

TROLLEY BUS MIDNIGHT REHEARSAL IN HIGH STREET BARRACK ROAD THE OBJECTIVE NEW FARE CONCESSIONS

C.T. August 3rd, 1935.

The Bournemouth Transport Committee mean business. Following a statement by Alderman Summerbee that "the Council had powers under the present Tramways Act with regard to running the Trolley Buses into the High Street, Christchurch, which they intend to execute," it is not surprising to learn that the Trolley Bus of Bournemouth was given a rehearsal in our High Street during the early hours of Tuesday morning.

Residents describe how they were awakened by strange lumbering noises in the small hours of the morning. Although sleepers adjacent to the High Street are accustomed to slumber through more or less continuous night traffic, the residents of Church Street are not.

To their surprise on looking from their windows, they saw the mammoth vehicles performing evolutions and executing manoeuvres. Carrying no passengers, they were demonstrating to their own satisfaction the ability of their drivers to make easily a turn in front of the Town Hall and at the entrance to Wick Lane.

BEAUTIFUL BARRACK ROAD.

The Transport Committee deny that Christchurch can find anything beautiful in Barrack Road over which they wish to run their new public vehicles, and to the end that they may be able to demonstrate this practically, they have in the last few days taken photographs of the various bill posting hoardings, derelict sites, and many petrol stations with their unattractive petrol pumps and multiplicity of signs.

This is, of course, begging the question.

Christchurch does not say that Barrack Road is now beautiful, but the portion it seeks to protect is that part of the road from Stour Road cross to the Fountain. There, however, our Council having given the county authorities a strip of land for the purposes of widening, to be filched from the Recreation Ground, the opening appears to have been affected for trolley buses and all other manner of "modernisation."

The burgesses and residents and owners, it is obvious, have no voice in the matter for the grim intent of the county road wideners and the determined attack of the Transport Committee of the neighbouring borough indicates that the maximum use of their powers is intended.

This problem of transport facilities between Christchurch and Bournemouth was the subject of a report by the Transport Committee at Tuesday's meeting of the Bournemouth Town Council.

WHAT CHRISTCHURCH ASKED.

It was reported that a meeting had taken place at Christchurch between the negotiating sub-committee and representatives of the Christchurch Corporation.

The Christchurch Corporation are concerned mainly with the applications of the Bournemouth Corporation now before the Traffic Commissioners (Transport Committee,

May 24th, clause 17) for revised fares in respect of, inter alia, the Christchurch service via Iford.

The following are the further concessions for which we ask :—

- (1) The ordinary single fare between Christchurch Town Hall and Iford to be 2d. with an intermediate 1d. stage at Jumpers Road.
- (2) The ordinary single fare between Christchurch Town Hall and Jumpers Corner to be 1½d.
- (3) The ordinary single fare between Christchurch Town Hall and the Square, Bournemouth, to be 5½d.
- (4) The return tickets booked before 8.45 a.m. to be available from any main fare stage along the route at the ordinary single fare.

AND CHRISTCHURCH GETS PART OF IT!

A great boon, however, to the travelling public was granted on Tuesday last, when the Traffic Commissioners ordered a unification of the fares and fare stages on Corporation petrol and trolley buses and on the Hants and Dorset green buses.

The revised fares will come into operation on Thursday, August 8th.

The applications were heard at the Law Courts, Bournemouth, and were in part opposed by the Christchurch Corporation. They are more fully reported elsewhere in this issue.

FARE REDUCTIONS.

The reductions in the single fares are as follows: —

From Purewell Cross to the Square	7d.
to Lansdowne	6d.
to Boscombe Arcade	5d.
Harewood Avenue	4½d.
Warnford Road	4d.
Iford	3½d.

From the Town Hall one penny less on all fares.

Return fare, Town Hall, if before 8.45 a.m. 6d., and on all stages on the main route.

WHAT BOURNEMOUTH OFFERED.

To return to the, Bournemouth Transport Committee, it was recommended by that body that the Christchurch Corporation be informed:-

- (i) That the concessions for which they ask cannot be granted whilst the service operated by the Council on the No. 1 route is by means of petrol omnibuses.
- (ii) That if the Christchurch Corporation will consent to and support an application of the Bournemouth Corporation for the requisite authority to run trolley vehicles along Barrack Road from Iford Bridge to Stour Road (and if the Christchurch Corporation so wish, along the continuation of Barrack Road to High Street), the Bournemouth Corporation will be prepared as from the date when the Provisional Order authorising the service is made—
 - (a) To grant the modifications asked for by the Christchurch Corporation, together with further concessions corresponding with those available in Bournemouth consequent upon the institution of trolley vehicles services, e.g., workmen's tickets.
 - (b) To purchase certain property in Wick Lane and establish a turntable on the site, thus enabling the proposed turning circle in the High Street to be dispensed with.

THE BARGAIN PROPOSED.

The following letter was addressed by the Town Clerk, on the instruction of the committee, to the Town Clerk of Christchurch:

Town Clerk's Office,
Bournemouth,
11th July, 1935.

Dear Mr. Platt.

FARES—PETROL BUSES AND TROLLEY BUSES.

I beg to inform you that your letter of the 9th instant was considered by the Transport Committee at a meeting held yesterday, when the report of the negotiating subcommittee was submitted.

In the first place, I am desired to remind your Council that since the Bournemouth Corporation commenced running omnibuses from Purewell to Bournemouth in December, 1930, a considerable number of concessions in respect of fares have been given to the residents of Christchurch.

The committee regret that they cannot grant the concessions asked for in your letter headed "Fares on Petrol Buses" so long as the transport provided by the Corporation on the Bournemouth-Purewell (No 1) service is by means of petrol omnibuses.

The extension of the trolley vehicle service from Iford Bridge to Christchurch would result in such economies being effected as would make it possible for a number of valuable concessions in the matter of fares to be given. I am instructed to inform you that if your Council will consent to and support an application by the Bournemouth Council for the requisite authority to run trolley vehicles along Barrack Road to Stour Road (and, if your Council should so wish, along the continuation of Barrack Road into the High Street), the Bournemouth Council would be prepared as from the date when the Provisional Order authorising such a service is made to grant the following concessions:—

(1) The ordinary single fare between Christchurch Town Hall and Iford Bridge—2d., with an intermediate 1d. stage at Jumpers Road.

(2) The ordinary single fare between Christchurch Town Hall and Jumpers Corner—1½d.

(3) The ordinary single fare between Christchurch Town Hall and Bournemouth Square—5½d.

(4) Return fares in respect of tickets booked before 8.45 a.m. as follows :

Purewell to Iford Bridge ...	3½d.
„ Boscombe Arcade ...	5½d.
„ Lansdowne ...	6½d.
„ Square ..	7½d.
Christchurch Town Hall to Boscombe Arcade	4d.
Christchurch Town Hall to Lansdowne ...	5d.
Christchurch Town Hall to Square	6d.
Jumpers to Boscombe Arcade	3d.
Jumpers to Lansdowne	4d.
Jumpers to Square	5d.

In addition to these concessions the privileges which are set out on page 25 of the book containing the official time tables of the Bournemouth Corporation Transport Services would

be applicable in respect of the extended trolley vehicle service. For your information, the appropriate extract from such book is sent herewith.

It is suggested that the service of trolley vehicles along the route from Iford Bridge to Christchurch would probably be an eight minutes service.

The Council would be prepared to purchase property in Wick Lane and install thereon a turntable and small depot to house three vehicles, thus enabling the proposed turning circle at the Town Hall to be dispensed with.

Yours faithfully,

(Signed) H. ASHLING,
Town Clerk.

MR. PLATT'S REPLY.

To this the Town Clerk of Christchurch (Mr. W. D. Platt) replied:-

Town Hall,
Christchurch.
12th July, 1935.

Dear Mr. Ashling,

TROLLEY BUSES.

My Committee at their meeting held yesterday fully discussed the desirability of having trolley buses along the Barrack Road from Iford Bridge, and decided that they were unable to see their way to give consent to the running of trolley buses along the route indicated, inasmuch as the installation of such a route would mean the erection of disfiguring posts and wires, an increase in the volume of traffic along the route which is, during the summer season, already too congested, that the travelling public are already well served as regards the number of public service vehicles passing through the town and that obstruction is likely to be caused at certain points along the route.

Yours faithfully,
(Signed) W. D. PLATT,
Town Clerk.

COUNCILLOR SUMMERBEE'S THREAT.

Councillor Benwell asked if a circular route could not be arranged for the trolley bus service to Christchurch to obviate the buses turning in front of the Town Hall. He thought that Christchurch people objected to the trolley buses turning there.

Alderman Summerbee said that the Council had powers under the present Tramways Act with regard to running into High Street, Christchurch, which they intended to execute.

In reply to Councillor Lorie, Alderman Summerbee said the information given in the minutes with regard to the new fares for the Christchurch route was given to show that the Council was trying to meet the Christchurch Council in providing cheaper fares. The fares set out in the minute could not be given with a petrol bus service, but only with a trolley bus service.