BOURNEMOUTH TROLLEYBUSES



OFFICIAL
SOUVENIR BROCHURE

1933 - 1969

36 YEARS OF SERVICE

County Borough of Bournemouth

TRANSPORT DEPARTMENT

MALLARD ROAD :: BOURNEMOUTH :: BH8 9PN

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BOURNEMOUTH TROLLEYBUSES

A souvenir brochure published by Bournemouth Corporation Transport to commemorate the closure of the trolleybus system.

Text by D. L. Chalk, Assistant Traffic Superintendent.

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Price — 2/6d.



Sunbeam trolleybuses in Southcote Road shortly after delivery in June, 1934. The cooling towers of the power station can be seen in the background.

COVER — A modern Sunbeam with Weymann body. This vehicle (No. 260) was exhibited at the 1958 Commercial Motor Show.



Bournemouth Square in 1946, prior to the construction of the roundabout, showing Sunbeam trolleybuses

FOREWORD

by

His Worship the Mayor of Bournemouth

(Alderman MICHAEL W. GREEN, J.P.)

There will be many Bournemouth residents who will regret the disappearance of trolleybuses from the Bournemouth scene. This system of transport has indeed served the town well over the years since the 13th May, 1933, when the first trolleybus operated between the Square and County Gates, but the increase in road traffic and manoeuvrability necessary to cope with modern conditions have required its replacement.

It is only right that there should be a record of the important part played by trolleybuses in the transport history of this Borough, and I am delighted to write this brief foreword to the souvenir brochure being produced to mark the end of trolleybus operation in Bournemouth.



INTRODUCTION

1969 is an historic year in the annals of Bournemouth's history, for it marks not only the end of 36 years of trolleybus operation by the Municipality, but also the end of electric road passenger transport in this resort after a period of 67 years.

The first electric tramcars in Bournemouth ran on 23rd July, 1902, between Lansdowne and Pokesdown and by 1905 there was a through service between Poole and Christchurch. This became the longest tram route in Southern England, outside of London, with a length of some eleven miles. After 1906, no further extensions were made to the tramways, but in 1910 there was a proposal for a "railless electric traction service" between Boscombe Arcade and Boscombe Pier and it was decided to keep in touch with the developments of this new form of transport.

At the end of 1913, two Bills were formally deposited in Parliament for local railless traction schemes. These included the Bournemouth District Railless Traction Bill, promoted by a company of similar name to operate a service along Charminster Road, whilst the Poole, Sandbanks and Westbourne Railless Traction Bill was promoted by the Sandbanks Railless Electric Car Company, Ltd.

The first Bill was withdrawn in 1914 after the Bournemouth Corporation agreed to provide a motor omnibus service (with petrol electric vehicles), whilst the progress of the second Bill was stopped by the outbreak of War.

During the 1920's, Bournemouth Corporation sought powers to convert its tramways to trolleybus operation and to construct new trolleybus routes. Eventually the Bournemouth Corporation Act, 1930 was given the Royal Assent on 1st August of that year and this gave the necessary authority. Further powers were granted with the passing on 26th May, 1938 of the Bournemouth Corporation (Trolley Vehicles) Order Confirmation Act, 1938.

Development of the Trolleybus System

An experimental trolleybus route between The Square and Westbourne commenced on 13th May, 1933 using four vehicles which were hired and later purchased from various manufacturers. These trolleybuses included a unique single-deck Thornycroft which was later acquired by South Shields Corporation and ended its days as a caravan in an amusement park. Another two of the trial vehicles had dummy radiators, which showed considerable foresight, as both trolleybuses were converted to petrol buses in 1936 ! One of these vehicles was acquired by Southend Corporation in 1951 and was soon converted into a ladies mobile convenience. It survived in this rather undignified role until 1967, when it was sold for scrap. The fourth of this set of quads, a Sunbeam, was chosen as the prototype for the fleet of vehicles to replace the tramcars.

A total of 102 Sunbeams were ordered and this became the largest fleet of trolleybuses of one make to be purchased by any Municipality.

The two tram routes within the Borough of Poole were taken over by Hants & Dorset motor buses in 1929 and 1935, respectively, but the whole of the tramway system in Bournemouth and Christchurch was replaced by trolleybuses within a period of 22 months. The first conversion was effected on 22nd June, 1934 when a trolleybus service was introduced between Westbourne and Ashley Road, incorporating the experimental route. The last tramcar ran on the Christchurch route on 8th April, 1936.

The introduction of trolleybuses in Christchurch raised the problem of where to turn the vehicles, but eventually a lease was obtained on a former Hotel stable yard, where a manually operated turntable was installed. This undoubtedly became one of the most photographed scenes in the town.

The turntable was installed at a cost of £380 and the first vehicle to use it was trolleybus number 172 on 19th June, 1936. The equipment has functioned quite satisfactorily for some 33 years.



The unique single-deck Thornycroft trolleybus in the Square, May, 1933. The vehicle is shown in its original blue livery.



No. 70 — one of the two experimental A.E.C. trolleybuses which were converted to petrol buses. No. 70 is seen at the Triangle on 15th May, 1933.



The official opening of Service No. 25A (Westbourne to Ashley Road) on 22nd June, 1934, showing decorated vehicles in the Square.



No. 115 — a 1935 Sunbeam trolleybus in post-war livery on the novel turntable at Christchurch.

The route to Christchurch was also notable in that it passed over a toll Bridge at Tuckton. All trolleybus passengers crossing the River Stour had a halfpenny added to their fare for which they received an extra ticket, but this toll was abolished on 1st December, 1942.

Prior to the outbreak of war, further trolleybus routes were opened in the north part of the Borough and some of these replaced motor buses.

The trolleybus fleet was housed at two of the former tram depots at Southcote Road and Moordown. A third depot at Pokesdown was used as a vehicle store but was brought back into operational use in 1940.

During the war years, thirty of Bournemouth's trolleybuses were loaned to other towns, including London, Wolverhampton, Walsall, Newcastle, South Shields and Llanelly.

Further new routes were opened in the 1940's and in 1950 delivery was taken of 24 new trolleybuses. They were of similar design to the pre-war vehicles, but were built by British United Traction, Ltd.

The last major extension to this system was made in October, 1951, when the section of Castle Lane between Iford and Broadway was opened for trolleybus operation, serving the growing suburb of Strouden Park. Two years later, on 23rd July, 1953, a new garage and works were opened in Mallard Road and these replaced the Moordown depot and part of the workshops at Southcote Road. The outstanding feature of the new buildings was the garage which gave a column-free covered space for 99 vehicles and at the time of its construction it had the largest span of pre-stressed concrete in the country.

Up to this time the pre-war Sunbeams were still emerging from the paint-shop with chocolate roofs, despite the fact that the B.U.T. vehicles had always had primrose roofs. However from 1955, all trolleybuses were painted primrose all over, except for the two maroon bands. The green lining was added in 1962.

Between November, 1954 and August, 1955, Bournemouth's trolleybuses defied all the traffic regulations by travelling in the wrong direction along a one-way road in Christchurch. This was caused by Christchurch Corporation introducing one way traffic involving a new road, along which Bournemouth Corporation had no powers to run trolley vehicles. This was eventually corrected by the passing of the Bournemouth Corporation (Trolley Vehicles) Order Confirmation Act, 1955.

In the Spring of 1958, three of the pre-war Sunbeam trolleybuses were completely rebuilt as open-top vehicles. The front exit and front staircase (a standard feature of all Bournemouth Trolleybuses) were removed, enabling the seating capacity to be raised from 56 to 69. These unusual vehicles, which were used on a new circular route, became the only open-top trolleybuses in Great Britain, and so far as is known, in the world !

In 1958/59, thirty new trolleybuses were purchased to replace pre-war units. These fine vehicles were based on the Sunbeam "MF2B" chassis and had only two axles for their length of thirty feet, unlike previous Bournemouth trolleybuses which had three axles. This chassis was designed by the Sunbeam Trolleybus Company as a transit type single decker for overseas use and special modifications had to be made to the Bournemouth vehicles. A host of modern features were incorporated including automatic acceleration; telescopic shock absorbers; overload rubber buffers and anti-roll device.

Early in 1959, four British United Traction trolleybuses were purchased from Brighton Corporation, and three similar vehicles were acquired from the Brighton, Hove and District Omnibus Company, Ltd. After being repainted in the Bournemouth colours of primrose and maroon, these units were put into service for rush hour use. They were built shortly after the war and did not feature a front staircase or exit door.

Improvements to the overhead wiring system were made in 1960 in an effort to increase the speed of trolleybuses at busy traffic points and thereby help to reduce congestion. The wiring at the Lansdowne and at Bournemouth Square was altered in March and May, 1960, respectively, enabling a number of overhead junctions to be scrapped.

A further ten new Sunbeam trolleybuses had been ordered for delivery in 1961, but in July of that year a disastrous fire occured at the body works of Weymann's Ltd., at Addlestone, Surrey. One chassis was destroyed, several others were damaged and the remainder were towed to Bournemouth for storage as Weymann's could not now complete them for some time. The destroyed chassis was not replaced, but the remaining nine were completed in 1962 and differed from previous vehicles in having fluorescent lighting and a much lighter interior decor making considerable use of modern finishing materials.

The first vehicle in this batch of nine was delivered on 16th July, 1962 and was used to celebrate the Diamond Jubilee of the Undertaking on the 23rd of that month before entering regular service.

The last vehicle of this batch to be delivered (number 301, registered 301 LJ) was the last trolleybus to be built for use in Great Britain. It arrived in the town on 12th October, 1962 and entered service a week later. These nine vehicles are the only trolleybuses in Great Britain with "reversed" registrations.

With the completion of the delivery of the new vehicles and the scrapping of an equivalent number of pre-war units, there still remained some thirteen of the pre-war trolleybuses in stock. During this period therefore, Bournemouth Corporation had the distinction of owning not only the most modern trolleybuses in the country, but also the oldest vehicles of this type still in regular service.

The final development in this system took place in the Winter of 1962/63 when ten of the 1950 B.U.T. trolleybuses had their seating raised from 56 to 68 by removing the front staircase.



A 1934 Sunbeam showing the separate rear entrance and front exit.



A British United Traction trolleybus delivered in 1950.

Decline.....

The high cost of erecting new overhead wiring prohibited any major extension of the system after 1951. As more and more passengers spent their increasing wealth on purchasing motor cars, so the frequency of the trolleybus services was reduced. The fleet total in 1962 was 83 trolleybuses — a drop of 44 in ten years.

All over the country the numbers of trolleybuses were dwindling and this made it increasingly difficult for the manufacturers of these vehicles to supply spare parts. The position was aggravated as operators gradually began to close their systems.

The beginning of this decade saw the start of many major road schemes in Bournemouth — roundabouts; road widenings and new dual carriageways. This all meant more costly alterations to the overhead equipment.

The climax came on 16th April, 1963 when the council resolved "that no further purchases of trolleybuses be made" and "to discontinue the use of trolley vehicles". The original plan provided for replacement by motor buses over a period of about ten years, but economic and other factors led to this being speeded up to half the original time.

.....and Fall

The first conversion was effected on 30th September, 1963 when services 33, 34 and 36 were replaced and the section of overhead wiring along Lansdowne Road and St. Paul's Road was taken down. This meant that the summer circular route, number 39, could no longer operate and this was duly abandoned.

This conversion also enabled the remaining pre-war trolleybuses (other than the open toppers) to be withdrawn. Some of these vehicles had completed mileages of 800,000 during a life of 29 years — still with their original chassis and bodies. One of these Sunbeams (number 212, registered ALJ 973) was acquired by the Reading Transport Society for preservation.

Two of the three open top trolleybuses entered service for the 1964 summer, running from Bournemouth Pier on Service No. 38. They were then withdrawn and eventually sold as scrap. The third open topper, number 202, registered ALJ 986, was used on two enthusiasts tours in 1965 and was then purchased for preservation by the National Trolleybus Association.

Service 35 to Malvern Road was abandoned on the 4th April, 1965. Then on 6th June, following, the Central Depot in Southcote Road was closed and the next day the vehicles were operated from Mallard Road, where a second garage had been built. Southcote Road had been the home of electric traction in Bournemouth for 63 years and its demise marked the end of an era. Later the same year, on 13th September, service 25 (the first trolleybus service) was converted to motor bus operation and a number of B.U.T. trolleybuses, including all the ex-Brighton units, were withdrawn.

1966 saw two abandonments together with the third stage of the conversion scheme. In March, service 26 — a Sunday morning service — ceased to operate and on 16th April the last trolleybus ran on service 30 through Talbot Village, although the latter service was partially replaced by introducing a diversion on an existing motor bus route.

The biggest conversion so far took place on Monday, 26th September, 1966 when trolleybuses on services 27, 28, 29, 31 and 32 were all replaced by diesel buses. These were all the routes that used the steep 1 in 8 gradient of Richmond Hill. Following this conversion the remaining B.U.T. vehicles were withdrawn from service together with the first ten of the 1958 Sunbeam trolleybuses. The latter units were used to provide spare parts to keep the rest of the fleet on the road, but the 24 B.U.T. vehicles of 1950 vintage were sold for scrap. However, one of them (Number 246, registered KLJ 346) was acquired from the breakers for preservation by Mr. R. S. Cromwell of Effingham, Surrey.

The only trolleybus routes now remaining were services 20–24 operating along the main Christchurch Road and the 29 trolleybuses left in operation lingered on for another $2\frac{1}{2}$ years on these routes, before conversion took place on Sunday, 20th April, 1969.



An ex-Brighton B.U.T. trolleybus at Moordown.

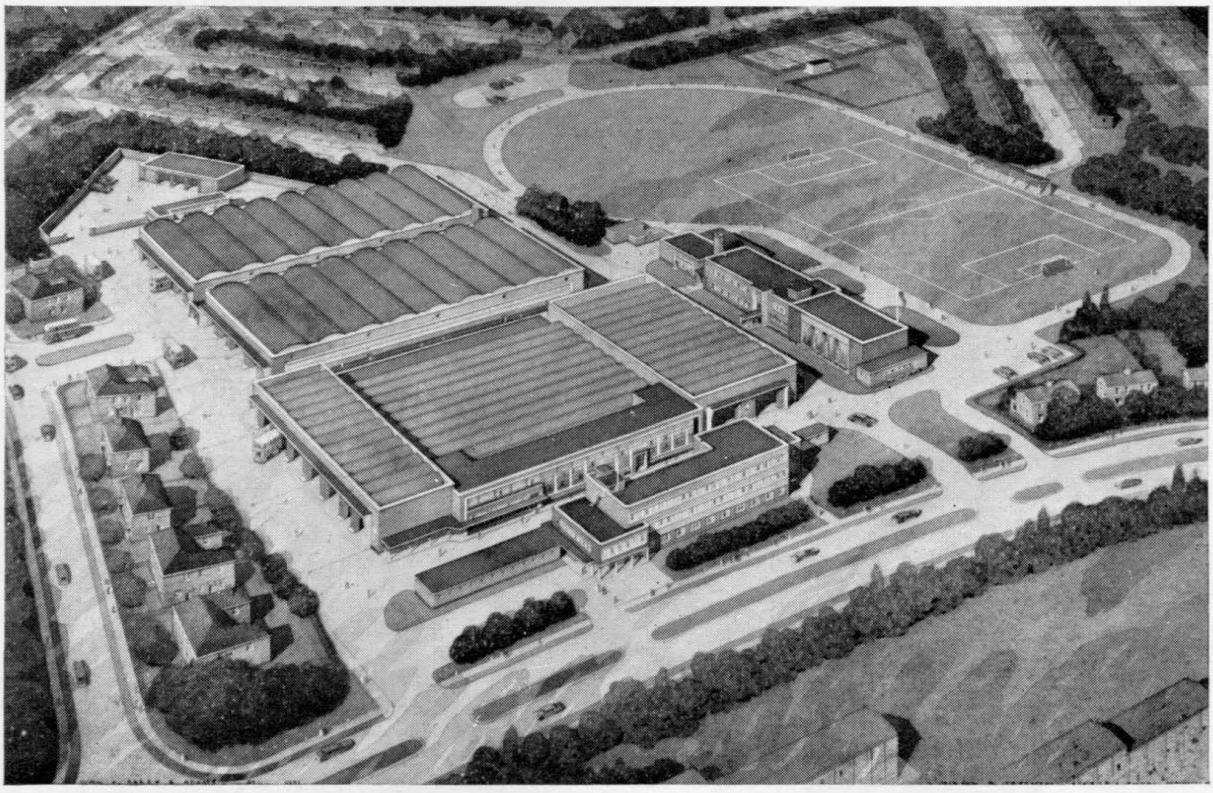


One of the unusual open-top trolleybuses rebuilt in 1958 from pre-war units. Photographed on an enthusiasts' tour on 21st April, 1968.

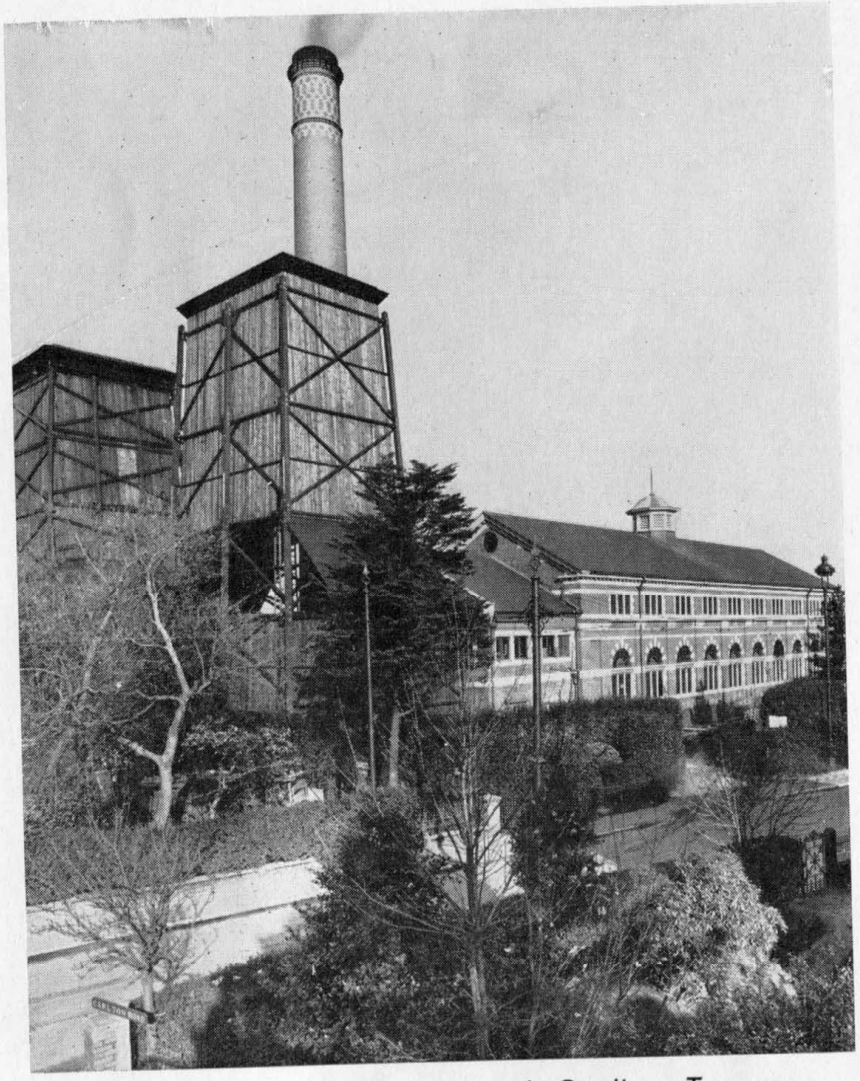
Photos. courtesy I. Ballam.

The small depot at Pokesdown was closed on 31st December, 1967 and from the next day the entire Bournemouth Corporation Transport fleet was housed on one site at Mallard Road.

It was rather ironic that during the last few years of the Bournemouth trolleybus system applications flooded in to operate preserved trolleybuses for various enthusiasts societies. The preserved Bournemouth vehicles have made numerous appearances since their retirement and the open topper has even made a tour of the Reading trolleybus system. Perhaps more interesting has been the regular appearance of vehicles from other systems including Portsmouth, London, Glasgow, Huddersfield, Rotherham and Reading.



The Mallard Road site as originally planned.



The Generating Station and Cooling Towers at Southcote Road.



Tower Wagon on overhead line inspection. This vehicle was rebuilt from an ex-Huddersfield double-deck bus.

ELECTRICAL SUPPLY

For 53 years, Bournemouth generated its own electricity for traction purposes and indeed it eventually became the only Municipality in England to do so.

The power station, built in 1902 for the trams, was situated next to the Central Depot in Southcote Road and supplied most parts of the system. The outer sections, however, were fed with current by the Bournemouth and Poole Electricity Supply Company Ltd., from their generating stations at Bourne Valley and Christchurch.

The Southcote Road generating station was closed in 1955 and from 31st August, all electrical current was supplied from the grid, through eight substations, by the Southern Electricity Board.

The underground cables between substations and the feeder boxes on each trolleybus route remained the property of the Corporation and the Mains Department were responsible for the maintenance and the testing of these cables.

TROLLEYBUS STATISTICS

Year ended 31st March	No. of vehicles	Receipts	Passengers carried	Miles run
1937	104	£165,506	26,324,803	2,570,421
1947	103	£323,844	42,735,741	2,983,757
1957	103	£427,317	29,086,555	2,439,872
1967	29	£308,268	11,456,601	1,186,210

OVERHEAD LINE DEPARTMENT

The overhead line department has been responsible for the upkeep and maintenance of the wiring, together with the numerous complicated junctions and the supporting traction standards. At its maximum in the summer of 1963, the system comprised 29 route miles, being equivalent to some 107 single track miles of wiring. In addition there were over 3,200 support poles.

Overhead wiring is one of the most essential features of any trolleybus system and whilst many people credit the poles and wires with being unsightly, Bournemouth's overhead system has always been noted for its neat and tidy layout.

The overhead department itself dates from the tramway days and probably their most hectic period was during the changeover from trams to trolleybuses. During this period there were three Tilling-Stevens petrol-electric tower wagons in service which had been converted from buses. A new Bedford tower wagon was purchased in 1937 and after the war the Tilling-Stevens vehicles were replaced by A.E.C. units, again rebuilt from buses.

Most of the maintenance and renewal of the wiring was carried out at night so as not to interrupt the service to the public and major alterations to the wiring were made on Saturday nights and Sunday Mornings.

TOWER WAGONS

Registration	*Make*	*In Service*	*Withdrawn*
EL 2105	Tilling-Stevens "TS3"	April 1915	June 1936
EL 2103	Tilling-Stevens "TS3"	August 1917	March 1937
EL 2106	Tilling-Stevens "TS3"	July 1933	January 1936
RU 2012	Tilling-Stevens "TS6"	January 1936	May 1945
RU 2013	Tilling-Stevens "TS6"	June 1936	October 1950
RU 2014	Tilling-Stevens "TS6"	May 1937	October 1948
DEL 37	Bedford	June 1937	December 1965
VH 6218	A.E.C. "661"	February 1947	May 1967
VH 6217	A.E.C. "661"	November 1948	In Service

Summary of Trolleybus Fleet

The 176 trolleybuses that have been operated over the years have all been double-deckers, except for No. 71. This was a single deck vehicle with a central entrance and exit. The double-deckers were equipped with a rear entrance and a separate front exit, except for the ex-Brighton trolleybuses and the experimental vehicles numbers 68, 69 and 70 which all had rear entrances and exits. The latter three vehicles were, however, rebuilt with a front exit in 1936 (No. 68) and 1934 (Nos. 69 and 70).

Fleet No.	Registration	Chassis	Body Make	Seats	Date		Notes
					Delivered	Sold	
68	LJ 7701	Sunbeam 'MS2'	Weymann's	60	1933	1952	
69	LJ 7702	A.E.C. '663T'	English Electric	60	1933	1950	1
70	LJ 7703	A.E.C. '661T'	English Electric	50	1933	1950	1
71	LJ 7704	Thornycroft	Brush	32	1933	1943	
72–77	AEL 400–405	Sunbeam 'MS2'	Park Royal	56	1934	1952/3	
78–83	AEL 406–411	" "	English Electric	56	1934	1952–8	
84–89	ALJ 60–65	" "	Park Royal	56	1934	1959–64	2
90–125	ALJ 964–999	" "	" "	56	1935	1952–65	3
126–149	BEL 811–834	" "	" "	56	1935	1952–63	4
150–173	BRU 1–24	" "	" "	56	1935/6	1952–65	5
200–223	KLJ 334–357	B.U.T. '964IT'	Weymann's	56	1950	1966	6
258–277	WRU 258–277	Sunbeam 'MF2B'	Weymann's	63	1958/9	1969	7
278–287	YLJ 278–287	" "	"	63	1959	1969	
288–291	HUF 45–48	B.U.T. '961IT'	"	56	1959	1965	8
292–294	DNJ 992–4	" "	"	56	1959	1965	9
295–303	295–303 LJ	Sunbeam ' MF2B'	"	65	1962	1969	

Notes

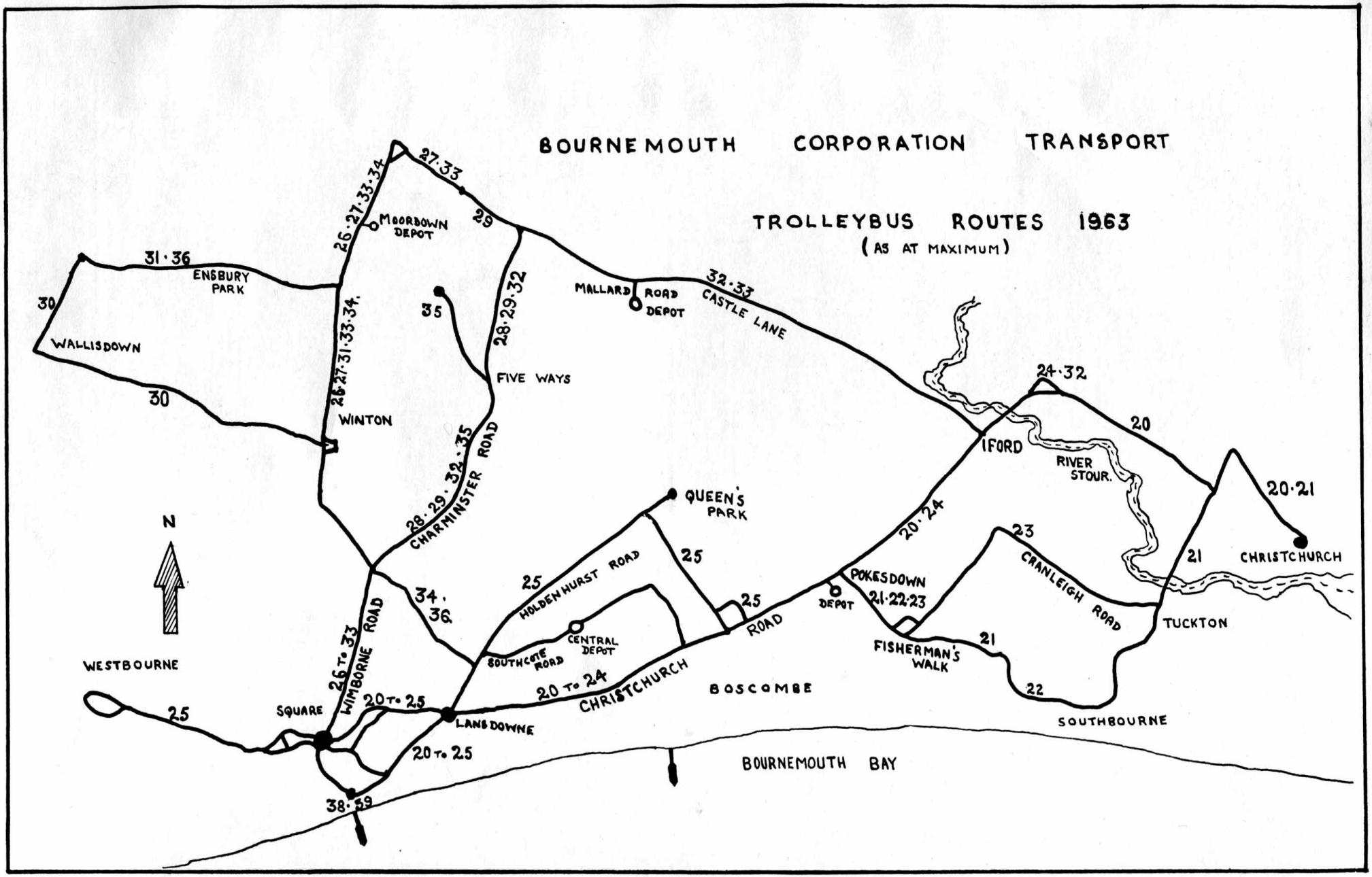
1. Converted to petrol bus in 1936.
2. Nos. 84, 85, 86 and 88 renumbered 205-8, 1959/60.
3. Nos. 90, 93, 97, 99, 101, 105, 106, 117, 119 and 121 renumbered 209-218, 1958-60.
   No. 112 renumbered 202 and rebuilt to 69-seater open top, 1958.
4. Nos. 129-132, 137, 141, 144 and 147 renumbered 219-226, 1958-60.
5. Nos. 157 and 160 renumbered 200 and 201 and rebuilt to 69-seater open top, 1958.
   Nos. 152, 159, 162/3, 167/8, and 170 renumbered 227-233 1959/60.
6. Nos. 200-223 renumbered 234-257, 1958/59.
   Nos. 234-243 converted to 68-seaters, 1962/63.
7. Nos. 258/9 and 261-9 were originally 62-seaters.
8. Nos. 288-291 ex-Brighton Corporation Transport, built in 1947.
9. Nos. 292-294 ex-Brighton, Hove & District Omnibus Co. Ltd., built in 1948.

Trolleybus Services

(Certain services were renumbered on 1st March, 1956)

Original Number	Later Number	Route	Date Opened	Date Closed
20	20	Square-Jumpers-Christchurch	22 July 1943	19 April 1969
21	21	Square-Southbourne-Christchurch	8 April 1936	19 April 1969
21A	—	Westbourne-Square-Southbourne-Christchurch	8 April 1936	25 Feb. 1940
22	22	Square-Southbourne	23 Dec. 1935)	19 April 1969
		extension to Tuckton Bridge	1 Dec. 1946)	
22A	—	Westbourne-Southbourne-Tuckton Bridge	10 Apr. 1947	3 Oct. 1948
22B	23	Square-Cranleigh Road-Tuckton Bridge	16 Aug. 1948	19 April 1969
23	37	Square-Fisherman's Walk	21 Nov. 1935	29 Sept. 1963
23A	—	Westbourne-Square-Fisherman's Walk	1 Jan. 1936	15 May 1937
24	24	Square-Iford Bridge	25 Mar. 1935)	
		extension to Jumpers Corner	7 Aug. 1944)	19 April 1969
24A	—	Westbourne-Square-Iford Bridge	25 Mar. 1935	31 Oct. 1937
25	—	Square-Holdenhurst Road-Boscombe	22 June 1934	31 Oct. 1937
25A	25	Westbourne-Holdenhurst Road-Boscombe	22 June 1934	12 Sept. 1965
25B	—	Westbourne-Holdenhurst Road-Fisherman's Walk	28 July 1938	25 Feb. 1940
26	26	Square-Moordown	7 June 1935)	5 March 1966
		extension to Lawford Road	15 April 1937)	
26A	27	Square-Moordown-West Way	19 Oct. 1938	25 Sept 1966
27	34	Square-Lansdowne-Moordown	28 June 1935)	
		extension to Lawford Road	11 Mar. 1937)	29 Sept 1963
28	28	Square-Five Ways-Broadway Hotel	23 Aug. 1935	25 Sept 1966
28A	29	Square-Five Ways-Broadway-West Way	19 Oct. 1938	25 Sept 1966
29	35	Square-Five Ways-Malvern Road	5 April 1937	4 April 1965
30	30	Square-Wallisdown-Columbia Road	15 April 1938	16 April 1966
30A	31	Square-Ensbury Park-Columbia Road	8 April 1939	25 Sept 1966
31	—	Triangle-Five Ways-Strouden-Boscombe-Square)	15 Oct. 1951	11 Oct. 1953
32	—	Square-Boscombe-Strouden-Five Ways-Triangle)		
31	32	Triangle-Five Ways-Strouden-Iford	12 Oct. 1953	25 Sept 1966
33	33	Winton-Strouden-Holdenhurst Road	23 May 1953)	28 Sept 1963
		extension Triangle-Winton-Iford	12 Oct. 1953)	
34	36	Lansdowne-Ensbury Park-Columbia Road	5 June 1954	28 Sept 1963
35	38	Bournemouth Pier-Fisherman's Walk	16 April 1954	23 Aug. 1964
39	39	Circular Route from Bournemouth Pier	24 May 1958	29 Sept 1963

Note — The town centre terminus of services 26, 26A, 28, 28A, 29, 30 and 30A was altered from Bournemouth Square to the Triangle on 30th March 1947.


BOURNEMOUTH CORPORATION TRANSPORT
TROLLEYBUS ROUTES 1963
(AS AT MAXIMUM)
N
WESTBOURNE
WALLISDOWN
ENSBURY PARK
31·36
30
30
WINTON
MOORDOWN DEPOT
26·27·33·34
27·33
29
26·27·31·33·34
35
FIVE WAYS
28·29·32
28·29·32·35
CHARMINSTER ROAD
MALLARD ROAD DEPOT
32·33
CASTLE LANE
IFORD
24·32
20
RIVER STOUR.
20·21
CHRISTCHURCH
21
QUEEN'S PARK
20·24
23
CRANLEIGH ROAD
TUCKTON
25
HOLDENHURST ROAD
25
25
ROAD
POKESDOWN DEPOT
21·22·23
FISHERMAN'S WALK
21
22
SOUTHBOURNE
34·36
SOUTHCOTE ROAD
CENTRAL DEPOT
26 TO 33
WIMBORNE ROAD
20 TO 24
CHRISTCHURCH
BOSCOMBE
25
SQUARE
20 TO 25
LANSDOWNE
20 TO 25
38·39
BOURNEMOUTH BAY

National Trolleybus Association

Many will mourn the passing of Bournemouth's fine trolleybus system; none more so than members of the NTA.

The National Trolleybus Association has, since its formation in 1963, been the country's foremost society for trolleybus enthusiasts. Its chief aim is to establish a working trolleybus museum; to this end it owns a fleet of preserved trolleybuses, Bournemouth vehicles among them. Its bi-monthly magazine, "Trolleybus Magazine" is acknowledged as **the** magazine in the trolleybus field, and is sent free to all members. NTA members enjoy many other benefits for an annual subscription of only 30/- (15/- for those under 18 or over 60).

If you would like to keep the memory of the trolleybus alive, send your subscription **now**, to :—

DOUG BARROW,
NTA Membership Officer,
4 Longley Road,
ROCHESTER, Kent.

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