

Newspaper cuttings from the Album of Alderman Galton.

TROLLEY-BUS BILL.
Evidence Called In Support Of Bournemouth Case.
PROCEEDINGS BEFORE THE SELECT COMMITTEE.

Daily Echo, March 30, 1938

THE hearing of Bournemouth's case in support of the Corporation Trolley Bus Bill was continued before the Select Committee of the House of Commons yesterday. Earlier proceedings were reported in last night's edition of the "Daily Echo."

Sir Evan Charteris, K.C., in his opening of the Bournemouth Corporation's case yesterday, further said that the offer regarding the piece of road running across the apex of the triangle to which he referred in the committee was made by the Bournemouth Corporation to Major Mills, who was acting not for Christchurch Corporation, but for a number of residents in the district. That pledge the Bournemouth Corporation were now prepared to be incorporated in the Bill.

There were two provisions governing the use of route 8 for trolley vehicles in the event of Parliament sanctioning their use. One was the provision that no road was to be used until it had been certified as fit for use by an officer appointed by the Minister of Transport: and the other was in section 91, which provided that if any adjustments or adaptation were required these were to be under the control of the Hampshire County Council.

Dealing with the triangle in which the main objection centred, Sir Evan Charteris said that towards the west end there was a bit of road of narrow dimensions, and that was undoubtedly what was agitating the minds of Christchurch.

SUGGESTED SOLUTION.

It had been suggested that the solution was to rule that between Stour-road and High-street there should be one-way traffic from east to west. The Bournemouth Corporation would willingly acquiesce in that.

This was at present part of the main road from London to Bournemouth, and it was just as important for Bournemouth as for Christchurch that access should be as efficient as it could be.

If a passenger from a trolley bus wanted to go along Barrack-road now he had to walk across Iford Bridge and wait for an omnibus there.

If the committee gave the powers which were sought such a passenger would be conveyed along Barrack-road into the High-street.

"It is not proposed to go on through the High-street, though there is Purewell, a rendezvous much sought by visitors and residents," Sir Evan Charteris said. "There are two bridges over which it would be undesirable to operate trolley buses."

There was reason to think that the County Council were contemplating another entrance into Bournemouth. It was understood that the new road, which had got as far as Ringwood, was to be continued into Bournemouth.

CHRISTCHURCH OBJECTIONS.

Sir Evan then dealt with the objections of Christchurch. It was said that the properties fronting route 8 were largely residential. The answer to that was that there were already running along the route omnibuses both of the Bournemouth Corporation and the Hants and Dorset Omnibus Co. The objections which could be raised against trolley buses as compared with those which could be made against petrol omnibuses had far less foundation. Petrol omnibuses were necessarily noisy; they developed fumes. Experience showed that so far from depreciating property the existence of trolley vehicles added to its value because of the transport they supplied with the

minimum of possible objection.

Christchurch also said that provision for turning would cause congestion in High-street. The Corporation had purchased a yard inside which the turning would take place, so that objection was entirely removed. The Corporation had also given an undertaking that only one vehicle should be at one time in Church-street on the eastern limit of the borough.

Objectors said that intercommunication of the existing services of trolley vehicles in Stour-road with the proposed services in Barrack-road be prohibited.

"That would really be nullifying one of the ideas of the Barrack-road extension, which is designed to secure a circular route," Sir Evan Charteris commented.

HENGISTBURY HEAD.

Mr. Duncan S. Morrison, engineer and general manager of the Bournemouth Tramways Department, then gave evidence. He said that if route No. 8 operated the Corporation would have powers along Castle-lane and would be able to provide adequate facilities for North Bournemouth residents to go direct to Hengistbury Head, which was being developed for pleasure purposes.

If permission was given for the service along Barrack-road it was intended to divide the services of trolley buses proceeding to Christchurch from the Square into two services, each of 20 minutes. There had been numerous requests for the public to extend the trolley buses.

Mr. Woodward (for the Bournemouth Corporation): Have you had a letter from the town clerk of Lymington complaining of the way the present service works?

Mr. Thorpe objected to this evidence when Mr. Woodward said that the town clerk of Lymington would not be called, and Sir Evan Charteris then said that the letter would not be put in if objection was taken to it.

The chairman: I think you had better not put it in.

Mr. Woodward: Apart from the narrow 100 yards of road, is there any reason to anticipate congestion?

Mr. Morrison: No. He added that it would be perfectly safe to operate trolley vehicles over the railway bridge.

Why do you suggest that the existing motor bus services are not sufficient?—The times are not even enough and it is difficult to co-ordinate the short distance time-tables and the long distance time-tables. Long distance passengers complain that they are squeezed out by short distance passengers.

BUS SERVICES.

Mr. Morrison was then questioned by Mr. Thorpe, K.C., for the objectors.

Mr. Thorpe: If the Hants and Dorset Co. want more buses on this route they can apply and get licences, and Bournemouth can do the same?

Mr. Morrison agreed.

Mr. Thorpe: So you could satisfy all the requirements of Barrack-road with more bus services?

Mr. Morrison: Yes; but not economically so far as the Corporation is concerned.

He added that the reason that Bournemouth required trolley buses as well as buses was that trolley vehicles were considered the proper type of transport, and that now was the opportune time to introduce it.

Mr. Thorpe: There is not much enthusiasm in Bournemouth for this route, is there?—I have not heard anything of that.

Do you know that when it was first discussed in the Council there were 25 for and 25 against?—No; I do not know that.

Mr. Thorpe next informed the committee of the letter written by the Southampton County Council, disclosing their attitude to the proposal, in January, 1937, at the time of the Provisional

Order. He asked Mr. Morrison what proposals Bournemouth Corporation had now for making the road more suitable for trolley vehicles.

"None, except the procedure," Mr. Morrison replied. He explained that before he could go ahead with any work of construction he would have to submit detailed plans to the Ministry, who would get into touch with the highway authority.

CHURCH STREET.

Mr. Woodward contended that congestion in Church-street had been practically negligible. Mr. Thorpe retorted: I am going to call evidence that it is perpetually congested. He suggested that Barrack-road was wholly unsuitable for trolley vehicles.

Mr. Morrison: I do not agree.

He considered that there was ample width on the railway bridge for two trolley vehicles to pass.

There was a demand for the vehicles. They had been asked many times for the service by people living in the neighbourhood of Jumpers.

The trolley vehicle was the primary form of transport in the Bournemouth transport area.

Mr. Thorpe: Would persons wanting to go from Bournemouth to Christchurch not just get into a bus and do it in one journey?—Yes, if they could.

Why can't they?—Because of the infrequency of buses.

TROLLEY BUSES.

Mr. Thorpe: How did you reach the conclusion that running trolley vehicles was more economical than running buses?—If you compare my motor bus operations with the trolley buses you will find that the trolley buses not only pay for their own interest in redemption, but they subsidise the motor buses.

Replying to the chairman, Mr. Morrison said that a trolley bus with the same capacity as a motor bus would cost approximately 10 to 15 per cent, more than a motor bus. The life of a motor bus was shorter than that of a trolley bus.

Mr. Thorpe: Is your desire to make profits with trolley vehicles in Barrack-road where we don't want you in order to balance or to help inflate the profits of the whole Bournemouth transport service?—No.

Mr. R. J. Hankinson, a surveyor, suggested that the introduction of trolley vehicles would not have a detrimental effect on the route,

Mr. Thorpe: Where do you live?—At the New Forest at present (Laughter.)

Mr. Thorpe: You have been called to prove the negative; if these things arrive they won't do anybody any harm?—Yes.

Mr. Langton, chairman of the Bournemouth Transport Committee, said that it was their ambition and desire, so far as they could, to endeavour to meet the wishes of the Christchurch Corporation, at the same time maintaining their policy of linking up their services.

MATTER OF OPINION.

Mr. Thorpe asked witness what was unreasonable in Christchurch saying they did not want trolley buses when Bournemouth could have put on sufficient services of another kind to deal with the traffic.

Witness: It is a matter of opinion as to the type of vehicle.

Mr. Thorpe: That is unreasonable? If you like jam tarts and I don't, that is not unreasonable is it?

Mr. R. E. Gray, a member of Christchurch Borough Council, said that he was in favour of the Bournemouth scheme. He read resolutions in support of the Bournemouth Bill which had been

passed by the local Labour Party and branches of various trade unions.

Mr. Stanley Kermode, a builder of Barrack-road, Christchurch, said that he was in favour of the Bournemouth Corporation Bill. It would be of advantage to working people living in the area.

Mr. Alfred Harvey, an employee of Bournemouth Corporation, spoke to a petition which he had helped to canvass in support of the trolley bus service extension. There were 1,107 signatures. He did not confine himself to local government electors. He did not get many refusals.

The hearing was adjourned till this morning.

BARRACK RD. TROLLEY-BUS DECISION.

Bournemouth May Like Posts And Wires!

'WE DONT,' SAYS CHRISTCHURCH.

Bournemouth Echo, March 31, 1938

WHEN the Bournemouth Corporation (Trolley Vehicles) Provisional Order Bill was further considered before a Select Committee of the House of Commons yesterday, Mr. J. H. Thorpe, K.C., leading counsel for Christchurch Corporation, the only opponents, contended that the Minister of Health had made the Provisional Order by applying the wrong test.

The chairman (Sir David Reid) said the committee could not go into that. The question of the construction of the Act was a question for the courts.

Mr. Thorpe: I would rather come to Parliament. You know what law courts can be.

(Laughter.)

Later the chairman said to Mr. Thorpe: "I think your remedy was to get a writ of some sort, to prohibit the Minister going on; or to prohibit the Corporation from coming to Parliament, or, something of that kind. You have come here with the Provisional Order already made."

"HALF LOST."

Sir Evan Charteris (for Bournemouth Corporation) said that Parliament put a duty on the Minister of saying whether or not consent had been unreasonably withheld by Christchurch. Bournemouth, having complied with all the procedure which Parliament prescribed, was now told that the procedure was wrong, and in effect Parliament was asked to say that section 30 was wrong.

Mr. Thorpe contended that Christchurch had not got what they were entitled to from the Ministry of Transport.

Sir David Reid said that the Provisional Order, as made, came before the committee and it was for them to confirm it or not. He did not see how the committee could sit in judgement on an official of the Ministry.

Mr. Thorpe said he was not asking the committee to do that. When a Provisional Order was made the battle was half lost, but he wanted to get rid of that position.

The chairman: You cannot. Whether the procedure was right or wrong, the Order had been made, he added.

BOURNEMOUTH'S POWERS.

Mr. Thorpe said he would leave the point by asking the committee to remember that there were a good many cases where the Minister had made a Provisional Order and it had been thrown out by Parliament.

It was obvious, he said, that the Bournemouth Corporation had done nothing about complaints of congestion in Church-street.

He submitted that Bournemouth had not shown the committee that there was any justification for running trolley vehicles anywhere on the route.

"We frankly take the view that the proper form of transport for this route is an adequate system of buses," Mr. Thorpe said. "Bournemouth was given powers on the understanding that they did provide an adequate service of buses. If they are not doing that it is their duty to do it.

POSTS AND WIRES.

"Bournemouth may like posts and wires. We don't. It is our district. We don't like trams; we were parties to abolishing them. Bournemouth has not yet offered us an electric railway, but there is no limits to Bournemouth's ambitions. (Laughter.)"

"It may be asked, is there no half-way house, some arrangement by which we could withdraw opposition," Mr. Thorpe said.

"There is no half-way house. We object to any more trolley vehicles in our borough and particularly on this route."

In no circumstances should Bournemouth be allowed to run trolley vehicles along Barrack-road to the south-east of Stour-road. It would be better still if they were stopped at the railway bridge.

MAYOR'S EVIDENCE.

Councillor H. E. W. Laphorne, Mayor of Christchurch, said that at present no workmen's fares were given on the buses operating in Christchurch. His Corporation would be very glad to have them extended to the services in the borough.

At present there was a substantial volume of ordinary traffic over Barrack-road. The present bus services were adequate in that road and except at peak periods, and sometimes in summer, he had seldom seen more than half-a-dozen people waiting for any one bus at the terminus.

The Christchurch Corporation viewed with apprehension the proposal to place poles on or near the railway bridge.

He did not hear until long after the inquiry that there was any suggestion to turn trolley vehicles in Stour-road. It was a most dangerous place for a turning point and the vehicles would cut right across the main road traffic.

Christchurch Chamber of Commerce were unanimously opposed to having a system of trolley buses in the borough.

PORTFIELD ROAD.

The Mayor, questioned by Sir Evan Charteris, agreed that the western end of Christchurch was practically a dormitory for Bournemouth. To save the expense of opposing this Bill an alternative to the Barrack-road route was suggested.

Sir Evan Charteris: Was it suggested that trolley vehicles should run up Portfield-road, along Fairmile and down again into Barrack-road?—The Mayor: Not again into Barrack-road, but into High-street. We suggested that as the lesser of two evils.

Bournemouth pointed out in a letter that the objections to that route were insuperable?—Yes; but I do not agree with that.

You would prefer the trolley vehicles to run by way of Portfield-road?—I think I am expressing the wishes of 90 per cent, of the inhabitants when I say that we do not want to see them go anywhere.

There was a feeling in Christchurch that facilities should be given for workmen's fares on the buses. Christchurch had not actually approached Bournemouth on the matter, but it was under consideration by a committee that an approach should be made to Bournemouth.

BY-PASS SUGGESTION.

Mr. F. Griffiths, M.P., asked if a by-pass had ever been suggested for Christchurch.

The Mayor replied that there had been a suggestion, but he thought it would be a very long time before a by-pass was constructed.

He added in reply to further questions that he had not consulted the police about the traffic in the place under discussion, but he was familiar with their views, and he had not officially asked their views on the trolley vehicle proposal, though he was familiar with those also.

Alderman Douglas Galton said, in answer to questions, that he objected to trolley vehicles running in any part of Barrack-road from the west to the Bournemouth side of the railway bridge. He regarded it as the most dangerous bridge in the locality. Having regard to its gradient it was impossible to see what was approaching until one got practically to the top of the bridge. A trolley vehicle was nothing like so mobile as other forms of transport. Having regard to the volume of traffic using the road he could not imagine the upheaval that would occur at the corner if anything happened to stop a trolley vehicle such as the arms coming off the wires.

Sir Evan Charteris commented: "That is really a council of despair."

"DANGEROUS ROUTE."

From the western side of the railway bridge to the High-street there was no more unsuitable and more dangerous route for trolley vehicles in the whole of the Bournemouth area.

Alderman Eric R. Oakley said that he was responsible for a petition which was signed by 1,155 persons against the proposals; 913 separately assessed properties were represented. He explained that he thought he would get more signatures if he wrote out a sort of advertisement saying that 4,000 signatures were wanted.

Sir Evan Charteris: But you did not get 4,000.

Alderman Oakley: I did not expect to. (Laughter.)

Sir David Reid: It was only an ideal. (Laughter.)

Sir Evan Charteris, addressing the committee, said that Christchurch might now be considered as part of the area occupied by people who worked in Bournemouth.

COMMITTEE'S DECISION.

Eleven hundred people in the area immediately affected had signed a petition in favour of the Bill. Whatever might be the value of a petition it was at least an indication that in that area there was a strong feeling in favour of trolleys, Bournemouth's proposal, he thought, was a fair one.

The members of the committee considered the application in private, after which the chairman announced that the committee was prepared to sanction part of the Barrack-road from Iford Bridge to the corner of Stour-road and Barrack-road, but they were unanimously of opinion that the bit from the Stour-road and Barrack-road junction to the junction in High-street was not suitable for vehicular traffic and they disallowed that.

The chairman said that the part they had sanctioned would give the through roundabout route.

THE TROLLEY BUS BILL

DECISION OF OF SELECT COMMITTEE

ARGUMENTS OF CHRISTCHURGH PREVAIL

TERMINATION AT STOUR ROAD

C.T. April 2nd 1938

"IT IS TRUE WE ARE NOT AS BIG AS BOURNEMOUTH, BUT IN OUR VIEW WE ARE JUST AS IMPORTANT AND INFINITELY MORE ATTRACTIVE," SAID MR. J. H. THORPE, K.C., WHO DEFENDED CHRISTCHURCH AT THE PARLIAMENTARY INQUIRY INTO THE TROLLEY BUS ROUTE LAST WEDNESDAY

The decision of the Select Committee to disallow the trolleys to pass over that portion of the Barrack Road which runs from Stour cross roads to the High Street, came as a support of this contention.

The route from Iford to Stour Road was sanctioned.

Christchurch Corporation were the only objectors to the Bournemouth Trolley Bus Bill, which was heard by a committee sitting under the chairmanship of Sir David Reid (C, Down). The hearing began on Tuesday last, and the decision was made known shortly after noon on Wednesday.

The ultimate finding of the committee was a "half-victory" for Christchurch, who had opposed the whole route.

His Worship the Mayor (Councillor H. E. W. Laphorne), Alderman Galton, Alderman Tucker, Alderman Russell Oakley, Mr. W. D. Platt (Town Clerk) and Mr. E. B. Wise (Borough Surveyor), and Mr. C. E. Keith (representing the Chamber of Trade) travelled to London in order to be present at the inquiry. Councillor Gray travelled with the Bournemouth contingent as a camp follower of that body.

SYSTEM DEFECTIVE.

Counsel for the Christchurch Corporation was Mr. J. H. Thorpe, K.C., and Mr. Gerald Thesiger, and Bournemouth Corporation were represented by Sir Evan Charteris, K.C., and Mr. Gilbert Woodward.

Opening the case for Bournemouth, Sir Evan Charteris explained that the Bill was for the purpose of confirming a provisional order made by the Minister of Transport for permission to the Bournemouth Corporation to run trolley vehicles. The first trolley vehicles in substitution of trams were so successful that the Corporation decided to speed up the conversion. It was amply apparent that the trolley vehicle was the most convenient form of transport for passengers.

It was clear when the provisional order was introduced that the system was defective, because there were "dead ends" and an absence of circular routes, and generally lay-out was uneconomical from the point of the operators. It was also unsatisfactory from the point of view of the people who travelled on the routes. Therefore the Corporation devised a scheme to link up the dead ends and make circular routes where possible.

Route 8, which covered Barrack Road, through Stour Road, and terminated in the High Street, was the only route to which objections had been formulated.

The Minister by making the order had decided that the consent of the Christchurch Corporation had been unreasonably withheld. The main objection, Sir Evan Charteris said, referred to a small piece of road which ran across the apex of a triangle formed by the roads at the proposed terminus in Christchurch.

Regarding this the Corporation had made the pledge not to use the road crossing the apex of the triangle for three years except with the consent of the Corporation of Christchurch, and after three years they would use it only with the consent of the Christchurch Corporation which consent should not be unreasonably withheld.

DID NOT MEET THE OBJECTION.

Mr. Thorpe said he appreciated this offer but it did not meet the Christchurch objection.

Sir Evan Charteris continued that it was not proposed to extend the trolley vehicle system beyond the High Street to Purewell. One of the Christchurch objections that provision for turning the vehicles in Church Street would add to the congestion in High Street had been removed by the

acquisition by the Bournemouth Corporation of a yard inside which the vehicles would be turned.

Regarding the objection that the running of trolley vehicles would depreciate the value of properties bordering Route 8, Sir Evan pointed out that two services of buses now ran along this route and he contended that experience proved that trolley vehicles, because of the transport facilities they provided, actually added to property values.

Counsel continued that the offer regarding the piece of road running across the apex of the triangle to which he referred was made by the Bournemouth Corporation to Major Mills, who was acting not for Christchurch Corporation, but for a number of residents in the district. That pledge the Bournemouth Corporation were now prepared to incorporate in the Bill.

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This was at present part of the main road from London to Bournemouth, and it was just as important for Bournemouth as for Christchurch that access should be as efficient as it could be.

BRIDGES PROTECT CASTLE STREET.

If a passenger from a trolley bus wanted to go along Barrack Road under the existing system he had to walk across Iford Bridge and wait there for an omnibus.

If the committee gave the powers which were sought such a passenger would be conveyed along Barrack Road into the High Street without charge or delay.

"It is not proposed to go on through the High Street, though there is Purewell, a rendezvous much sought by visitors and residents," Sir Evan Charteris said. "There are two bridges over which it would be undesirable to operate trolley buses."

There was reason to think that the County Council were contemplating another entrance into Bournemouth. It was understood the new road, which had got as far as Ringwood, was to be continued into Bournemouth.

THE OBJECTIONS REVIEWED.

Sir Evan then dealt with the objections of Christchurch. It was said that the properties fronting route 8 were largely residential. The answer to that was that there were already running along the route omnibuses both of the Bournemouth Corporation and the Hants and Dorset Omnibus Co. The objections which could be raised against trolley buses as compared with those which could be made against petrol omnibuses had far less foundation. Petrol omnibuses were necessarily noisy; they developed fumes. Experience showed that so far from depreciating property the existence of trolley vehicles added to its value because of the transport they supplied with the minimum of possible objection.

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"That would really be nullifying one of the ideas of the Barrack Road extension, which is designed to secure a circular route," Sir Evan Charteris commented.

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Mr. Thorpe objected to this evidence when Mr. Woodward said that the town clerk of Lymington would not be called, and Sir Evan Charteris then said that the letter would not be put in if objection was taken to it.

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Mr. Thorpe: If the Hants and Dorset Co. want more buses on this route they can apply and get licences, and Bournemouth can do the same?

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NOT POPULAR IN BOURNEMOUTH?

Mr. Thorpe: There is not much enthusiasm in Bournemouth for this route, is there? —I have not heard anything of that.

Do you know that when it was first discussed in the Council there were 25 for and 25 against?—No; I do not know that.

Mr. Woodward contended that congestion in Church Street had been practically negligible.

Mr. Thorpe retorted: I am going to call evidence that it is perpetually congested. He suggested that Barrack Road was wholly unsuitable for trolley vehicles.

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Why can't they?—Because of the infrequency of buses.

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Mr. Thorpe: Is your desire to make profits with trolley vehicles in Barrack Road where we don't want you in order to balance or to help inflate the profits of the whole Bournemouth transport service?—No.

LAUGHTER.

Mr. R. J. Hankinson, a surveyor, suggested that the introduction of trolley vehicles would not have a detrimental effect on the route.

Mr. Thorpe: Where do you live?—In the New Forest at present. (Laughter.)

Mr. Thorpe: You have been called to prove the negative; if these things arrive they won't do anybody any harm?—Yes.

Mr. Thorpe asked the next witness, Mr. Langton, chairman of the Bournemouth Transport Committee, what was unreasonable in Christchurch saying they did not want trolley buses when Bournemouth could have put on sufficient services of another kind to deal with the traffic.

Witness: It is a matter of opinion as to the type of vehicle.

Mr. Thorpe: That is unreasonable? If you like jam tarts and I don't, that is not unreasonable, is it?

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Mr. Stanley Kermode, a builder, of Barrack Road Christchurch, said that he was in favour of the Bournemouth Corporation Bill. It would be of advantage to working people living in the area.

Mr Alfred Harvey, an employee of Bournemouth Corporation, spoke to a petition which he had helped to canvass in support of the trolley bus service extension. There were 1,107 signatures. He did not confine himself to local government electors. He did not get many refusals.

The hearing was then adjourned until the next day.

On Wednesday morning, Mr. J. H. Thorpe, K.C., opened the case for the Christchurch Corporation, speaking the words first quoted above.

IN 1930 WE OWNED OUR HOUSE.

"Up to 1930 we were masters in our own house. It was in our hands to say what sort of traffic we wanted."

In that year Bournemouth came to Parliament and said they wanted power to run buses, not only in Bournemouth but in Christchurch, and they wanted them from Bournemouth to Purewell Corner. That was an innovation.

They further said they wanted the right to run trolley vehicles on a particular route or routes in Christchurch. Christchurch petitioned against it, saying they did not want a neighbouring authority to come in.

The petition was withdrawn on two undertakings, to which he attached great weight. There was to be competition between the Corporation buses and the Hants and Dorset buses. Christchurch took the view that competition would keep down fares and ensure an adequate service.

"We have been let down completely," Mr. Thorpe said. "Because on the route in Barrack Road competition has ceased."

The agreement between the Bournemouth Corporation and the Hants and Dorset Co. said that the Hants and Dorset Co. should not make a penny profit on the Barrack Road route. There

was, therefore, no inducement for the Hants and Dorset Co. buses to pick up the public. If there was any complaint of inadequate facilities on the Barrack Road route it was entirely due to that agreement. If there was any shortage of transport it could be easily overcome by applications for more bus licences.

DEFINITELY NOT WANTED.

"We do not want trolley vehicles in our district," Mr. Thorpe said.

Parliament should give Christchurch the same measure of protection that it gave in 1930. It was not a question really of the pros and cons, but a question whether, having heard all the pros and cons and all the circumstances, Christchurch had been unreasonable in withholding their consent. That position was never taken by the inspector of the Ministry. There was no evidence that Christchurch had been unreasonable.

"I have looked up the word (unreasonable) in the dictionary, and I find that Johnson defines it as to act in a manner contrary to reason." Mr. Thorpe said.

Sir David Reid (the chairman): Does it stop there? (Laughter).

Mr. Thorpe: Yes.

Did that not mean, Mr. Thorpe asked, that Christchurch might refuse, but then must not act capriciously?

He submitted that the Minister could not determine a matter upon which he had had no evidence.

Sir David Reid: How can it be said that the Minister did not do a thing when he made an Order?

Mr. Thorpe: Because he made the Order by applying the wrong test.

Sir David Reid said that committee could not go into that. The question of the construction of an Act was a matter for the courts.

Mr. Thorpe: I would rather come to Parliament; you know what law courts can be. (Laughter.)

After further argument on this point Mr. Thorpe said he would leave the matter, asking the committee to remember that there were a great many cases where a Provisional Order had been made by the Minister, but it had been thrown out by Parliament.

Christchurch took the view that the proper form of transport for this route was an adequate system of buses.

"It may be asked: 'Is there no half-way house, some arrangement by which we could withdraw opposition.' " Mr. Thorpe said.

"There is no half-way house. We object to any more trolley buses in our borough, and particularly on this route."

Councillor H. E. W. Laphorne, Mayor of Christchurch, said that the offer made by Bournemouth to Major Mills did not meet the Christchurch objections. To save expense Christchurch had suggested an alternative route to the Barrack Road route by Portfield Road and along Fairmile into the High Street. This suggestion was made as accepting the lesser of two evils.

UNWANTED POSTS.

"Bournemouth may like posts and wires. We don't. It is our district. We don't like trams; we were parties to abolishing them. Bournemouth has not yet offered us an electric railway, but there is no limits to Bournemouth's ambitions. (Laughter). ...

"It may be asked is there no half-way house, some arrangement by which we could withdraw opposition," Mr. Thorpe said.

"There is no half-way house. We object to any more trolley vehicles in our borough and particularly on this route."

In no circumstances should Bournemouth be allowed to run trolley vehicles along Barrack

Road to the south-east of Stour Road. It would be better still if they were stopped at the railway bridge.

MAYOR'S EVIDENCE.

Councillor H. E. W. Laphorne, Mayor of Christchurch, said that at present no workmen's fares were given on the buses operating in Christchurch. His Corporation would be very glad to have them extended to the services in the borough.

At present there was a substantial volume of ordinary traffic over Barrack Road. The present bus services were adequate in that road and except at peak periods, and sometimes in summer, he had seldom seen more than half-a-dozen people waiting for any one bus at the terminus.

The Christchurch Corporation viewed with apprehension the proposal to place poles on or near the railway bridge.

He did not hear until long after the inquiry that there was any suggestion to turn trolley vehicles in Stour Road. It was a most dangerous place for a turning point and the vehicles would cut right across the main road traffic.

Christchurch Chamber of Trade were also unanimously opposed to the proposal.

A CHRISTCHURCH SUGGESTION.

The Mayor agreed that the western end of Christchurch was practically a dormitory for Bournemouth. To save the expense of opposing this Bill an alternative to the Barrack Road route was suggested.

Sir Evan Charteris: Was it suggested that trolley vehicles should run up Portfield Road, along Fairmile and down again into Barrack Road?—The Mayor: Not again into Barrack Road, but into High Street. We suggested that as the lesser of two evils.

Bournemouth pointed out in a letter that the objections to that route were insuperable?—Yes; but I do not agree with that.

You would prefer the trolley vehicles to run by way of Portfield Road?—I think I am expressing the wishes of 90 per cent. of the inhabitants when I say that we do not want to see them go anywhere.

There was a feeling in Christchurch that facilities should be given for workmen's fares on the buses. Christchurch had not actually approached Bournemouth on the matter, but it was under consideration by a committee that an approach should be made to Bournemouth.

LONG TIME BEFORE A BY-PASS.

Mr. F. Griffiths, M.P., asked if a by-pass had ever been suggested for Christchurch.

The Mayor replied that there had been a suggestion, but he thought it would be a very long time before a by-pass was constructed.

THE MOST DANGEROUS BRIDGE.

Alderman Douglas Galton said that he objected to trolley vehicles running in any part of Barrack Road from the west to the Bournemouth side of the railway bridge. He regarded it as the most dangerous bridge in the locality. Having regard to its gradient it was impossible to see what was approaching until one got practically to the top of the bridge. A trolley vehicle was not so mobile as other forms of transport. Having regard to the volume of traffic using the road he could not imagine the upheaval that would occur at the corner if anything happened to stop a trolley vehicle such as the arms coming off the wires.

MERGED WITH BOURNEMOUTH.

Alderman E. R. Oakley said that he was responsible for a petition which was signed by 1,155 persons against the proposals; 913 separately assessed properties were represented. He explained that he thought he would get more signatures if he wrote out a sort of advertisement saying that 4,000 signatures were wanted.

Sir Evan Charteris: But you did not get 4,000.

Alderman Oakley: I did not expect to. (Laughter.)

Sir David Reid: It was only an ideal. (Laughter.)

Sir Evan Charteris, addressing the committee, said that Christchurch might now be considered as part of the area occupied by people who worked in Bournemouth.

A ROUNDABOUT ROUTE IF DESIRED.

The members of the committee considered the application in private, after which the chairman announced that the committee was prepared to sanction part of the Barrack Road from Iford Bridge to the corner of Stour Road and Barrack Road, but they were unanimously of opinion that the length from the Stour Road and Barrack Road junction to the junction in High Street was not suitable for vehicular traffic and they disallowed that.

The chairman said that the part they had sanctioned would give the through roundabout route.

There are, it is understood, various amendments which were pressed by Christchurch, and to which Bournemouth finally agreed.

TROLLEY BUSES **The Christchurch Opposition.** ***POINT GAINED.***

Echo 1938

Yesterday's decision by the House of Commons Select Committee concerning the Bournemouth Trolley Bus Bill is the culmination of a long controversy between Bournemouth and Christchurch over the running of a trolley bus service between the two towns by way of Barrack-road.

The Bill has yet to pass both Houses of Parliament, but this, it is hoped, will be a formal procedure. When it is finally approved Bournemouth Corporation will be able to go ahead with the operation of several new routes, first decided upon nearly two years ago, but held up by failure to come to terms with adjoining authorities.

THE DECISION.

In the committee's decision yesterday Christchurch gained its point. Trolley buses will not be allowed to operate along that portion of Barrack-road between Stour-road and High-street. This has been the bone of contention all along. Christchurch objected when Bournemouth applied to the Ministry for a Provisional Order for new routes including the whole of Barrack-road, but the Ministry agreed to its inclusion in the Provisional Order.

When the Order came before Parliament, last, Christchurch, through its Member (Major J. D. Mills), succeeded in preventing its passage through Parliament, and in the next session it was referred to the Select Committee which has just announced its decision.

In October, after negotiations, Major Mills agreed to withdraw his opposition on conditions, offered by Bournemouth, that the Corporation would not operate trolley buses along the portion of Barrack-road between Stour-road and High-street for three years, except with the consent of the

Christchurch Corporation, and after three years only with the consent of that Corporation, "but such consent not to be unreasonably withheld."

Notwithstanding the acceptance of these conditions by Major Mills, the Christchurch Corporation continued their objection, and the Mayor (Councillor H. E. W. Laphorne) told the Select Committee on Wednesday that Bournemouth's offer to Major Mills did not meet their objections.

WHAT BOURNEMOUTH CAN DO.

"The committee's decision that the route from Iford along Barrack-road shall terminate at Stour-road does not mean that we shall be unable to run a through service of trolley buses to Christchurch" the "Echo" was told at the Town Hall to-day. "At Stour-road we link up with our other route, and there is no reason why we should not turn our vehicles into Stour-road from Barrack-road and continue along the existing route to Bargates and the High-street. We should also be able to complete our circular route by turning right at Stour-road and so over Tuckton Bridge into Southbourne."

NEW ROUTES.

When the Bill receives the approval of Parliament the following routes can be proceeded with: Moordown to Iford, along Castle-lane; Kinson to Wimborne - road, Moordown, from the junction of Columbia-road and Kinson - road, along Columbia - road and Ensbury Park-road, Ensbury Park Hotel to Ensbury, along Coombe-avenue, Leybourne-avenue and Northbourne-avenue, to the junction of Northbourne - avenue and Wimborne-road; Tuckton Bridge to Fisherman's Walk, along Cranleigh-road and Beaufort-road; The Banks, Winton, to Holdenhurst-road, along Alma-road and Richmond Park-road.