R	WN	919		
L4132	KUO945	Bl	K6B	ECW L55R	WN	932		
L4133	KUO959	Bl	K6A	ECW L55R	WN	946		
L4134	KUO963	Bl	K6B	ECW L55R	WN	950		
L4135	KUO964	Bl	K6B	ECW L55R	WN	951		
L4136	LTA723	Bl	K5G	ECW L55R	WN			
L4137	HTT987	Bl	K5G	ECW L55R	WN			
(L4138)	GHU489 ex-C3352; see B.L. 1959, 9, (48), 71)							
L4139	EAX632	An	CX19	Duple L56R	RW	432	(e)	10/52 (c)
L4140	EAX633	An	CX19	Duple L56R	RW	433	L541	2/53 (c)
L4141	EAX634	An	CX19	Duple L56R	RW	434	L641	3/53 (c)
L4142	EAX636	An	CX19	Duple L56R	RW	436	(f)	3/53 (c)
L4143	EAX637	An	CX19	Duple L56R	RW	437	(f)	3/53 (c)
L4144	EAX638	An	CX19	Duple L56R	RW	438	(g)	10/52 (c)
L4145	EAX639	An	CX19	Duple L56R	RW	439	L741	4/53 (c)
L4146	EAX640	An	CX19	Duple L56R	RW	440	(h)	
L4147	EAX641	An	CX19	Duple L56R	RW	441	L241	(b)
L4148	EAX642	An	CX19	Duple L56R	RW	442	L441	4/52 (c)
L4149	EAX643	An	CX19	Duple L56R	RW	443	L341	3/52

- (a) This gap may be filled by FWO612 or FWO613, neither of which Bedford-Vistas featured in the Red & White renumbering of 1951.
- (b) Returned to Red & White January 1st, 1951.
- (c) Painted green by Bristol Tramways.
- (d) This gap may be filled by CAX899, Red & White 399.
- (e) Transferred to United Welsh by 10/52 as 432.
- (f) Chassis observed at Bulwark 3/53.
- (g) Transferred to United Welsh by 10/52 as 438.
- (h) Fate unknown, believed returned to Red & White as chassis only.

The following Bristol Tramways vehicles received Duple bodies off ex-Red & White Albions, replacing war-time standard Strachans L55R bodies:—

L3644	HHY588
L3647	HHY591
L3651	HHY595

while the Strachans bodies of L3644 and L3652 were seen at Bulwark in 3/53.

Vehicles Transferred to Red & White on January 1st, 1951

R & W No.	B.T. No.	Reg. No.	Chassis Make & Type	Body Make & Type	Renumbered by R & W	Returned to B.T.
338	2105	EHW455	AEC 0662	Duple C32R	C138	(j)
339	2087	FAE61	Bl L5G	BBW S33D	—	4/51
340	2017	HY8260	Bl JO5G	BBW S35R	—	4/51
341	2007	HY8339	Bl JO5G	BBW S35R	—	4/51
342	2124	FHT259	Bl L5G	BBW S32F	—	4/51

(j) Retained in the Red & White fleet. This was the only vehicle to be painted red.

AROUND THE TRAFFIC AREAS . . .

NORTHERN TRAFFIC AREA

BISHOP AUCKLAND BUS STATION

A bus station is planned for Bishop Auckland but the plan is being opposed by operators on the grounds of its being too far from the town centre.

CUMBERLAND

68 (Wigton-Aspatria), primarily a school service, is to omit Ireby.

DARLINGTON CORPORATION

Some Coniscliffe Road journeys are being extended to Edinburgh Drive, though this time mainly for school children.

W. HARDY, Darlington

The Stockton-Northallerton service has been taken over from F. Smalls who acquired it from H. L. Walker in 1959. Mr. Smalls has been working all journeys via Wellbury, discontinuing those via West Rounton.

ISOBEL HOLLORAN, Mirehouse, Whitehaven (New Operator)

A new service is planned on all weekdays between Egremont and Netherton via Middleton, villages without any service at present.

MID-TYNE TRANSPORT CO. LTD., Acomb

Another attempt is to be made to establish a town service in Hexham, and it is understood that this recently formed company, which has taken over the business of M. Charlton & Sons Ltd., is to apply to the traffic commissioners for the necessary licence. At first it is planned to run an hourly service but if demand is sufficient a half-hourly service may be introduced to the East End of the town utilising two buses.

NEWCASTLE CORPORATION

Delivery is now complete of the 25 Leyland Atlantean 78-seaters ordered last year. Thirteen vehicles (189-201) are fitted with Alexander bodies and twelve with Weymann bodies (202-213). A further 25 Atlanteans seating 78 passengers have been ordered at a cost of £6,500 each. These vehicles will be fitted with fluorescent lighting and illuminated side panels for advertising. The panels will enable the Corporation to increase the revenue from advertising on buses by more than 400 per cent. As before, 13 will have Alexander bodies and 12 MCW.

Among withdrawals are 1-5, the Mann Egerton-bodied Daimler CWA6s. It is understood that withdrawn buses may not be sold for some time until future

developments are clarified.

Authorisation has now been received to vary service 5 so as to leave town via Claremont Road and Hunters Road but to return to the Haymarket via Gallowgate and Percy Street, thus avoiding the town centre in both directions. The loop in Darras Hall would be extended to include Woodside, Edgehill and Western Way. It is proposed to run a circular tour of the city for 2/- in connection with a town planning exhibition during April and May.

NORTHERN GENERAL

It is intended to divert the Pinewood Gardens variant of 76 to a new terminal at Cragside Gardens, Lobley Hill.

The last two wartime vehicles (apart from training bus 1062), and the oldest in the fleet (996 and 1046) have been withdrawn. It is notable that these two Re-bodied Guys lasted about three years longer than their Brush-rebodied contemporaries.

OTTERBURN & DISTRICT

The four vehicles of Mr. Vasey's Otterburn & District fleet are at present garaged in the open at a farm in Otterburn, and satisfactory maintenance work is very difficult. This unhappy state of affairs is soon to be remedied however as work is shortly to commence on the erection of a new garage on the Otterburn Hill Road to house the entire fleet.

PRIMROSE COACHES, Winton Mill

Graham Bros. (t/a Primrose Coaches) has secured a contract to supply transport for the workers employed on the construction of the new Derwent Reservoir near Edmondbyers, and twelve Leyland PSI service buses have been purchased from Yorkshire Traction for the work. It is anticipated that the scheme will take some five years to complete.

T. L. ROBSON, Midgeholme

The licence for the only service, Haltwhistle-Hallbankgate, has been surrendered.

LESLIE ROGERS, 93 Station Road, Redcar

The licences formerly held in the name of Rogers Station Taxis Ltd. have been applied for.

J. M. SMITH, Ambic

Two of the journeys to Links Estate for which they have applied have been granted but to operate via Marine Road instead of Leslie Drive.

SUNDERLAND CORPORATION

A 30-minute daily service to the new Town End Farm estate has been applied for. It would travel via Wheat-sheaf, Southwick and Washington Road, then enter the estate along Blackwood Road to a temporary terminus at Bayswater Road.

TYNESIDE TRAMWAYS & TRAMROADS CO.

The existing depot of the Tyneside Tramways in Neptune Road, the original tramways building, is required for the extension of an adjoining works, and it is planned to erect a new depot and offices on a site in Hadrian Road, Wallsend. In the county council development scheme Hadrian Road will become a principal traffic route.

UNITED AUTOMOBILE SERVICES

Permission has been given for United to build a new bus station in Post Office Square, Blyth, at a cost of £25,000.

Service 66 from Middlesbrough is to be extended from its present terminus at Swans Corner to Nunthorpe Station but all Sunday journeys are to be withdrawn. United have opposed Venture's proposal to run through the new West Wylam estate and have themselves applied to divert one journey per hour on 1 (Newcastle-Branch End-Hexham). A minor variation is also applied for in Bedlington Station to run the North Blyth routes 44 and 73 via St. John's Road instead of Clayton Street.

Application has been made for three interesting circular routes in the Newcastle area "to be operated daily for company staff and other workpeople when normal transport has ceased." One would serve the West side including Denton, Westerhope, Throckley, Lemington, Scotswood, Blyden, Ryton and Crawcock. The other two would be via City Road or Byker to Benton, West Moor, Dudley and Gosforth.

Durham District's former Gillesgate depot has now become a "United" depot! It has been sold to the United Shoe Repair Co. as a van depot and the trade-name "United" is painted in large letters over the entrance. The premises formerly belonged to Express Motor Services (Durham) Ltd., which was sold to the BTC on the formation of DDS in 1950. It was noted recently that a liquidator had been appointed for the Express Omnibus Co. (Durham) Ltd. The reason is not known but taxis were operated in Durham by Express as well as buses.

VENTURE TRANSPORT CO. (NEWCASTLE) LTD.

Five new AEC Reliances with Weymann bodywork (221-5) entered service in March. The remarkable thing is that they, as well as the Park Royal ones in service, have bodies which appear to be very similar to the earlier Willowbrook buses—Venture seem to have a standard design based upon the Willowbrook pattern.

EXCURSIONS TAKE-OVERS

Application has been made by E. M. Grundy (Select Coaches), of Horden for the excursions and tours from Horden, Blackhall and Peterlee of Bee-Line Roadways (Tees-side) Ltd., and by E. L. Watson, of Stanley, for those of E. H. Carr, of Annfield Plain.

YORKSHIRE TRAFFIC AREA

BOOTH & FISHER, Halfway

A new depot is due to be completed later in the year on the Chesterfield industrial estate at Halfway which will replace the present inadequate premises.

BRADFORD CITY TRANSPORT

Five new AEC Regent Vs were due in March and in the same month a repeat order was placed for ten more similar chassis.

HANSON, Huddersfield

The coaches acquired from Schofield, of Marsden (see March issue) comprised a 1948 Wilks & Meade-bodied Daimler CV6D, which has since been sold for use as a staff bus to Jet Petroleum (an associate of Hansons), and three Burlingham-bodied Sentinels, which are being retained and operated separately.

HUDDERSFIELD CORPORATION

The two new East Lancs-bodied AEC Regent Vs (194/5) entered service on April 1st. Included in the specifications were translucent roof panels.

LEEDS CITY TRANSPORT

The fitting of heaters to the Leyland Titan PD3/5s, reported in the November 1960 issue, ceased after 27 had been modified.

MEXBOROUGH & SWINTON

Trolleybus services finished on March 26th. On the following day there was a farewell procession of four trolleybuses from Old Toll Bar, Mexborough, to Rotherham, headed by 29, carrying the Rawmarsh Prize Band, and with 32, 33 and 36 following with local civic dignitaries and other guests of the company. From Rotherham the passengers were taken to Sheffield for lunch, where in the hotel was a 12 feet long model showing the six principal types of vehicle used by the company since 1907. The changeover was marked by the issue of a very attractive souvenir timetable designed and printed by a Rotherham firm, the pages of timetables being preceded by a history of the company, and by a commemorative brochure on the lines of the Sheffield one. The souvenir timetable cost 6d, and the brochure 3s. 6d.

The final procession left Dale Road depot at about 11.30 a.m. and went from Dale Road through Toll Bar depot to Brook Square at Conisbrough before returning to Rotherham. The trolleybuses then went back empty to Rawmarsh, travelling to the Kilnhurst Road terminus to join the wires giving access to the depot. In due course, all the remaining trolleybuses in the fleet, with the exception of 29, were dumped behind the depot by one of the tower wagons. It has been reported that the bodies of those due to go to Bradford, and perhaps also the two for Tees-side, will be removed at Rawmarsh. That of 29 had been converted to open-top at the rear end and specially re-painted and decorated with flags for its part in the procession.

The remainder of the Leyland Atlanteans entered service on the Monday, March 27th, for the replacement services, though some were already in service before then. Mexborough's 11 had been on loan to East Midland in exchange for that company's D159 to enable comparisons to be made between the 0/680 engine of the Mexborough vehicle and the 0/600 of its East Midland counterpart. The Leyland Tiger Cub carrying the full MEXBOROUGH & SWINTON fleet name on the side in the same way as the Atlanteans is 51.

182 of the trolley poles have been purchased by Mexborough council for £700.

H. POTTAGE & R. HANCOCK

The applications by these two operators (see under Greenhow & Sons in the February and March issues) have not been granted.

SHEFFIELD TRANSPORT

It is understood that the tender that was specifically worded "front entrance and rear engine" (see April issue) was that for the 18 vehicles, the order for which was given to Leyland Motors. The tender for the three vehicles was originally worded in a way that would exclude all but the Lodekka/Loline type but the order was subsequently placed with Daimler for Fleetlines.

SHEFFIELD UNITED TOURS

Licences have been granted for new express services between Sheffield and Clacton, and between Sheffield and Southend-on-Sea to operate on Saturdays only from Whit Saturday to the last Saturday in September. Both are joint with East Midland.

WEST YORKSHIRE

In the February and March issues we gave details of the revised Harrogate local routes. In February minor adjustments were made to certain of these routes. On journeys to Bachelor Gardens on route 3, the stop is now in the bus station. South to north journeys on routes 3, 9, 11 and 12 now stop in the bus station and journeys to Harlow Hill on routes 4 and 4A and to Cromwell Road on routes 7 and 7A now stop in Station Square. Also in February route 8 (Harrogate-Scriven) was curtailed to operate between Harrogate and Knaresborough (Manor Crescent) due to road works in Halfpenny Lane. On route 95 (Malton-Weaverthorpe) two additional journeys were introduced on Saturdays between Malton and Scampston via Rillington; the Rillington-Scampston section has not previously been served by West Yorkshire.

YORKSHIRE TRACTION

A licence has been granted for a new express service between Worsbrough Bridge and Scarborough to operate on Saturdays only from Whit Saturday or the last Saturday in May (whichever is the earlier) to the last Saturday in September.

NORTH WESTERN TRAFFIC AREA

ASHTON-UNDER-LYNE CORPORATION

An extension to the garage has now been completed.

BOLTON CORPORATION

Current deliveries comprise ten Leyland PD2/37s with full-front forward-entrance 72-seat Metro-Cammell bodies (133-42), eleven Leyland PD3/4s with forward-entrance 73-seat bodies by East Lancs (151-61) and six AEC Regent Vs with bodywork similar to the PD2/37s (162-7).

CROSVILLE

Crosville want to divert all journeys between Prescott (Hope & Anchor) and Liverpool (Pier Head) to operate via Mosscroft Farm estate and to extend all journeys terminating at or commencing from Huyton Lane (Whiston Lane) to operate to and from Prescott (Hope & Anchor). Other applications published recently included one to re-route all express services proceeding to Liverpool, Wallasey, Warrington, Wrexham and Newcastle-under-Lyme from Llandudno and beyond after leaving Crescent Road coach station in Rhyl, and also North Western's journeys to Manchester, Hazel Grove and Matlock from Llandudno and Bangor, the

Crosville/North Western joint service to Sandbach from Rhyl and the Ribble/Standerwick/Crosville joint service from Llandudno to Skipton. These re-routings apply to Saturdays only from June to September.

An application has also been lodged to pick up at Helsby on services from Liverpool (via Widnes) and Warrington to Llandudno and from Warrington to Pwllheli.

T. H. JONES & SONS, Pwllheli

Caelloi Motors (T. H. Jones & Sons) are the latest of the operators in North Wales to apply for continental tours. They have lodged an application for four such tours as well as one Irish tour, starting from Dinas and picking up at Botwnnog, Pwllheli, Criccieth, Portmadoc, Caernarvon and Bangor.

LANCASHIRE UNITED

Eight new AEC Reliances with Plaxton Highway bodies are in service (81-8).

LIVERPOOL CORPORATION

From March 20th 17C (Utting Avenue-South John Street) terminates in the city at Central Station instead of South John Street.

Further withdrawals of Daimlers with Northern Counties bodies have taken place, and by the beginning of March all ten CVD6s (the rest were all CVAs) had been removed from service. A Crosville coach was hired to the Corporation for several weeks for use on the airport service.

LLANDUDNO & COLWYN BAY ELECTRIC

RAILWAY LTD.

The goodwill and licences are to be taken over by Crosville for £40,000 when negotiations can be completed.

MANCHESTER CORPORATION

A new inner circle bus service is planned from Piccadilly along Portland Street, Sackville Street, Whitworth Street, Whitworth Street West, Deansgate, Cateaton Street, Cannon Street, Church Street, Dale Street and Lever Street in one direction; and from Piccadilly along Market Street, Deansgate, Peter Street, St. Peter's Square, Mosley Street, Princess Street, Portland Street, Sackville Street, Whitworth Street and London Road in the other. Frequency would be every ten minutes. When the parking meter scheme comes into force in May, motorists can, if they so wish, park in one of the car parks which lie on the inner circle's route and cover the rest of the journey by bus. A fixed fare of 3d. would probably be charged for any distance, and it is hoped to have the service running early in May. In anticipation of an increase in traffic, the transport department plans to hold a traffic census on out-of-town routes when the parking meter scheme is introduced.

It is reported that routes 140 and 141 have not been entirely withdrawn as stated in the March issue as certain peak period buses still run.

NORTH WESTERN

The new service from Manchester to Butlin's holiday camp at Pwllheli via Stretford, Sale, Altrincham, Northwich will be numbered X74 and will operate on Saturdays only from May 20th, finishing this year on September 9th.

On order for the Altrincham Coachways fleet are six Bedford-Duples.

RIBBLE

32-seat Leyland Royal Tigers will this year be used on the lower-priced Kingfisher Tours instead of 36-seaters. The Royal Tiger 32-seaters have been displaced from the Ribble extended tours by the new Leyland Leopards. The Kingfisher Tours were those formerly operated by Auty's Tours Ltd.

The latest allocation list shows the remaining 20 "White Ladies" down-graded to buses. These are the East Lancs-bodied Leyland PD2/3s, the Burlingham-bodied ones having already been sold some time ago. Five new lowbridge Atlanteans are 1701-5. Amongst vehicles advertised for sale, when available, are the Leyland TS and PS2 Burlingham-bodied buses.

SCOUT

The former Leyland Atlantean demonstrator 398JTB has been taken into stock.

SOUTHPORT CORPORATION

An experimental bus stop, with the route information displayed in lower case letters instead of capitals and without the SCT symbol, has been put up in the town. S.H.M.D.

Application has been made to start the Mossley (Lancaster Street)-Hyde (bus station) service from Mossley Brookbottom with certain journeys deviating via Micklehurst estate.

WEST MIDLAND TRAFFIC AREA**AUSTIN, Woodseaves**

Application has been made for the licences of Wright's Travel Services Ltd., of Kidderminster. These are for excursions and tours from The Garage and Lisle Avenue at Kidderminster, and an express service between Wright's travel bureau in Bridge Street, Kidderminster, and Gatwick Airport.

IRENE BAYNHAM LTD., Ross-on-Wye

The business of Llangrove Coach Service, of Llangarron, including the fleet of four coaches, has been taken over. The excursions and tours from Ross of P. H. E. Tummey have been applied for.

BIRMINGHAM CORPORATION

The first post-war vehicle to be withdrawn is a Daimler CVA6 1530, following an accident. After a long absence from service (about nine or ten months) the Daimler lightweight 3002 has gone back on the road from Cocks Green garage.

HARPER BROS., Heath Hayes

As from March 6th, the Cannock-Aldridge service was re-routed into and out of Cannock via Walsall Road and Gilton Road in order to avoid a low bridge in Mill Street. Double-deckers are able to be used on this new route.

MALVERN UDC

It is understood that Malvern urban district council has given favourable consideration to the idea of a cable tramway from the site of Rose Bank House in Belle Vue Terrace, Great Malvern, to the top of the Worcestershire Beacon, a difference in height of some 900 feet. If the conservators of the Malvern Hills agree, it is probable that interested persons will be invited to tender for the construction and operation of the tramway.

MIDLAND RED

Worcester city services W7 and W9 were extended to Warndon estate on November 12th last year with increased frequencies, and W35 was discontinued. The alterations which were due to take place to Hereford city services on January 7th were "temporarily suspended." As from March 12th, 282 (Brierley Hill-Wallheath via Nagersfield estate) was re-routed in the estate and now runs via Ridgeway Road, Swan Lane and Brierley Hill Road.

Further reserved registration numbers are 2945HA-3044HA for the next batch of D9s. These, with the original 95, will make up the contract of 195 vehicles.

Installed and in operation at Bearwood is an electronic computer which is at present being used for wage calculations and vehicle, route and traffic statistics.

STEVENSON, Spath

Application has been granted to re-route the services from Uttoxeter to Burton-on-Trent and to Ashbourne in Tutbury so as to include the Wakefield Avenue estate.

WALSALL CORPORATION

The report in the March issue that 15 Dennis Lollines are on order was incorrect.

Application has been made for consent so as to extend 28 (Rugeley-Pear Tree Farm estate, joint with Green Bus Service) further into the estate, which is entirely within the urban district of Rugeley.

Despite Wolverhampton's decision to abandon their trolleybus system, Walsall have re-affirmed their intention to continue their trolleybus operation. It is likely that the Walsall-Wolverhampton joint service will operate between Walsall and Willenhall only when the rest of the route is abandoned as a trolleybus route.

WOLVERHAMPTON CORPORATION

The trolleybus system is to be converted to motor-bus operation. On March 10th, the transport committee issued a long report, the gist of which was that since 100 per cent trolleybus operation is impracticable but 100 per cent motor-bus operation is, then a change should be made to motor-bus operation of the trolleybus routes. Many reasons were given in support of this policy, but the main ones may be summarised as follows:—

1. Trolleybuses are route-bound (hence the recent hiring of Birmingham City Transport vehicles).
2. Failures are more common than on motor-buses
3. A minimum of £15,000 a year would be saved on labour alone.
4. There is a high risk of heavy capital expenditure on the electrical supply system.
5. The trolleybus fleet is nearing the end of its economic life.

Wolverhampton commenced trolleybus operation on October 29th, 1923 with a fleet of six Tilling Stevens TS6 single-deckers with Dodson bodies. Since then a gradual expansion has taken place and the present fleet total is 153. The transport committee have announced that they hope to replace 99 of the trolleybuses with 90 large-capacity double-deckers by the end of 1962. There does not seem to be much likelihood of this being achieved since there are no such vehicles on order as far as is known. There is, however, an outstanding order for 30 Guy Arab IVs with Metro-Cammell bodywork. The policy of rebodging trolleybuses is also to cease forthwith.

Application has been made to extend 76 (Salop Street-Showell Circus) so as to run to and from Bushbury Hill. Operation is on Wednesdays, Fridays and Saturdays only. Also to operate on these three days is a proposed new service from Salop Street to Cromwell Road, Bushbury. This would run every 40 minutes between 9.30 a.m. and 4.10 p.m. and the journey time would be 18 minutes.

WYE VALLEY MOTORS

The summer express service from Hereford to Neath and Porthcawl, recently taken over from G. H. Yeomans Motors Ltd., is to be discontinued on Tuesdays and Thursdays and will operate on Saturdays only, but the period of operation will be extended from July 1st to August 31st to be June 1st to September 30th. In addition, single and day return fares will be introduced from Hereford, Weobley, Eardisley and Whitney, from which points only period return fares have previously been available.

South Wales Transport have applied for excursions and tours from Hereford of Wye Valley.

F. YARRANTON, Tenbury Wells

The Tenbury Wells-Bromyard service is the subject of a recent application; it is proposed to start the service at Tenbury Wells post office instead of at the station.

YEOMANS, Canon Pylon

Further contraction of this once large network of services in Herefordshire is contemplated by the application to withdraw the section of route beyond Credenhill of the Hereford-Foxley service.

EAST MIDLAND TRAFFIC AREA**BARTON**

The latest BTL30 conversion mentioned in the last issue, 878, will have a Northern Counties body, and fleet numbers 901-4 are reserved for similar conversions. All will have 0/600 engines. 905 is a secondhand AEC Reliance with Duple coachwork—VOT678—previously with Creamline, of Borden, and this has replaced the two-stroke Commer acquired from Lindley, of Long Eaton, in 1955 (752), and which was the only one of its type in the fleet. The long-awaited Dennis Loline (861) was demonstrated to Western Welsh on March 28th, and entered service with Barton on April 1st. It is understood that permission to operate it under Sawley Junction bridge has been withheld.

DERBY CORPORATION

The Daimler Fleetline (7000HP) was on hire from March 27th to April 5th.

C. GRESSWELL, Sleaford

Application has been made to terminate the Boston (Bond Street)-Aslackby service at Billingborough (The Garage) and the bus station at Boston will be used as the other terminal.

GRIMSBY-CLEETHORPES TRANSPORT

The three ex-Sheffield AEC Regent IIIs with Weymann bodywork are 48-50 (KWE251/2/4) and they have been acquired for the Grimsby-Cleethorpes share of the joint service with Lincolnshire that will replace the remaining Grimsby and Immingham trams. Standard GCT-type route number and destination indicators are being fitted before repainting. Daimler CWD6/Duple 118 of 1945 has been repainted after extensive repairs and rebuilding following an accident with a mobile crane.

Service 16 from Riby Square to Fish Dock estate has been withdrawn due to lack of support.

NEW LEICESTER BUS STATION

To relieve the roadway and The Newarke of bus stands, both Corporation and Midland Red, a new bus station is to be constructed in Newarke Street.

MABLETHORPE

All vehicles stopping in Mablethorpe longer than is necessary to pick up or set down passengers are to use Seacroft bus station or such other private property approved by the East Midland traffic commissioners.

MIDLAND RED

The new service L89 from Leicester to Thurnby (Station Road/Somerby Road) came into operation on March 4th and is operated hourly.

MANSFIELD DISTRICT

Delivery has been received of the four outstanding Bristol Lodekka FS6Gs (531-4).

CITY OF OXFORD

The first two Dennis Lolines (301/2) went into service on April 1st, a third is due to be put on the road on May 1st, and the remaining two possibly on June 1st.

TRENT

Revisions to the Loughborough town services took place on April 9th. Most of the services are of the cross-town type and the only new roads served under the changes are as a result of a short extension of 131 via Park Road and Silvertown Road to Hambledon Crescent. On the same date Trent took over operation of the Derby-Leicester service (Midland Red's X63) on revised timings and numbered it 625 and 626, previously carried only by the Loughborough-Leicester services joint with Midland Red and in whose series they are numbered.

Completing the 1961 orders (the dual-purpose and service buses were mentioned last month) are coaches 39-42 with the Burlingham Seagull 70 body on AEC Reliance chassis. They were intended to carry feet

numbers 239-42 but were at the last minute given numbers in what is at present a separate series from the rest of the coaches.

UNITED COUNTIES

Due to commence on May 19th, the summer timetable of the Nottingham-London service of United Counties shows some re-arrangement. There will be four through journeys daily. Day return passengers from the London direction may spend nearly twelve hours in Northampton, in the reverse direction more than twelve hours in London is possible. On the leaflet the midweek fares appear in green and the special Saturday fares in black. This could well confuse booking clerks and the public who will assume the black fares to be normal and green fares to be exceptional.

DOUBLE-DECKERS WITH INDEPENDENTS

We listed several second-hand double-deckers last month; others in the area include a Roe-bodied Crossley DD42/5 ex-Baxter (Aldrie) with Todd, of Whitchurch (CST671), ex-Chesterfield Leyland PD1 with Weymann body JRA638 with Basford, of Greens Norton (his first double-decker), and ex-Ribble RN8638, an Alexander-bodied Leyland TD5, with Boyden, of Castle Donington.

EASTERN TRAFFIC AREA

EASTERN COUNTIES

The application to divert 323 (Peterborough-Southwick) via Claphorn Village (see March issue) was in fact later withdrawn and consequently did not materialise.

EASTERN NATIONAL

76A (Colchester (Plough Garage)-Rowhedge) (ex-Mawdsley & Brown) has been withdrawn and incorporated in 76 (Colchester-Rowhedge-Fingringhoe) which starts from the bus station.

New Brentwood town service 264 to Hutton Village via Shenfield and Hanging Hill Lane commenced on April 4th. From this date also Billericay town service 256 was extended from Perry Street (Orchard Avenue) to Billericay station via Stock Road and improved frequencies were introduced on several routes in the Basildon area.

GREAT YARMOUTH CORPORATION

The demonstrator vehicle on loan in November was WJU406, a Leyland Leopard with a Willowbrook dual-purpose 43-seat body and not AEC Reliance WJU407.

Application has been made to extend 2 (Newtown-Fishwharf) to the new Birds Eye Foods factory if and when required.

IPSWICH CORPORATION

Further to the February issue it should be stated that Priory Heath depot is still operational and is closed on Sundays only.

UNITED COUNTIES

Application has been made to re-route 124 (Bedford-Rushden) from Bedford bus station via Gwyn Street, Midland Road, Ashburnham Road, Shakespeare Road, A6, thence as authorised.

CORRESPONDENTS TO "THE OMNIBUS MAGAZINE"

Members are urged to send reports of current developments in their localities to the correspondents for the respective traffic areas, listed below. Since this list was last published new correspondents have been appointed for the Northern, Yorkshire and West Midland traffic areas.

NORTHERN

Mr. R. C. Davis, 26 Glamis Avenue, Melton Park, Gosforth, Newcastle-upon-Tyne.

YORKSHIRE

Mr. T. Shaw, 16 Park Street, Barnsley, Yorkshire.

NORTH WESTERN

Mr. K. W. Swallow, 1 Meldrum Road, Liverpool 15.

WEST MIDLAND

Mr. A. D. Southgate, 382 Heath Road South, Northfield, Birmingham 31.

EAST MIDLAND

Mr. D. M. Bailey, 6 Mantle Road, Leicester.

EASTERN

Mr. J. Rugg, 93 Pound Lane, Laindon, Basildon, Essex.

SOUTH WALES

Mr. M. Gaywood, 18 Howells Crescent, Llandaff, Cardiff.

WESTERN & SOUTH EASTERN

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

METROPOLITAN & LONDON TRANSPORT

Mr. A. R. Hendrie, 36 Park Street, London, W.1.

SCOTTISH

Mr. G. A. Booth, 31 Seaview Terrace, Joppa, Edinburgh 15.

CHANNEL ISLANDS

Mr. W. M. Ginns, Rio, Grouville, Jersey, Channel Islands.

ISLE OF MAN & IRELAND

Mr. K. W. Swallow, 1 Meldrum Road, Liverpool 15.

INDEPENDENTS

F. Coales (Aldwinckle) has withdrawn the Saturday journeys on the Aldwinckle-Peterborough service. . . . H. C. Chambers (Bures) has applied for increased fares on the Bury St. Edmunds/Sudbury to Colchester services to co-ordinate with the Corporation. . . . Catt & Swinn (Great Bromley), R. W. Hooks (Great Oakley), and W. Norfolk & Sons (Nayland) seek revised fares on their services. . . . Birch Bros. want to reduce certain fares for excursions and tours in a recent application. . . . JDW Transport, Ipswich have Leyland-Beadle OKP981 ex-Maidstone & District. . . . GUF 37 (Guy Arab ex-Southdown) is operated by Goldsmith, of Sicklesmere and not Chambers, of Bures, as given last month.

SOUTH WALES TRAFFIC AREA**CAERPHILLY UDC**

Leyland Royal Tigers 5 and 6, with Leyland bodies, are having their conventional jackknife doors removed and replaced by a door at the top of the entrance steps. CHIVERS, Brynmawr

The business, including vehicles and premises, of Morgan, Govilon, was taken over on February 25th.

D. S. DAVIES, Pencader

The Wednesday timetable on the Carmarthen-Llanpumpaint-Bancyffordd-Llandyssul service is to be withdrawn.

EAST SIDE APPROACH ROAD, SWANSEA

Another section of this road has now been opened, between Port Tennant (Union Inn) and East Dock station. As the access at the former point has been closed up, all services now use the new section except South Wales 75 (Tycoch-Hospital-Port Tennant) and 76 (Brynmill-Port Tennant).

MERTHYR TYDFIL CORPORATION

On service 61, Merthyr (Victoria Street)-Gurnos housing estate, it is proposed to vary the route via Gurnos Road to its junction with Ash Crescent, returning via Ash Crescent into Gurnos Road.

NEWPORT CORPORATION

The department estimates that the deficit at the end of the current financial year (March 1961) will reach £45,000. It is still losing money in spite of the cuts and re-routings introduced in December. The town council has now decided that £15,000 in respect of concessionary fares to school-children and old age pensioners, and £10,720 general deficit shall be charged to the rates (equivalent to a rate of 4d. in the £). The remaining £19,280 will be carried forward to the next financial year.

The department has also decided to increase employee's passes from 1/- to 2/- per week, to increase school-children's fares from 14d. to 2d. and to apply to the traffic commissioners to increase fares generally (3d. minimum to remain unaltered, all fares including a 3d. to be increased by 3d. and all "even" fares to be increased by 1d.).

SERGEANT'S MOTORS, Builth Wells

The extension of the Builth Wells-Llanwrtyd Wells service to Llandovery on Fridays is to be discontinued. The Builth Wells-Rhayader service is to be withdrawn on Fridays, and will thus operate on Mondays only (also on Wednesdays and Sundays between Builth Wells and Newbridge-on-Wye).

WESTERN WELSH

The new service between Bridgend and Tremains estate is to be extended from Tremains estate (shopping centre) to Coychurch Road (The Crescent).

A revised timetable is proposed on 841 (Haverfordwest (Prendergast)-Broad Haven-Little Haven), which will provide for an improved Sunday service (summer only), and the introduction of two return journeys on weekdays (summer) between Haverfordwest railway station and Little Haven. (The latter will improve change-over facilities on road-rail excursions to Broad Haven). This service was taken over from Harries & Sons in 1959. When these proposals are carried out, the summer only 831 (Haverfordwest (Jubilee Gardens)-Broad Haven), a former Green's Motors service, will be with-

WESTERN TRAFFIC AREA**BATH**

On February 19th, city services 3, 3A and 5 were diverted via Manvers Street alongside the bus station en route to their southern terminal with the result that Stall Street, which has been used by public transport for very many years, now has no buses. At the same time 19 (Newbridge Road-Spa station) was extended a short way to terminate at the bus station. This route had previously terminated here on two occasions, once when the road was being re-laid at the station and once during the bad floods of last autumn.

BRISTOL

A new city service timetable appeared with a revised cover, the only major alteration to its contents being the renumbering of 2A (Frenchay-Knowle West) as 10. Since the considerable reorganisation of September 1958, 2A had little in common with 2 (Lockleaze-Lawrence Weston).

ADVERTISEMENT

(1d. per word, minimum 2s. 6d.—prepaid).

BUS & COACH, November 1960, wanted. 5/- paid for perfect copy.—Shilson, 11 Queens Road, Hendon, London, N.W.4.

DEVON GENERAL

The long-established joint service 129 with Western National from Exeter to Plymouth is to be re-routed via Bovey Tracey.

Fleet numbers for this year's deliveries are allocated as follows:—

DL918-24 Leyland Atlantean, Roe bodywork.

DL925-33 Leyland Atlantean, MCW bodywork (removable tops).

TCR934-42 AEC Reliance, Willowbrook bodywork, for the Grey Cars fleet (all but the last two will be 7ft. 6in. wide).

R. W. JEFFERIES, Chagford

The business, including services and eight vehicles, of L. A. Arscott & Son (Chagford) Ltd. have been acquired.

PLYMOUTH CORPORATION

53 (City centre-Mount Batten) was diverted via the new shopping centre at Plymstock on February 6th.

WESTERN NATIONAL

In the South Devon area, 92, 92A and 93, which have for many years commenced from Plymouth North Road station (now known as Plymouth station) are to be cut back to operate only from the bus station to Bigbury-on-Sea and Dartmouth.

SOUTH EASTERN TRAFFIC AREA**BRIGHTON POOLING AGREEMENT**

In addition to the routes already enumerated, the open-top seafront service 17 from Portslade to Rottingdean is also to be licensed in the name of Southdown though whether it will be operated by them is doubtful.

EASTBOURNE CORPORATION

The diversion of 7A and 9 (Devonshire Park-Hampden Park) via Willingdon Park Drive (not Avenue as reported in the February issue) took place on February 1st.

The five AEC Regent Vs on order for this summer will not have convertible open-top bodywork as was the original intention. They will, however, have full-drop windows in the upper saloon and it is believed that they will also have translucent panels in the roof.

EAST KENT

Of the AEC Reliances reported in the last issue, all with Park Royal coachwork, six will be in the light blue Europabus livery. In addition to the existing summer

extension of 46 to Minnis Bay, this year part of 51 (Palm Bay-Westgate) is to be projected via Birchington to Minnis Bay.

MAIDSTONE & DISTRICT

79 (Tunbridge Wells-Uckfield) is to be diverted at Mark Cross via Rotherfield to the Bicycle Arms; the present 90 to Crowborough already covers the roads involved. The Southern Region branch line between Paddock Wood and Hawkhurst is to close from June 12th and it is proposed by Maidstone & District to operate a bus service numbered 92 in substitution (the previous 92 (Crowborough-Wadhurst) was withdrawn in March 1958). The new 92 will normally run only from Paddock Wood to Horsmonden on weekdays, but will have garage journeys to Hawkhurst via Goudhurst and Cranbrook already served by 97 (Tunbridge Wells to Hawkhurst). 2 and 49 (Ashford to Biddenden and Headcorn) are to lose their diversion via Pluckley station, presumably as the station will also be closed at the end of the winter timetables.

PORTSMOUTH CORPORATION

C and D (Henderson Road-Farlington) were extended on March 5th via the overspill Leigh Park estate to terminate at either Exbury Road or Havant station. At the same time the route was renumbered in the joint Portsmouth Corporation-Southdown series as 143, though this actual number is used only for all return journeys whatever their destination. On the outward route 143A is used for the Exbury Road section, 143B Havant station, 143C Farlington shorts, 143D rush hours to City Airport, 143E Stanley Avenue shorts, and 143F for the diversion to Moneyfield Avenue.

In the March issue we said the use of Corporation buses on Southdown's 49/68 services finished on February 2nd. This practice re-commenced on February 26th for a fortnight and Southdown took over again from March 12th.

READING CORPORATION

As from February 27th the new service P (Stations-Erleigh Road) was withdrawn after a very short life of less than three months in favour of an extension of G (St. Michael's estate-Stations) to the same point. This is all the more surprising as the introduction of P as a short route was due to traffic congestion on cross-town services.

SILVER STAR, Porton

Application, previously refused, has again been made for the operation of Leyland Atlanteans on certain of the forces' leave services.

SOUTHAMPTON CORPORATION

Fleet numbers of 12 new Leyland PD2s do not quite match the registration numbers because 310TR was seemingly not available (301-12 301-9/11-3TR). Some were due to be licensed on April 1st. They have a revised destination screen layout.

SOUTHDOWN

The 30 Leyland Leopard-Harringtons on order for this season (1700-29) will have air springs combined with modified metal springs, as on those to be delivered to Ribble. In the last issue we detailed the latest orders for next year's delivery; the PD3/5s, with those currently being delivered, will replace the remaining pre-war double-deckers, and the coaches, also with those due for this year, will see the end of the remaining PS1 and Beadle conversion coaches.

WILTS & DORSET

The Andover local service 70 (King George Road-Hedge End Road) is to have a circular terminus at the latter point by using Wolversdene Road.

LONDON TRANSPORT

A number of alterations took place on March 15th with the completion of the road lowering at West Drayton station, principally involving the merging of 222 with 223 and the extension of the latter from West Drayton to Hounslow bus station over the old 222 route. 223 is further extended on Sundays from Uxbridge station to Ruislip in replacement of the Sunday journeys on 204 which have been taken off and which now operate daily

between Hayes station and Uxbridge station only with the exception of two Monday-Friday journeys which are run through to Ruislip station. A new single-deck route (224C) runs from Uxbridge station to West Drayton station and is extended at peak hours to London Airport Central via Station Road and Simpson Road.

Other recent Central Area changes include the withdrawal of 98 and 98B and extension of 98A from Ruislip via 98 to North Harrow and introduction of daily operation; the withdrawal of 198 between Hayes station (Western Region) and Hounslow and of 189 on weekday evenings after 7 p.m. between South Wimbledon station (LTE) and Raynes Park station; and the limiting of the Gldea Park-Noak Hill rush hours extension to the Monday-Friday peaks.

The Aldgate one-way scheme which was described in the March issue came into operation on March 19th but had little effect in alleviating the regular chronic congestion in the area on Mondays to Fridays. It now transpires that 78 on Sunday mornings will use the narrow Dukes Place and Camomile Street northbound as Middlesex Street is the site of the Petticoat Lane market during those hours. Green Line vehicles terminating at the bus station now double-run direct from Aldgate High Street, and apart from 42 to Camberwell Green and 78 to Dulwich running late, all other routes still enter and leave as previously. Another "beat-the-clock" diversion occurred at the southern entrance to Rotherhithe Tunnel during February which does appear to be reasonably effective. It involves the use of the neighbouring streets, Culling Road and St. Marychurch Street and prevents traffic entering and leaving the tunnel from conflicting with through traffic from the Tower Bridge area to Surrey Docks. Bus routes affected are 1, 47, 70, 82 and 188.

Stage ten of the trolleybus conversion programme, due to take place on April 26th, is to involve the withdrawal of routes 627, 659, 679 and 629. New bus routes will be:—

- 127 Waltham Cross-Victoria, replacing 627 and being extended from Tottenham Court Road.
- 259 Holborn Circus-Edmonton (Monday-Friday) and extended to Waltham Cross on Saturdays and Sundays, replacing 659.
- 279 Smithfield-Waltham Cross, replacing 679.
- 279A Tottenham Hale (Monday-Friday) to Flamstead End (Cheshunt), to operate from Tottenham Garage only after evening peaks.
- 276 Brixton Hill Garage (Telford Avenue)-Tottenham Garage (Monday-Friday peaks); Brixton Garage-Finsbury Park (off peaks); late evenings to Charing Cross only. To run via Brixton Hill, Brixton Road, Kennington Oval, Harleyford Road, Vauxhall, Albert Embankment, Lambeth Palace Road and Westminster Bridge, thence as 53 to Camden Town and the new 127 to Tottenham Garage.

Trolleybus route 629 was brought into Stage ten to conform with the new north to south running in Gower Street, Bloomsbury Street, St. Martin's Lane and Monmouth Street, in operation from May 1st. Tottenham Court Road is for northbound traffic only and bus routes south from Hampstead Road (1, 24, 29, 39, 73, 127, 134, 134A, 176 and N90) traverse Gower Street, Bloomsbury Street and Shaftesbury Avenue, then 73 via St. Giles High Street and back to Oxford Street, and the others via Monmouth Street and St. Martin's Lane to join Charing Cross Road and the normal route.

The garages which have been closed, and in some cases sold, now serve a variety of purposes although a few continue to house motor vehicles. Among the latter are Hammersmith (in which are garaged the coaches operated for BEA), Nunhead (coaches of Charles W. Banfield Ltd.), Old Kent Road (GPO vans) and Norbiton, which is now owned by a Ford dealer who uses it as a service station. Clapham depot is now the BTC museum. One garage now serves as a bakery while detergents are bottled in another. Offices are being erected where Putney Bridge garage once stood.

The programme of London Transport conducted tours for the 1961 season shows little change other than a shortened period of operation for evening excursions. It is noted, however, that with the exception of the tour to Windsor and Hampton Court, tea is no longer included in the price of such excursions as those to Luton Hoo and Albury Park.

SCOTTISH TRAFFIC AREA

EDINBURGH CORPORATION

Preserved tramcar 35 has been moved from Shrubhill depot to premises in East London Street, where a special length of rail and setts has been laid down. A revised black and white livery for the coach fleet is being adopted with rather more white than before.

A complete reorganisation of night services is planned whereby five vehicles will operate instead of six, but as the new routes will be variations of figures of eight and loops additional districts will be served. The new routes will be as follows:—

- 1 Lochend - Foot of Leith Walk - Waverley - Gorgie-
Stenhouse-Broomhouse-Corstorphine-Murrayfield-
Waverley-London Road-Lochend.
- 2 Portobello-London Road-Waverley-Tollcross-Craig-
lockhart-Oxgangs-Comiston-Morningside-Tollcross
-Waverley-London Road-Willowbrae-Duddingston
Park-Portobello.
- 3 Foot of Leith Walk-Junction Street-Ferry Road-
Pilrig Street - Waverley-Murrayfield-Corstorphine
-Clermiston-Blackhall-West End-Waverley-Foot of
Leith Walk.
- 4 Craigmillar - Prestonfield - Waverley - Stockbridge -
Comely Bank-Crewe Toll-West Granton Road-
Pennywell Road-Ferry Road-Crewe Toll and back to
Craigmillar.
- 5 Granton Road-Canonmills - Broughton Street-York
Place-St. Andrew Square-Waverley - Newington-
Gilmerton Road - Hyvots Bank - Captains Road-
Kaimes-Liberton-Newington and back to Granton
Road.

GLASGOW CORPORATION

As from March 12th, bus 32 (Keppochhill Road-Scots-
town) running via North Street instead of Elmbank
Street, replaced tram 16. On the same day bus 4A was
renumbered 34 and in this connection it is of interest to
recall the history of 4A. The number was first used in
March 1931 for a service between Balornock and Aiken-
head as a variation of 4 (Balornock-Meiklewood Road).
In May 1933 4A was cut back to work Govan Cross-
Aikenhead and despite having very little connection
with 4 thereafter, the service number was not changed.
Over the years 4A has been extended on the south side
first to Kings Park, then to Croftfoot and more recently
to Castlemilk, but it has taken nearly 28 years for it
to be given a separate service number.

On March 22nd, Dalrarnock tram depot was seriously
damaged by fire. Of the 104 cars allocated there, 61
(mostly Coronations) were destroyed, and to cover this
56 older cars due for scrapping are being retained a
little longer. A Standard car (488) destined for Paris
at the end of the year, the last Standard car to be built
(1083) which was withdrawn last year by the Corpora-
tion for its own collection, and two other Standard cars
have all been put back into service after withdrawal.
A suggestion that the conversion of the remaining tram
routes might be accelerated is not possible, as there is
a shortage of trained bus drivers. Delay in completion
of the new bus garage at Garterraig is another obstacle.

Bus 22 is being extended to operate Castlemilk-
Easterhouse.

SCOTTISH OMNIBUSES

On April 5th a service commenced between Edinburgh
and the city's temporary airport at East Fortune; this
will operate until Turnhouse Airport is reopened after

repairs. On March 16th the latest luxury coach (WSF201)
took a party of BEA officials, SOL staff and travel agents
on an advance visit to East Fortune.

Alternate journeys on Airdrie local service C29 between
Gartleahill and Rawyards are to run by way of Thrash-
bush Road to Thrashbush Quadrant.

ALEXANDER

The services of Bankfoot Motor Co. have been taken
over. These consist of tours from Bankfoot and a stage
service thence to Perth.

WESTERN SMT

One of the new 70-seat Bristols, although allocated
to Dumfries, was working from Kilmarnock during
February.

COMFORT COACHES, Dunfermline

A new garage at Wellwood, just north of Dunfermline,
is being built. This will be the first time the firm's
coaches have had covered accommodation.

F. F. & F. LTD., Aberdeen

The licence of R. D. Summers for excursions and tours
from Aberdeen is being taken over.

GEORGE M. GAULD, New Road, Huntly

Application has been made to take over the licence for
a tour from Huntly presently held by J. T. Ross.

WALTER GLOVER, 97 Bellsmyre Road, Dumbarton

This new operator seeks to operate workers' services
from points in Dumbarton to Strathleven industrial
estate.

HUNTER & NELSON, Arbroath

The route of the Arbroath circular town service has
been revised and will be extended during July and
August to the Bathing Pool.

GEORGE LYLE, 41 Kirkland Drive, Kelloholm

A workers' service between Kelloholm and Heathhall
rubber works, Dumfries, is proposed.

ALEXANDER NICOLSON, Skeabost Bridge, Skye

It is proposed to withdraw services between Water-
nish and Portree and also from Portree to Dunvegan,
Glendale and Borreraig.

J. RENNIE, Cairneyhill

A proposal has been made to operate what may be
the longest express service in the country between
Rosyth and Plymouth (517 miles).

WILLIAM THOMSON, Swinster, Shetland

Joseph B. A. Sutherland has taken over the business
but will continue to trade as William Thomson. There
is a Sandwick-Lerwick stage service and excursions and
tours from Sandwick.

ALEXANDER WAIT & SONS, Chirnside

This is another business to change hands without
change of name, John A. Cockburn having taken over
the licence for excursions and tours from Chirnside.

ROBERT WILSON, Carnwath

After February 15th the Forth-Edinburgh service was
drastically reduced. Journeys on Mondays and Thurs-
days were withdrawn and will operate in future only in
July and August; certain journeys on Saturdays have
also been discontinued. On the last Monday journey to
Edinburgh there were only two passengers of which one
was our correspondent from Tarbrax onwards, a distance
of some 18 miles.

IRELAND

CORAS IOMPAIR EIREANN

After running on 8 (Nelson Pillar-Dalkey) for the
best part of February, the Guy Wulfrunian demonstrator
(7800DA) went on to the 10 (Phoenix Park-Donnybrook)
from February 27th. It had been on loan to Belfast
Corporation from December 1st to January 28th.

There are now 135 Leyland Titan PD3s in service.
RA124-35 entered service on January 1st on 19 and 19A.
They are highbridge 74-seaters with automatic trans-
mission. On order are 80 Leyland Leopard chassis for
bodywork to be built by CIE at their own workshops
at Spa Road, Inchicore.