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The Omnibus Magazine

THE OMNIBUS SOCIETY,
Eros House,
111 Baker Street,
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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, February 28th.—"Transport Scenes in Europe," a travel miscellany in colour by Messrs. J. G. Bruce, E. N. Osborne and L. M. R. Nicholson.

Tuesday, March 28th.—The speaker will be Mr. L. H. Balls, General Manager of Eastern Counties Omnibus Co. Ltd., but the title of the talk will be announced later.

LONDON & SOUTHERN COUNTIES COMMITTEE

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

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

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, February 18th.—Film show in Leeds. At YMCA, Albion Place, 6 p.m. The main film will be on the last twelve months of Sheffield tramways, with a commentary by Mr. K. Beeden. Glasgow and Blackpool tramways will be featured amongst the other films.

Saturday, March 18th.—Morning visit to the coach-building works at Blackpool of H. V. Burlingham Ltd. Meet at Vicarage Lane, 10.30 a.m.

THE STUDY TOUR IN LANCASHIRE, ADVERTISED TO TAKE PLACE ON APRIL 16TH, HAS BEEN POSTPONED.

Sunday, April 30th.—Visit to Yorkshire Traction Co. Ltd., Barnsley.

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

Arrangements are in hand for the rest of the 1961

programme, full details of which will be announced in due course.

MIDLAND BRANCH

Saturday, March 4th.—Annual general meeting in the Warwick Room, Imperial Hotel, Temple Street, Birmingham, 3.15 p.m. After a break for tea (available in the hotel), a film show will be held at 7.0 p.m., finishing at about 9.45 p.m.

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

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

Sunday, September 17th.—Visit to Barton Transport Ltd., Chilwell, 2.30 p.m.

Other visits in the 1961 programme will be announced in due course.

NORTHERN BRANCH

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.

1961 PRESIDENTIAL VISIT AND ANNUAL DINNER

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

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

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

THE NEWCOMEN SOCIETY

The Newcomen Society are arranging for a special talk to be given at their meeting on March 1st, to commemorate the 50th anniversary of the trolleybus. This meeting is to be held in the Lecture Room at the Science Museum, commencing at 5.30 p.m. with formal business, and the talk should follow about 15 minutes later. Members of The Omnibus Society are welcome to attend.

NORTHERN BRANCH COMMITTEE

Mr. C. R. MacLeod, Chairman of the Northern Branch for many years, has unfortunately had to decline to offer himself for re-election in 1961 due to ill health. At the a.g.m. Mr. M. G. Dixon was elected to this position. Mr. C. S. Marshall was elected Treasurer, while Messrs. A. Richardson and R. L. Kell continue as Secretary and Editor respectively. Messrs. W. Barnes and G. Stainthorpe were elected and Messrs. R. C. Davis and F. K. Moses re-elected as ordinary committee members.

PERSONAL

Mr. H. Chambers, formerly with London Coastal Coaches Ltd., is now with Frames Tours Ltd. Mr. K. R. Sutton is now an Associate Member of the Institute of Transport.

SOUTHDOWN ROUTE WORKING SUPPLEMENT

The fifth edition of the Route Working Supplement, dated October 1960 and published by The Southdown Enthusiasts' Club, is available price 1s. 9d. from the Hon. Editor of the Club, 9 Phoenix Way, Southwick, Brighton, Sussex. This latest edition has been completely revised and the layout improved by the abolition of the previously awkward system of reference letters for extra details. Three new features are mileage, journey time and frequency, thus giving an almost complete picture of the various routes.

RECENT EVENTS

Meeting in Birmingham—December 2nd

This took the form of an entertaining film show by Mr. S. Eades of the Light Railway Transport League, who kindly invited us on this occasion. Several films depicted scenes on Birmingham tramways, with views at Sheffield and Crich, and with shots of the Welsh narrow-gauge railways thrown in. (B.W.W.)

DEVELOPMENTS AT VICTORIA

Members visiting Victoria Coach Station will observe the extensive alterations now being effected to the main booking hall. Full facilities are, however, being maintained in restricted space. The bookstall, which carries a stock of Green Line timetables as well as the A.B.C. Coach Guide, is functioning in the cafeteria. The restaurant, in which the London meetings of the Society are held, is not affected by the rebuilding. Sale copies of the Maidstone & District timetables are held in that company's office by the arrivals waiting room. Southdown timetables may sometimes be purchased at the enquiries office of Victoria Railway Station.

PRESIDENT OF THE OMNIBUS SOCIETY 1961

WILLIAM MORISON LITTLE, B.Sc., A.M.I.C.E., A.M.I.E.E., M.Inst.T.

Mr. Little was appointed transport manager in Edinburgh in November 1948, at the age of 39. He had previously had eighteen years of experience in transport, twelve of them in Edinburgh.

Educated at Melville College, Edinburgh and Edinburgh University, he graduated B.Sc. with honours in electrical engineering in 1930. He entered the service of Edinburgh Corporation Transport as a student apprentice in 1930, and served in that capacity for two years, gaining a varied experience of the work of the Department on the engineering side. He completed this course in November 1932 and for some months was retained as an assistant to the rolling stock superintendent.

He left the Transport Department in July 1933 to take up an appointment with the Edinburgh Electricity Department as an engineering draughtsman, where he remained until June 1934. In that month he returned to the Transport Department as assistant maintenance engineer, in which position he was concerned with the maintenance of tramway cars.

He was transport manager and engineer to St. Helens Corporation from 1941 to 1945, and transport manager and engineer of Reading Corporation from 1945 to 1946.

In 1946 he returned to Edinburgh as deputy transport manager and succeeded to the post of transport manager in November 1948.

During Mr. Little's tenure of office, Edinburgh converted to an all bus undertaking.

Mr. Little is a member of the council of the M.P.T.A. and a delegate from Britain to the working party of the Economic Commission for Europe of the International Union of Public Transport. He is a member of the council and the technical panel of the P.T.A.

Mr. Little is also a governor of his old school, Melville College.



Park Street, Bristol, in 1895. (Block by courtesy of Reece Winstone, Esq.).

THOUGHTS . . .

"The writer feels the outstanding event of the 1890s, the development which affected every citizen intimately, was the introduction of electric trams." So writes Reece Winstone in the introduction of his latest Bristol book *Bristol in the 1890s*. And to prove his point he has included in his book no fewer than 30 pictures depicting passenger transport vehicles, or street scenes in which one form or other of transport predominates. Amongst them are those showing Bristol Tramways & Carriage Company horse-drawn tramcars and buses, electric tramcars, an electric car with an old horse-car as a trailer, and also some privately owned horse-drawn buses used on routes from the outlying countryside to Bristol. Some of these photographs have never before been published, and all of them, as with others in the book, depict a bygone age of peace, slow-moving traffic, and street scenes unimaginable today. One of the finest pictures is the one of a horse-bus in Park Street in 1895, showing two trace horses added to the normal pair to haul the bus up the hill, and this Mr. Winstone has very kindly allowed us to reproduce at the top of this page. The book is uniform with the first two volumes of *Bristol as it Was* (which *The Omnibus Magazine* reviewed on publication), and gives a historical description to all the 186 illustrations, including the exact date or as near as is known. It is available for 10/- (post paid) from the author and publisher, Reece Winstone, at 23 Hyland Grove, Henbury Hill, Bristol.

* * * * *

Two Scottish Branch members have bought old buses for preservation. Robert Grieves, of Paisley, has acquired an ex-Alexander Albion, while Graham Ewing (along with Reg Barber, a non-member) now owns an ex-Hants & Dorset TD1. The Albion—a 1932 Valkyrie 30/60 h.p. model—was new to W. Alexander with an Alexander 34-seat body, being registered WG1448 and allocated number F55 in the fleet. It later passed to a local independent, Carmichael of Glenboig, after withdrawal by whom it was acquired by the well-known Scottish busman, J. C. Sword, to add to his famous collection of vintage vehicles. On Mr. Sword's death recently, WG1448 was scheduled for scrap, but Mr. Grieves fortunately saved it and it is now kept in the Glasgow area pending the discovery of a permanent home for it. Chassis number, for the record, is 16017B. The TD1, unlike the Albion, is an all-Sassenach vehicle, at least insofar as its manufacture is concerned, and was supplied to Hants & Dorset on December 1st, 1930 as their number 935 (LJ2491). In 1953 Hants & Dorset sold it to a Johnstone (Renfrewshire) contractor, James Y. Keanie, who used it to convey his workers right up to 1960. It is unfortunate that some of the "atmosphere" is lost with the recent inclusion of a Gardner 5LW engine in its specification, but it is hoped that a Leyland petrol unit may yet be unearthed. Chassis number is 71499. Perhaps the 30-year-old double-decker had some inkling of its fate when a coach-load of Scottish Branch members interrupted a tour of independent operators in Renfrewshire last May to examine and photograph it!

to the Editor . . .

Herefordshire independents

Sir,—I was very interested to read Mr. Dunabin's article on Hereford (*The Omnibus Magazine*, November 1960) and I have a number of points to raise in confirmation or contradiction.

As far as I know the first motor-bus in Hereford was a double-deck Thornycroft, which was operated between Barrs Court and White Cross by Connelly & Son, Carriage & Motor Works, Hereford, by 1908. In September of the same year, the same firm purchased a Milnes-Daimler double-decker (O 1278) at the auction held at the Five Ways garage of the Birmingham and Midland Motor Omnibus Co. Ltd., when that company reverted to horse traction. The service in Hereford lasted until the autumn of 1912, when the bus then in use (possibly, but not necessarily, one of the two mentioned above) was destroyed by fire and not replaced.

Unfortunately I cannot at the moment give full dates for all take-overs but I can give the following list of operators in the Hereford area taken over by B.M.M.O. :—

- | | |
|--------------|---|
| 31 Dec. 1928 | Wood's Motor Service, Cradley |
| 2 Mar. 1931 | R. O. Darling, Eardisley |
| Oct. 1931 | Checkley service abandoned by F. T. Hammond. |
| July 1932 | A. J. Hancock, Bishops Frome |
| 29 May 1933 | Hereford Motor Co. |
| 5 Mar. 1934 | W. H. Middlecote, Leddington |
| 6 Mar. 1934 | A. Bayliss, Dymock (Much Marcle services) |
| 10 Dec. 1934 | Re-organisation of services with Yeomans (B.M.M.O. services handed over to Yeomans) |
| 7 Jan. 1935 | Wye Valley (Shrewsbury-Hereford) |
| 9 June 1937 | G. H. Sharpe, Bishops Frome (joint with O. Howe) |
| 29 Sep. 1938 | O. Howe, Fromes Hill |
| 2 Sep. 1939 | A. E. Pettifer, Bromyard |
| 23 June 1947 | Nell Gwynne Coaches Ltd. (E. E. Williams) |
| 2 May 1953 | Corvedale Motor Co. (part) |
| 6 Nov. 1954 | Brockhampton Court Ltd. (hotel bus). |

Bengry must have been coming to Hereford at the time Mr. Dunabin discussed but the originator of the Hundred House service of Sargeant was F. G. Jones, of Erwood, who began it on May 31st, 1934. But it was at the Black Lion that B.M.M.O. commenced in Hereford on 16th March, 1920 with three buses, working to Credenhill and Weobley, Clehonger and Madley, Much Birch and Ross, Mordiford and Fownhope, Bodenham and Leominster, Lugwardine and Ledbury, and a town service to Widemarsh Common. This last was on Saturdays only; Ledbury was each weekday; Leominster was Tuesdays and Fridays; but the others were daily, including Sundays. The B.M.M.O. origins at Hereford were written up by Mr. Suddrick in the B.M.M.O. Staff Bulletins for December 1955, January and February 1956, with numerous photographs. Included in the B.M.M.O. fleet at Hereford in the summer of 1930 were six Maudslays taken over from the Great Western Railway, three originating with F. E. Weston (Blue Bus), of Cradley Heath. These came from the Black Country services and not from G.W.R. services near Hereford.

Turning to some other points—no B.M.M.O.-built vehicle ever had solid tyres, pneumatics being introduced in 1923. Only Tillings in service before this date were solid-tyred. Hereford Transport Co. obtained some of its services from B.M.M.O. in 1927 when B.M.M.O. handed over their market services around Ross, Monmouth and Abergavenny. Red & White took over the Nell Gwynne Blackpool service on June 1st, 1933 (whatever the Red & White history may say!) and, some time during the war, a limited company was formed under the auspices of E. E. Williams, which continued the stage services until B.M.M.O. took over. Corvedale, Mr. Williams's present concern, still use Nell Gwynne tickets for some values. Jordan must have gone to Red & White towards the end of 1935 I think (I shall have the date in due course), with a Lancet, a Mace, two Bedfords and two others.

The build-up of Wye Valley was not quite as simple as it would appear. The Preston-on-Wye service was operated until the summer of 1933 by E. E. Williams, who handed it over to Hammond then, just in time for suspension because of the condition of the roads. Perhaps Hammond had the only wagonette in the district! Then Hammond himself was taken over by E. E. Williams on February 28th, 1934, and Pritchard and Morris went to Williams on March 25th, 1935. Wye Valley then took over the E. E. Williams Hereford business—on a date not yet ascertained, but probably later in 1935—and Williams took the Ludlow piece of Wye Valley.

The Ludlow-Bridgnorth service actually began as such on January 30th, 1933, but was a combination of market services formerly operated by A. E. Freeman, of Beambridge, to Ludlow and Bridgnorth, and by W. Evans, of Aston Munslow, to Ludlow. Evans's market service to Craven Arms also went to Wye Valley and later to Corvedale.

Northfield, Birmingham 31.

P. L. HARDY.

[We are indeed grateful to Mr. Hardy for these additional notes on pre-war days in Herefordshire.—Editor.]

Bristol Omnibus constituents' developments

Sir,—It was stated in *The Omnibus Magazine* for November 1960 that Bristol Omnibus service 59 was entirely new—which is true. But I think it is important to remember that in fact it replaces the Brockworth-Painswick section of 54 which was curtailed on July 2nd, 1960. There was a great deal of correspondence in the area as residents along the curtailed section complained that they were unable to reach Gloucester easily, so on August 17th the company introduced this compromise. The route is worked by Stroud depot with a 35-seater Bristol L (usually 2172).

In the December issue, it was stated that Gloucester City had two FSF vehicles while in fact they have three, all of which work on service 6 (Matson-Oxstalls Drive). The two Cheltenham District Traction FSF vehicles work on 1 (Hatherley-Cleeve Hill) and 5 (Lynworth-Hesters Way) and the two Bath City ones work 7 (Guildhall-Whiteway) and 11 (Odd Down-Larkhall).

JONATHAN G. BAYLISS.

Lower Tuffley, Gloucester.

Not the first

Sir,—Six AEC Reliances on order for Doncaster Corporation will *not* be the first one-man operated buses in the fleet (*The Omnibus Magazine*, December 1960). The three AEC Regal IIIs of 1950 (Reo bodies) and two of the 1938/39 Bristols were all converted for one-man operation some time ago.

Barnsley, Yorkshire. DAVID A. DODD.

[*The information was contained in an official AEC hand-out.—Editor.*]

The premier route

Sir,—I would like to comment on Mr. Robbins's article in *September Selection* insofar as he refers to route 16 running through to Colindale. In point of fact before 51 was withdrawn entirely it was diverted along the North Circular Road to Neasden, and when 16's extension came on as a replacement it ran only to Hendon Station Road. The Hendon Station Road journeys were provided by Hendon garage and the original STDs were therefore working on route 16 before the arrival of the unfrozen batch at Gillingham Street.

London, S.W.2.

D. H. D. SPRAY.

A bouquet for a branch

Sir,—I have just received with my copy of *The Omnibus Magazine* a membership renewal form and a list of publications for sale. After a careful study of these enclosures I have fallen to wondering how much of my subscription will be used in the coming year to furthering the efforts of those diligent members in the North Western and Yorkshire Branch who appear to have established themselves as "major operators" in the production of the Society's publications.

In all the appropriate sections of the list the influence of Leeds and Bradford and Sheffield, of Liverpool and Manchester, is as obvious as a horse-tram on the M1. The latest "Survey" to emanate from this area is numbered 50. I can find no evidence that H.Q. or any other branch has as yet issued their No. 1.

If these literary outpourings from the Pennines are not subsidised but do in fact, by profits from their sale, contribute to the funds of the Society as a whole then this Branch should surely be authorised to incorporate a "TOWING" notice in its title.

With the wish that not only should 1961 bring realisation that "Omni" in the Society's name means "all" but also that the year should be a peaceful one for me, permit me Sir, to subscribe myself as—

A MEMBER FROM SOUTH OF THE MERSEY.

DON EVERALL—A Big Midlands Business

SOME NOTES BY A. W. MILLS

MR. DON EVERALL commenced his operations in the coach industry in July 1926 with the purchase of a second-hand Reo coach. In 1934 a company was formed—Don Everall Tours Ltd.—to take over the business. This company controlled both the coach operating and sales sides of the concern until a new company was formed well after the war to control the commercial vehicle sales, the operating side being controlled by Don Everall Ltd.

One amalgamation occurred and a number of businesses passed into the control of the Everall company as follows:—

1. Amalgamated with TOURS AND TRANSPORT LTD. to form Don Everall Tours Ltd. in October 1934.
2. BLACK AND WHITE TOURS (BILSTON) LTD., formed in June 1946 to acquire the coach business of the Queen Street Motor Garage Co. Ltd., t/a Black and White. Control passed to Everall and this concern operated vehicles until October 1957.
3. MOORES MOTOR SERVICES (WOMBOURNE) LTD., formed on the take-over by Everall of the business of E. Moore, of Wombourne, in May 1947. No vehicles have been owned since March 1956.
4. TRINDLE GARAGES LTD., of Dudley, was acquired about 1951/52 and a new company, Don Everall (Dudley) Ltd., was formed.
5. BERT JANES LTD., of Stourbridge, was acquired in February 1952 and a new company, Don Everall (Stourbridge) Ltd., was formed.
6. E. J. CRUMPTON was acquired by Don Everall (Stourbridge) Ltd. in September 1953.
7. W. H. WATKINS, of West Bromwich, was acquired in 1955 and Don Everall (West Bromwich) Ltd. was formed. This concern now includes a substantial travel agency.
8. Control of C. & V. LUXURY COACHES, of Wollaston, Stourbridge, was acquired about 1955 and the concern became part of Don Everall (Stourbridge) Ltd. in 1957. All Stourbridge operations are now worked from this garage.
9. W. WALTON, t/a SILVER WINGS, of Stourbridge, was acquired in December 1956.
10. A controlling interest in T. G. GRIFFITHS (WEDNESFIELD) LTD. was acquired in March 1957. This company still operates vehicles under this name.

At present, Don Everall Ltd., Wolverhampton, Don Everall (Stourbridge) Ltd. and T. G. Griffiths Ltd. operate vehicles licensed to them. Don Everall (West Bromwich) Ltd. operate vehicles licensed to the parent company.

All reference to Samuel Johnson (Supreme) Ltd. has been omitted from these notes because this concern was dealt with on page 12 of the January issue of *The Omnibus Magazine* in the item on independents in the West Midland traffic area.

EASTWARD TO UPMINSTER

J. C. GILLHAM

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

MANY readers will already know that Upminster Services Ltd., was one of the larger independent businesses taken over by London Transport in 1933-34, but how many are aware of the details of the complicated and very turbulent history of this company and its predecessors in their combined short life of only four years?

Perhaps it would be best to start the story ten years before the coach business started, and to record that in 1919 a certain Benjamin Davis commenced in business on his own account with a private car. In 1921 he went as a driver to the L.G.O.C., starting on his own again in 1923 with another car. He began coach work in 1925, and continued with various people until July 1929, when he took premises in Chapel Street, Stratford, and bought a 14-seat coach. He did private hire, and also odd jobs for Edward Hillman's Saloon Coaches, another Stratford operator, and at first he was on quite good terms with Hillman. But in March 1930 Davis bought a 32-seat coach and obtained a licence for the Brentwood route, after which his relations with Hillman became less friendly.

Meanwhile in 1929 Eastward Coaches Ltd. had been formed by Mr. Alfred Mazengarb (then aged only 19) and his father, and in 1930 a coach service from Mile End Station to Chelmsford was commenced, using AJS and Gilford vehicles. The father dropped out of the company in October 1930, and was replaced as a director by Davis, whose own business was absorbed by Eastward, the latter now occupying the Chapel Street premises. At about the same time a Stratford to Brentwood service which had been worked for a year or two by Evans' Coaches was also taken over by Eastward. Then Eastward adopted the fleet name of Woodgrange Coaches, abandoned the Brentwood and Chelmsford services and, on Monday, December 1st, 1930, started a new Aldgate-Stratford-Ilford-Hornchurch-Upminster route with very low minimum fares.

To do so twelve Gilford coaches were obtained on hire purchase under three sets of agreements with the North Central Wagon Co. Ltd., of Rotherham, but the payments very soon fell into arrears. At this time (and until April 1st, 1931, when the newly-established traffic commissioners took over), the licensing authority was Hornchurch urban district council. On January 31st, 1931 Edward Hillman applied to this council for a licence for six vehicles to run along the Upminster road (i.e. the Woodgrange route) and continue to Laindon Hotel; but it was not granted. At this time the Gilford Motor Co. Ltd. had a financial interest in the Hillman business, and as Woodgrange was already in arrears with its hire purchase payments on its own Gilford coaches, a Mr. Reece, of the North Central Wagon Company, called upon Mazengarb and Davis on February 9th and asked whether they would consider selling their service to Hillman. On February 10th Hillman himself called on Mazengarb, and said he had a letter from the Wagon Company, authorising him, as their agent, to take possession of the coaches.

He offered £500 as compensation for loss of business, but Mazengarb would not come to a decision without consulting Davis. Hillman then went, the same day, to Hornchurch urban district council to obtain the transfer of licences. Returning to Mazengarb and Davis that afternoon, he gave a cheque for £500 to Mrs. Davis, which was accepted, as they were in a serious position and believed that Hillman did have the authority to take over the coaches. This he forthwith proceeded to do on February 10th, and generally held himself out to be the successor of Eastward Coaches.

On February 11th Hillman's coaches operated some of the journeys on the Woodgrange service to Upminster, honouring Woodgrange return tickets, and on February 12th all Woodgrange coaches were withdrawn, Hillman providing the complete service. Also on February 12th, Hillman persuaded Reece to give him a letter which said that Hillman had been appointed agent to the Wagon company to take possession of twelve vehicles. Mazengarb and Davis realised that at least as regards two of the coaches there had been a mistake, and after negotiations the whole fleet was handed back. On February 25th Woodgrange coaches reappeared on the Aldgate-Upminster route, but return tickets were not now interavailable. Hillman continued to operate every 20 minutes, with the result that seven coaches an hour were running to Upminster via Ilford, as well as two Green Lines per hour via Barking. Meanwhile Hillman ordered a new fleet of twelve coaches, and a writ was issued against Hillman on behalf of Mazengarb and Davis.

On March 7th the Woodgrange fleet was again seized, suddenly and without giving notice, by Coaches and Components Ltd. (a subsidiary of the Wagon company), and handed over to Hillmans. As the licences had not been transferred Hillman was prosecuted and convicted by the police, but continued to operate the Upminster route without a break. Eastward had meanwhile, on February 3rd, registered another company, with a capital of £100, "to repair and run coaches"; this was called Woodgrange Coaches Ltd.

The Eastward company now promoted an action in Bow County Court against Edward Hillman and the Wagon company. The case, remitted from the High Court, was heard before Judge Thompson on February 16th, 1932. It was for damages for fraud of conversion against Hillman, asking for a declaration that Eastward were induced to enter into a contract by fraudulent representation, and for an injunction to restrain Hillmans from interfering with their service between Aldgate and Upminster. Eastward claimed against the Wagon company for damages for breach of contract, and against both defendants for damages for conspiracy. Mazengarb stated in evidence that the £500 had not been paid back to Hillman, and he agreed that he was bound by the agreement with the Wagon company to make punctual payments and to keep the coaches in good repair and running order. The clerk

to Hornchurch U.D.C. said that for an independent operator Eastward had been fairly satisfactory. When Hillman had visited him on February 10th, 1931 he (the clerk) had stated there would be no trouble about transferring the licences if Hillman were taking over the Eastward business and would honour outstanding tickets, but the number of coaches could not be increased. But no formal licences had been issued to Hillman, who was now running about double the number of coaches Eastward had on the route.

The case was adjourned until April 4th, and when it was resumed Benjamin Davis, now of 94 East India Dock Road, admitted that the coaches had first been seized he was nearly £500 in arrears with payments, and had been negotiating a few days previously with "a firm" regarding the sale of the business for £5,000. He admitted the business was starved for capital, but said plenty of firms started on less capital than they did, and his creditors had agreed to accept 1/- in the £ per month. Thomas Andrew Trow, a director of Worthmores Ltd. and of the British Motor Trust Co. Ltd., said that he was introduced to Davis in January 1931, and had interviewed Davis and Mazengarb on about January 30th regarding the purchase of their business, a figure of £5,000 being agreed, plus about £2,200 to be paid to creditors.

Albert Edward Blain, proprietor of the Imperial Motor Services, which worked several local bus routes in the Romford area, said he also had offered to purchase the business. He thought the Upminster route a very good one and assessed the value of the 14 licences at £2,000 each. Blain, who was backed by three other men, had, at a meeting in the Eastward offices at Stratford on February 7th, offered £5,000 for the business in addition to taking over the liabilities. Francis Drake, one of Blain's backers and himself a motor coach owner, said he thought the route was worth much more than the offer made.

The clerk to the Metropolitan traffic commissioners produced figures which had been supplied by Hillman, showing that from February 10th to September 30th, 1931, some 950,379 passengers had been carried on the Aldgate-Upminster service and that receipts totalled £28,705. These receipts averaged 1/5^d. per car mile, whereas the usual figure was about 6d. to 8d. In answer to counsel he added that in January 1931 on Eastward Coaches 71,525 single passenger journeys had been made and total receipts were nearly £2,119; this came to 10.8 pence per car mile, and a maximum of 13 coaches were in service. On the next two days there were consultations between counsel, and further trial of the action was then adjourned until Monday, May 9th, when the judge agreed that no case of conspiracy had been made out against the Wagon company, and the Hillman representative said that terms of settlement were about to be arranged.

The result was that a new company was formed on June 15th, 1932, entitled Upminster Services Ltd., with offices at 45 Stratford Broadway, E.15, and £10,000 capital. It adopted an agreement with Eastward Coaches Ltd (now in liquidation), C. Latham (the liquidator), A. J. Mazengarb, B. Davis, E. Hillman, and Fairway Coaches Ltd. The directors were to be Edward Hillman, Philip Henry Roper Harris, and another to be nominated by the London Chamber of Commerce. It may be noted that Harris had been a London taxicab proprietor from 1908, and ran a bus service under the fleet name of P.H.R.H. from 1924 to 1927, latterly absorbing the Liberty Omnibus Co. Ltd.

and bringing his fleet up to five Dennis double-deckers and two Dennis single-deckers. He sold out to the London Public Omnibus Co. Ltd. in 1927, and became that company's assistant general manager. Later he became managing director of Fairway Coaches Ltd. (mentioned in the Upminster agreement); this company ran a fleet of Dennis Lancet coaches between London and Worthing, which was sold to Southdown Motor Services as a result of the death of P. H. R. Harris on August 26th, 1933.

Some of the Woodgrange coaches had already been repainted in Hillman livery, including MT3647-48, MY 614, VX1677, and VX2262 (all Gilford 166OT type), which were numbered from 83 upwards in the Hillman fleet, Hillman at that time having 82 Gilfords of their own. There were later enough blank numbers in the Hillman fleet (94-99 and 101-106) to accommodate all the Woodgrange vehicles, but it is not known whether any others actually were thus treated. After the formation of the new Upminster company no fewer than 31 of Hillman's older coaches were transferred to the Upminster fleet, and the five listed above were disposed of. The 31 (Hillman Nos. 13-43, registered JD 13-23, JD385-386, JD390-397, JD500, and JD608-616 respectively) were all of types 166OT and 168OT, and were repainted dark blue all over with a black waistband carrying the fleet name in gold script. They were transferred as from August 15th, 1932, licences being granted on July 29th. In October the white window frames and white roof, standard to Hillman coaches, were reinstated on the Upminster vehicles.

A timetable of January 1932 shows Hillmans were then working from Aldgate (Mansell Street) to Upminster (St. Mary's Lane) every 20 minutes (15 in the morning peak), and a continuous service was provided from 3.30 a.m. (first Upminster departure) to 1.0 a.m. (last Upminster arrival). Journey time was 55 minutes, and vehicles were garaged at Romford. Following the formation of the new Upminster company, with a fleet 2½ times as big as Woodgrange had, an April 1933 timetable shows the service every 7½ minutes for much of the day, 15 in the late evening, and 5 in the morning and evening peaks and all day on Sunday. The last arrival at Upminster was now at 1.55 a.m., only 1½ hours before the first departure the next day. This was a very much better service than was at that time enjoyed by most other places the same distance from London and of equal importance.

But there was still trouble. The Metropolitan traffic commissioners granted a licence to Upminster Services, but the L.M.S. Railway and Green Line Coaches Ltd. appealed against the grant of a backing by the Eastern traffic commissioners, and the Upminster company appealed against the imposition of minimum fares of 1/- single and 1/6d. return. On January 23rd, 1933 the Ministry of Transport made an order on the Eastern commissioners that the backing should be revoked as soon as adequate alternative services were available. At the same time the L.G.O.C. applied to extend its all-night bus service 617 via Romford to Upminster, and to extend its daytime service 125 (Pimlico and Becontree Heath) to Upminster. On November 8th, 1933 the Appeal Court decided the Ministry had acted beyond its powers in making the order, but Upminster Services lost its appeal against the grant of L.G.O.C. licences for the 125 extension by day. The all-night 617 (Charing Cross to Forest Gate) was extended as far as Seven Kings on February

14th, 1933, but the planned extension thence to Upminster did not materialise. The minimum coach fare was now fixed at 4d., with a 1/- maximum.

However, this success was of little value, for London Transport had now been formed, with its powers of compulsory acquisition, and Upminster Services Ltd. (and also Hillmans) were forced to sell out as from January 10th, 1934. The 31 Gilfords were retained on the same route for two years or so, and then replaced by AEC Regals, which in turn gave way to double-deckers in 1940. Apart from a very short extension beyond Upminster to Corbets Tey, the route

has not been altered at all since 1934, though it is not now so frequent, nor so early or so late, and for various periods London Transport has given it the route numbers of AY, Y2, 58, and 722. The Eastward company was liquidated in 1933, and the Upminster in 1934.

* * * * *

In the next issue of *The Omnibus Magazine* we will publish a history of Hillman's own coach services.

NEW PUBLICATIONS

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

Feathers in their Cap, by Robin N. Hannay (5s. 4d.).

This very detailed publication is intended to add to information contained in the booklet *Forty Years of Achievement* which Guy Motors kindly presented to The Omnibus Society members in 1954, and to bring it up to date. In doing so, it leaves out the development of commercial vehicles as being of only passing interest to members, except where passenger versions were made, but becomes in itself a self-contained history of Guy Motors, its passenger chassis, and firms that have been acquired. We learn the reason for the adoption of the Indian's head-dress as the firm's motif; that Guys built motor-cars; that the Wolverhampton Corporation Sunbeam double-decker motor-bus of 1936 was virtually a

Gardner 5LW-engined AEC Regent I (this one is amongst the illustrations); that the moving track installed in 1942 to facilitate the production of the wartime Arabs was the first to be used in the manufacture of heavy duty vehicles, ten years before Leyland's; that a Guy double-deck body appeared at two successive Commercial Motor Shows in the livery of two different operators, first on an Arab III chassis and then on an Arab IV; and that the registration numbers GUY 1 to 6 were reserved for Guys. We are given details of chassis numbers and prefixes, including the reason for the use of the prefix FD for so many chassis, and we are also given a list of the operators of Sunbeam trolleybuses with the total number of vehicles supplied. In short—you must get a copy!

The Thames Valley fleet history advertised in the January issue was not in the original programme and must be ordered separately by those with standing orders for these publications.

AROUND THE TRAFFIC AREAS . . .

NORTHERN TRAFFIC AREA

R. ARMSTRONG (BUS PROPRIETORS) LTD.
Newcastle

Armstrong's have purchased the very old-established Newcastle firm of Galley's Motors Ltd. A new company, Galley's Coaches Ltd., has been formed and it is understood that Galley's excursions and tours licences from Newcastle are to be transferred to the new subsidiary company. An extension is being made to the depot at Westerhope to house the increased fleet and also to provide covered accommodation for Armstrong's two double-deckers. Galley's fleet at the time of take-over consisted of nine coaches (4 Commer, 4 Bedford and 1 AEC); five new Bedfords with Plaxton coachwork are expected for the forthcoming season.

H. E. CRAIGGS, Amble

The Amble end of the Amble-Chevington Drift route may be amended so as to work via John Street and Leslie Drive in the Links estate instead of via Marine Road. J. M. Smith's rather infrequent service to Shill-bottle already runs via Leslie Drive.

CUMBERLAND

Bristol Lodekkas 404-6, referred to in the last issue, are 60-seaters and are not 30 ft. long.

DARLINGTON CORPORATION

When the forecourt of the transport depot is re-laid in the near future, the tramway rail that exists there will be lifted and presented to the Tramway Museum Society who will remove it to Crich.

GATESHEAD & DISTRICT

The newest route, 51, is to be extended on Mondays to Fridays from its present terminus at Coleridge Avenue near Low Fell station via Station Road and Eastern Avenue to its junction with Kingsway on the Team Valley trading estate.

SUMMERSON BROS. (t/a The Eden), West Auckland

The service to Aycliffe Village is to be discontinued and all journeys on this route from Bishop Auckland will then terminate at the Newton Aycliffe trading estate post office.

SUNDERLAND CORPORATION

Orders have been placed for a further seven AEC Reliance service buses, making a total of ten buses of this type on order. One Daimler Fleetline 78-seater has also been ordered for experimental purposes, and if successful further buses of this type may be purchased.

WEST HARTLEPOOL CORPORATION

The Park service has been altered again. This time, 2 is restored to run direct to the main gate via Victoria Road and Grange Road, whilst 3 instead of going as previously to the South Gate now continues along Elwick Road and then via Catcote Road to terminate at Oxford Road.

WESTERN SMT

Western have applied to extend their Carlisle-Langholm route (91) in Langholm to Holmwood Drive.

YORKSHIRE TRAFFIC AREA

DONCASTER CORPORATION

An AEC Regal IV, 21, has been converted by Roe from a centre-entrance 40-seater to a dual-entrance 38-seater for one-man operation.

EAST YORKSHIRE

On December 4th for a trial period of two months the terminal point of all services to and from Driffield, except service 60 (Driffield-Pocklington), was altered to the East Yorkshire depot, Middle Street South. 60 and all services passing through Driffield were re-routed to operate via the depot. On December 12th a new route (7A) was introduced between Hull Coach Station and

Hessle (Square) via Boothferry Road, Bethune Avenue, Sunningdale Road and Northgate, operating on weekdays only.

J. H. GREENHOW & SONS

The licence for their workings on the Wombwell-Darfield route has been surrendered and the service is being maintained by D. Smith & Son and W. Pickerill & Sons. Two new operators have applied to operate on this route—R. Hancock, of Darfield, has applied to operate the service formerly run by Greenhow; and H. Pottage, of Chapelthorpe, has applied to run over this route and extend it beyond Darfield to Great Houghton.

HUDDERSFIELD CORPORATION

East Lanes are to rebody 12 trolleybuses—6 this year and 6 next.

HULL CORPORATION

On December 11th, 3 (Hull-Pickering Road) was extended to Anlaby Park Road South and re-numbered 73.

When the question of disinfecting the vehicles was raised at a recent meeting, the transport committee chairman said that during the last 12 months buses were disinfected every 24 hours and 232 gallons of disinfectant had been consumed.

LEDGARD, Leeds

From November 21st the Calverley-Troydale service has operated only as far as Acres Hall because of the poor state of the road on to Troydale.

LEEDS CITY TRANSPORT

The six-year-old Rockingham Street bus station is to be closed. The former Swinegate tram depot has been leased for use as an exhibition hall and car park.

Two 27-year-old AEC Regents, converted to sand lorries just after the war, have now been fitted with new Spreadall hopper bodies constructed by Atkinson Spreaders Ltd., of Clitheroe. The vehicles, formerly Roe-bodied double-deckers, are UG6308/10.

MEXBOROUGH & SWINTON

On November 7th the Rotherham-Rawmarsh service was re-routed so that alternate journeys operate via Sandhill between Willowgarth and Rawmarsh.

SHEFFIELD TRANSPORT

Besides the three tramcars going to Crich (46, 189 and 510), two have been sold to the Middleton Preservation Society at Leeds—264 and 513. Illuminated car 349 and works car 330 await purchasers.

Leyland Titan TD7 474, latterly used as a training bus and numbered M14, has been presented to the Sheffield School for Blind Children and was installed in the school grounds in Manchester Road early in November. The bus was one of two diverted in the early war years from Western SMT.

Coloured conductors have been employed on the buses for the last 3½ years, and one of them has now had driving instruction. He will be the first coloured driver at Sheffield.

WEST YORKSHIRE

After operation on December 3rd, most of the Harrogate local services were withdrawn and on the following day they were replaced by new services which have been designed to give direct access to the centre of Harrogate. All services now operate along Station Parade; going towards Victoria Avenue they all stop in the bus station, and going towards Bower Road they all stop in Lower Station Parade. Shortage of space forces us to hold over full details until the next issue.

NORTH WESTERN TRAFFIC AREA

BURNLEY, COLNE & NELSON JOINT COMMITTEE

Tenders for the advertising rights on the buses are being invited but the display of exterior paper advertisements will not be permitted, nor will advertisements relating to football pools or alcoholic drinks.

HYDE BUS STATION

The charge for using the new bus station at Hyde (see October 1960 issue) has been fixed by the Minister of

Transport at 1½d., and not 3d. as proposed by the borough council. Operators using it are SHMD, Manchester, Ashton, Stockport, and North Western.

LANCASHIRE UNITED

The pre-war Leyland Tigers re-bodied in 1953 by Plaxton have been withdrawn, as have further Dennis oil-engined Lancet buses (410-4). Following an accident, one of the Guy Arab IVs is being re-bodied by Northern Counties.

NORTH WESTERN

The first batch of AEC Reliances with Weymann bodies (720-39) are being repainted in the company's bus livery. Ordinary bus seats have, however, always been fitted.

RIBBLE

The Liverpool depot, consisting of 4/6 Collingwood Street (capable of accommodating 15 27ft. 6in. long vehicles) and 34/38 Collingwood Street (22 27ft. 6in. long vehicles) was to be auctioned on January 18th. The depot passed to Ribble on the acquisition of Collingwood Motors in 1927 but has now been rendered redundant with the completion of the maintenance bay adjacent to the coach station in Skelthorne Street.

ST. HELENS CORPORATION

The first four RT-type AEC Regents to be withdrawn are now for disposal.

WALLASEY CORPORATION

It is proposed to operate limited-stop journeys on three services working to Seacombe ferry during peak periods.

INDEPENDENTS

Two interesting vehicles recently taken into stock include a lowbridge Leyland Atlantean demonstrator, 661KTJ, now with Bamber Bridge Motor Service, and a 31-seater Albion Nimbus registered in Cheshire for some unknown reason, 548NLG, now with the Penmaenmawr Motor Co. Ltd.

WEST MIDLAND TRAFFIC AREA

BIRMINGHAM CITY TRANSPORT

The Show Daimler Fleetline had its first run in service on December 19th on the Great Barr service (28). A handing-over ceremony took place at Lea Hall garage on December 20th (although the vehicle is not owned by B.C.T.) and this was recorded by the press and television authorities. It then entered service on the Tile Cross estate service (14). The seating has been altered, as predicted, to 39 in the upper saloon and 33 in the lower by Metro-Cammell. At the time of going to press, the Daimler 8.6 litre engine was still fitted.

Experiments continue with fluorescent lighting and Daimler 3188 has appeared with this improvement in the saloons. Several vehicles have been fitted with this lighting behind the front destination indicators. Daimler 2847, with its platform doors and heaters, has been working at various garages. The Atlantean has had an 0/680 engine fitted and returned to service in December. Radiator destination boards, which in recent years have been used only by a limited number of garages, are no longer in use and the brackets are being removed (only the exposed radiator vehicles had them).

COVENTRY CORPORATION

When the 22 Daimlers on order arrive, the remaining wartime Guys and some wartime Daimlers will be withdrawn. However, 100 (GKV100), the only Crossley in the fleet, will also be withdrawn, presumably in the interests of standardisation.

MIDLAND RED

The last FEDD pre-war double-decker has been withdrawn and the oldest vehicle in the fleet is now HHA 1.

STRATFORD BLUE

New Leyland Tiger Cubs are 45-8 but, having Park Royal bodies, are a departure from normal Stratford Blue practice.

WALSALL CORPORATION

An ex-Grimby BUT trolleybus is being fitted with new chassis frames of 30ft. length and the body is to

be extended and converted from rear to forward entrance by the Corporation. Five of the 1951 Leyland PD2s with fully-fronted Park Royal bodies have been converted from 56 to 65 seats, fitted with 8ft. wide front axles, and the rear axles packed to increase the track slightly. These vehicles have 8ft. wide bodies on 7ft. 6in. model chassis.

WEST BROMWICH CORPORATION

Another batch of Daimlers was delivered in December. These are 228-32 and are noteworthy in that they are 66-seaters on 27ft. 6in. CVG6 chassis. It was thought that these vehicles were intended for the "main line" routes (74 Birmingham-Dudley, and 75 Birmingham-Wednesbury), both operated jointly with Birmingham City Transport, who only operate 54-seaters on these routes. However, at present they are employed on various local routes.

WOLVERHAMPTON CORPORATION

The Guy Wulfrunian on order was expected to be completed by East Lincs in January.

INDEPENDENTS

It is believed that the "minstrel pink" livery carried by a number of Duple coaches at the Earl's Court Show last year, including an AEC Reliance for Worthington Motor Tours Ltd., of Birmingham, which has now been registered 40COB, is to be adopted for 12 Bedford coaches Worthington have on order for the forthcoming season. The associated Birmingham Coach Sales business now parks most of its stock in a yard on the Redditch road.

A new company, Airflow Coaches Ltd., has been formed to take over the licences of Winston Griffiths, t/a Airflow Coaches, West Bromwich.

Procter, of Hanley, has withdrawn FVP922—the last of the ex-Birmingham "Johannesburg" Daimlers to remain in service. Another Potteries operator, Poole, of Alsager Bank, has placed a Leyland Leopard in service. F. Winkle, of Willenhall, has purchased the old-established coach business of L. Barnett, t/a Pathfinder, of Coseley. Mrs. E. M. Cannon, of Tipton, has ceased to operate, following the accident in which her only vehicle was recently involved. Her husband, E. H. Cannon, continues to operate.

Since the acquisition of the control of Boult's Tours Ltd. by Central Coachways (Walsall) Ltd. all the vehicles in the Boult fleet have been sold or are to be sold. Whether this company will acquire new vehicles for next season, in line with the policy of Central Coachways, remains to be seen.

EAST MIDLAND TRAFFIC AREA

BARTON

The Yeates conversion of the Bedford SB1 chassis, the Pegasus, shown in the demonstration park at Earl's Court last year, has been taken into stock as 879. The Pegasus is a 44-seater with its entrance forward of the front axle.

C. H. BIRD, North Hykeham

Application has been granted to withdraw the Tuesday service between Lincoln (St. Mark) and Harby (Bottle & Glass) and thus reduce it to Friday and Saturday operation only.

GRIMSBY-CLEETHORPES TRANSPORT

For a trial period, a service on Saturdays only is to be provided for the Littlefield Lane area, which lost its service about a year ago when 4X was withdrawn.

Further details are now known of the first order for

six buses—three will be single-deckers and three forward-entrance 70-seat double-deckers, all with automatic gearboxes. When we reported in the December issue that all available space for advertisements on the outside of double-deckers had been filled, we had not taken into account the panel immediately to the rear of the rear-most offside lower saloon window; this is now being let to advertisers.

LEICESTER CITY TRANSPORT

Tenders have now been invited for the bodies for the Leyland PD3/1s—notably as 74-seaters.

LINCOLN CITY TRANSPORT

Four Leyland Titan PD2/41s have been ordered, the first two with Roe bodies.

NORTHAMPTON CORPORATION

Six more Daimler/Roos are on order.

INDEPENDENTS

Brown's Blue, of Markfield, have replaced Brush-bodied Daimler CVD6 double-decker EJU541 and the former demonstration Daimler CD650 (KHP998) with Roe body by ex-Sheffield NCB-bodied AEC Regent IIIs KWB82 and KWB85 respectively. The CVD6 was sold for scrap in November and the CD650 broken up by Brown's. Another AEC Regent III, this time with Weymann body (OFC403), came from City of Oxford in December and was due to go into service on the first Saturday in January after being fitted with platform doors. Two other operators running into Leicester have made fleet replacements—Astill & Jordan, of Ratby, have superseded a Strachans-bodied Crossley (FAY526) with ex-East Yorkshire Beadle-Leyland chassisless LRH968, and Hylton & Dawson, of Glenfield, now have a Leyland Royal Tiger with Burlingham Seagull coachwork EWH967 in place of a Maudslay-Duple (KHY327). The Hylton & Dawson Royal Tiger, well turned out, was the oldest vehicle entered in the first North Western coach rally held at Wigan last year when it was with J. H. Glover, of Orrell.

Parkin, of Borrowash, who, besides providing one of his two minibuses for a Spondon-Coventry service for Courtauld's and running a former Chesterfield Corporation single-decker (LRA91) for building workers on a new power station contract, sends eight buses on weekdays to the army establishments at Egginton and Foston, now has two more former Chesterfield Crossleys—this time double-deck lowbridge DD42/5s (JRA655 and LNU953). South Notts have changed their order for a Leyland Titan PD3/3 to one for a PD3/6.

EASTERN TRAFFIC AREA

COLCHESTER CORPORATION

24-8 are the first Leylands in the Colchester fleet and are Titans of the PD2/31 variety with Massey bodies. It has been reported that 28 is to be fitted with power-assisted steering. If this is the case it will be the first so fitted.

Old tram rails are in the news here as well as at Darlington; a section of track was removed from the Lexden Road terminus in November following road works.

EASTERN NATIONAL

Bristol MW saloons 516/7 have front entrances on the Grimsby-Cleethorpes pattern and one of them is to visit Red & White to be inspected. Bristol Lodekka 1571-4, of the forward-entrance version, have fluorescent lighting and are running on service 251.

GREAT YARMOUTH CORPORATION

Application has been made to extend the outer ter-

* Numbers of motor vehicles with the CBF, DBF, etc., series of registration letters issued to Staffordshire as a stop-gap pending a new scheme are now legion, but the new system of registration letters outlined in *The Omnibus Magazine* last July did not materialise on January 1st. According to *Modern Transport* in their issue of December 17th introduction of the new system has now been postponed, probably for 12 months or more, partly because the recess for the number plate in the rear of a car or van body is in some cases not large enough to accept the new plate.

minus of 1 (Yarmouth-Caister) in the form of a loop via Caister High Street, Beach Road, Victoria Road and Tan Lane.

IPSWICH CORPORATION

From December 4th the Chantry Estate services (7/12) were extended to Greenfinch Avenue/Hawthorn Drive. Also the Colchester Road and Sidegate Lane (11) services were linked to form a circular route via Lanark Road and Renfrew Road.

The fleet now comprises 26 Sunbeam trolleybuses, 32 AEC Regents and 8 AEC Regals. As an economy measure the Priory Heath depot was closed on October 9th.

SOUTHEND CORPORATION

Two Leyland Leopard chassis are on order.

UNITED COUNTIES

A new bus station was opened in Bedford on December 1st. It is situated between Bromham Road and Midland Road adjacent to Gwyn Street, and replaces a small station in the Broadway built by Eastern National in 1939. All country services now operate to the bus station and the local town services have been revised. It is of interest to note that the old bus station ceased to be used from 2.18 p.m.!

INDEPENDENTS

Osborne of Tollesbury, are operating a Duple-bodied Bedford WTB (EPU557) taken over from Walshley, of Tiptree, together with certain licences for excursions and tours.

Other second-hand vehicle acquisitions include ex-East Midland AEC Regal III-Weymann buses KAL128/30 with Harris (Cambridge), ex-Eastern Counties Bendle-Bedford HPW808 with Carter (Foulden), and another Beadle chassisless, this time with Sentinel components, with P. & M. at Ipswich (ex-Southern National HOD 57). A third Beadle chassisless, with Leyland running parts, is at Haverhill where Burton Coaches have one of the East Yorkshire ones (LRH960). The Shangri-la Holiday Camp, near Clacton, have an open-top Bristol K5G double-decker (CAP207) from Brighton & Hove.

SOUTH WALES TRAFFIC AREA

ASSOCIATED MOTORWAYS

It is proposed to extend the Cheltenham-Tenby express service from Tenby via Pembroke to Pembroke Dock (railway station). Local passengers would not be conveyed between Carmarthen and Pembroke Dock in either direction.

CARDIFF CORPORATION

Tenders for five new trolleybuses are invited over and above the existing order for 3-axle BUTs. The five Leyland Titan PD2A30s (mentioned in the last issue) will have 64-seat Orion-type bodies by the MCW group, besides which there are ten AEC Regent Vs on order with 63-seat bodies by East Lanes.

D. J. EVANS, Penryncoch

A new stage service, for hospital visitors only, has commenced between Aberystwyth Station and Tanywlwch Hospital, operating on Thursdays, Saturdays and Sundays in accordance with visiting times.

NEWPORT CORPORATION

Details of the service revisions designed to save £20,000 per annum, which were introduced on December 4th, will be given in the next issue.

SILCOX, Pembroke Dock

Applications for additional tours from Croydon to Tenby and West Wales by Wallace Arnold Tours Ltd. (see April 1960 issue) were granted as applied for.

Two new companies have been registered at 17 Water Street, Pembroke Dock. Silcox Motor Coach Co. Ltd., with an authorised capital of £10,000, takes over the business of bus proprietors carried on by W. H. Silcox, L. W. Silcox and Doreen E. Miller at Waterloo Garage as W. L. Silcox & Son; and W. L. Silcox & Son Ltd., with a capital of £5,000, takes over the Water Street and London Road sides of the same business.

D. J. THOMAS, Sennybridge

This operator has surrendered his only licence—for a stage service between (a) Llandilo Fan and Brecon, (b) Senny and Brecon, (c) Pentrebach and Sennybridge, and (d) Senny and Sennybridge.

WESTERN WELSH

When the Esso refinery was opened at Milford Haven, 24 Western Welsh coaches were used to take visitors around the site and along the 3-mile jetty. The company also operated buses to replace the local train services, which were suspended to allow special trains to run.

WESTERN TRAFFIC AREA

BERE REGIS & DISTRICT

With the withdrawal of Leyland Titan PD1s FCG526/7 there are no longer any double-deckers working.

BRISTOL OMNIBUS

A new block of numbers was started during November for underfloor-engined single-deckers from 6000 upwards. The first are 6000/1 at Bristol's Whitson Street and 6002/3 at Gloucester—all MW5Gs. The delivery of 6002/3 has allowed Gloucester's sub-garage, Wotton-under-Edge, to have its first underfloor-engined saloons, 2889 and 2912.

D. COUCHMAN

This operator, trading as Coachways, has acquired the licences of Maurice E. Snell Ltd., of Colerne. The Snell business began in 1948 and its acquisitions since then included the businesses of The United Corsham Traders Ltd., of Corsham, and of H. E. Smith & Son, Enterprise Coaches, of Weston, Bath.

DEVON GENERAL

The larger seating capacity of the Leyland Atlanteans has enabled the frequency of some services to be reduced and in one case the average interval is now 10 minutes instead of 7. The average fuel consumption of these vehicles is 9.5 m.p.g. Of 16 more on order for this year, 9 will have detachable roofs for open-top operation.

PLYMOUTH CORPORATION

25 (Barbican-St. Peter's Road, Honicknowle), which has a considerable one-way operation south of the post-war reconstructed Royal Parade area, is to be diverted via Notte Street in both directions.

WESTERN NATIONAL

The first of the composite amendment leaflets has been issued for the Wiltshire area incorporating all alterations up to December 18th. No actual route alterations are involved.

SOUTH EASTERN TRAFFIC AREA

ALDERSHOT & DISTRICT

A small amendment of 55C (Woking-West End) took place in December when this route was extended via A322 to West End (Working Men's Club).

BOURNEMOUTH CORPORATION

New are Leyland Titan PD3/1s 150-9 with Weymann bodies incorporating the usual Bournemouth dual-entrance layout. On the other hand, 30 vehicles (110-39) will have their forward staircases taken out whilst retaining the forward exit, and the seating capacity can then be increased from 48 to 58 as a result. The head office and depot at Southcote Road will close on the completion of a new office block and an extension to the garage at Castle Lane, now approved by the council.

EASTBOURNE CORPORATION

7A and 9 (Devonshire Park-Hampden Park) are to be diverted via the new Willingdon Park Avenue to the existing terminal at Brodrick Road.

Only two bodybuilders submitted tenders for the construction of the convertible open-top bodywork for the five AEC Regent Vs on order (mentioned in the November issue) and that of East Lanes has been accepted.

EAST KENT

74 (Sandwich-Westmarsh) is to be diverted in Sand-

wich via St. Barts Road estate south of the town. A new garage at Hastings for 12 buses will replace the old one which only holds three.

MAIDSTONE & DISTRICT

On October 3rd, one-way operation was brought into use at Hailsham. High Street is now used southbound and North Street northbound. Services affected are the four to Eastbourne (15 from Hastings, 190 from Hawkhurst, 191 from Tunbridge Wells, and 192 from Uckfield).

SOUTHDOWN

The Hailsham diversion mentioned under the Maidstone & District notes, besides affecting the joint routes indicated, also brought about similar one-way operation in the case of 91 (Eastbourne-Hailsham), 91A (Hailsham-Warbleton), 92 (Eastbourne-East Grinstead), 95 (Eastbourne-Waldron), 98 (Seaford-Hailsham), 100 (Hailsham-Herstmonceaux), 101 (Hailsham-Bodle Street Green) and 198 (Golden Cross-Hailsham). In the same area the circular 94 (Eastbourne-Willington-Stone Cross-Eastbourne) is to be diverted south of Polegate in response to requests by local councils via Coppice Avenue and Broad Road to serve the estate west of the main London-Eastbourne road (A22).

It is understood that the delivery of the Leyland Leopards with Harrington Cavalier coachwork (1700-29) will mean that the present touring coaches (1810-31/5-7) will become 41-seaters and be renumbered 1670-94.

SCOTTISH TRAFFIC AREA

DUNDEE CORPORATION

The terminus of 8 and 37 at Sinderins has been moved to the bus stance in Shaftesbury Terrace.

EDINBURGH CORPORATION

All journeys on 15 to Fairmilehead now turn at Princess Margaret Rose Hospital and journeys on 11 to the hospital are withdrawn.

GLASGOW CORPORATION

From November 27th, night service 5 (City-Clarkston) reverted to motor bus operation (see November issue).

ALEXANDER

The classification PD3/3C is being applied to 20 double-deck chassis reconstructed on new chassis frames incorporating cross members, engines, gear boxes, wheels, axles, transmissions (apart from the propeller shafts) and radiators from OPS2/1s PBI-20, and bonnets, fuel tanks and dash fronts from 19 Alexander PS1s and 1 second-hand PS1 obtained from Milburn Motors Ltd.

The latter, JAT427, was originally in the East Yorkshire fleet, and has since been operated by Buckmaster, of Leighton Buzzard, and Carmichael, of Glenboig. Other parts from the PS1 chassis are being utilised to replace the units removed from PBI-20 so that they will, in effect, be 7ft. 6in. wide PS1s carrying 8ft. wide bodywork. The "new" PD3/3Cs will carry lowbridge Alexander bodies.

DAVID MACBRAYNE LTD.

Between October 10th and November 25th a service was operated on a short term licence between Glasgow Central Station (Platform 11) and Oban Pier. This formed part of an alternative route from Glasgow to Islay and Jura made necessary by the grounding of the mail steamer Lochiel at West Loch Tarbert. The temporary route was Glasgow-Oban by coach and Oban-Islay by steamer as against the normal Glasgow-Gourock by train, Gourock-Tarbert East by steamer, Tarbert East-West Pier by West Coast Motor Services bus and Tarbert West-Islay by steamer.

BANNATYNE MOTORS, Blackwaterfoot

The Brodick-Whiting Bay-Corrieacravie service has been extended to Blackwaterfoot and a new composite timetable introduced. It is now possible to circle the southern end of the Isle of Arran using only Bannatyne services.

BAXTER'S BUS SERVICES LTD., Airdrie

The appeal against the commissioners' decision whereby the services of John Carmichael are extended to a new terminus in Coatbridge at Cliftonville has been lost. GEORGE CRICHTON & SON (TEALING) LTD.,

Bridgefoot Garage, Strathmartine, Dundee

This company has acquired the Tealing Bus Service operating between Dundee and Tealing.

CYRIL M. DALLAS, 11 Gillies Lane, Baillieston

This new operator proposes an express service for workers between Easterhouse and the Rolls Royce factory at East Kilbride.

JOHN HAGGERTY, 139 Brevig, Castlebay, Barra

A North Bay-Castlebay express service on Sundays and Mondays and also excursions and tours from North Bay are sought by this new operator.

HUTCHISON'S COACHES (OVERTOWN) LTD.

In the last issue we reported the formation of this new company to take over the business of the late Isaac Hutchison. The application for the nine stage and three express services was granted. The Scottish haulier, Sam Anderson, is the principal shareholder; he already owns Golden Eagle Coach Service Ltd.

AROUND THE TECHNICAL PRESS — DECEMBER 1960

Bus & Coach (2/6 monthly)	Bedford bus station; charting extended tours (Coras Iompair Eireann); the problems facing Hebridean operators; Italian thoughts on double-deckers (Turin show).
Coaching Journal (monthly)	Coach braking research in the Alps.
Commercial Motor (1/- weekly)	2nd Men who make transport—T. A. Barton; bigger and fewer (analysis of municipal fleets). 16th Men who make transport—H. Orme White; 8,000,000 into 225,000 (Victoria coach station charting system). 23rd New towns—new transport problems; spare eggs in different baskets (George Ewer group)
Modern Transport (1/- weekly)	30th Men who make transport—W. J. James; tripartite agreement on Brighton buses. 10th New bus station (United Counties at Bedford). 17th Research laboratories (for London Transport); bus operation in the South Midlands (development of United Counties). 24th Italian double-deck buses (standee buses for Turin).
Motor Transport (6d. weekly)	2nd Road transport as a career—municipal passenger transport. 9th Road transport as a career—London Transport.
Passenger Transport (2/- monthly—illustrated) (6d. weekly—news)	21st Photographic competition results; new bus station at Bedford.
Transport World (2/- monthly)	Where London Transport meets its neighbours (Windsor as a bus centre); ticketless travel in India (the art of the oriental fare dodger); new headquarters for Southampton Corporation; all roads lead to Bedford (new bus station); the scientific approach to transport (new Chiswick laboratory); the "honeymoon route" turns to buses (Niagara, St. Catherines & Toronto Railway).
Transport Journal (2/- monthly—illustrated) (6d. weekly—news)	2nd A Sussex independent (John Dengate & Son, Beckley); co-ordination at Hull; Scottish group's new garage (Baillieston).