

Tewkesbury Area

The Early Years

Bristol Tramways started operating services from both Gloucester and Cheltenham to Tewkesbury in 1915. Five journeys were provided on the service from Gloucester with one additional evening journey on the Gloucester to Norton section.

Midland Red meanwhile introduced a Worcester to Tewkesbury service numbered 50 on 30th October 1915. It ran via Callow End, Hanley Castle, Upton-on-Severn, Longdon and Long Green on Mondays, Wednesdays and Saturdays. It was extended from Tewkesbury to Bredon and Overbury for a short period in 1916 and again from May 1920. From 9th July 1921 all but the morning run out from Worcester and the evening one back were diverted to Malvern to become a Malvern to Overbury service. The service was however withdrawn on Mondays by November 1921

By 1922 the Bristol Tramways Cheltenham service was running eleven times a day and had been numbered 45 whilst the Gloucester service had become route 50 and still ran five times a day.

The Midland Red service to Malvern was introduced on Sundays for the summer of 1925 and was renumbered 268. It was reintroduced on Mondays and ran thrice a day from 1st May 1926. It was renumbered yet again, this time to 364 on 11th February 1928

A Cheltenham to Malvern service was provided by Martin of Cheltenham by 1928 but passed in this year to Stratford-upon-Avon Motor Services, which later became Stratford Blue. Bristol Tramways started their route 170 between Cheltenham and Malvern Link on 20th October 1929 with three journeys per day (two on Sundays). On 22nd May 1931 the Stratford Blue service to Malvern was transferred to Bristol Tramways in exchange for a larger share of their Cheltenham to Evesham service. Soon Bristol Tramways started routes to Cheltenham via Ashchurch and Bishops Cleeve (62)

By 1933 the Gloucester to Tewkesbury service had been extended to Evesham and was running every two hours and Rover had established another route from Gloucester to Tewkesbury via the villages on the west bank of the Severn. Two journeys over the full length of the route plus there were two additional journeys from Gloucester to Tirley

Details of the services operated by Bristol Tramways in July 1933 were as follows:-

- 45 Cheltenham to Tewkesbury via Coombe Hill**
11 journeys per day
- 50 Gloucester to Evesham via Tewkesbury**
2 hourly
- 62 Cheltenham to Tewkesbury via Bishops Cleeve and Ashchurch**
10 journeys per day
- 170 Cheltenham to Malvern**
4 journeys per day

New route 112 was introduced in May 1935 but had been withdrawn by June 1936. It operated one return journey on Wednesdays only from Gloucester to Tewkesbury via Longlevens, Hare & Hounds, Staverton, Boddington, Piffs Elm,

Elmstone Hardwicke, Stoke Orchard, Tredington, Odessa Inn and Gupps Hill.
Possibly as a replacement, three journeys on route 45 were diverted via Elmstone
Hardwicke, Stoke Orchard and Tredington after its withdrawal

By June 1936 the Tewkesbury to Beckford short journeys had been replaced by an
enhanced service of seven journeys over the whole of route 50 and the service on
route 45 had been reduced from eleven to nine journeys

By 1939 the diversion of route 45 via Stoke Orchard had been reduced to Thursdays
and Saturdays only.

By this time Midland Red were running four journeys from Gloucester to
Birmingham and four from Cheltenham to Birmingham plus one from both
Gloucester and Cheltenham to Worcester.

THE SECOND WORLD WAR AND ITS AFTERMATH

The Second World War caused many changes to services with frequency increases on some routes where new journeys were required to be made whilst reductions in frequency were made to less essential services. The situation on the Bristol Tramways routes is summarised below

By 1943 the following changes had occurred

- Route 45 reduced to five journeys per day (two on Sundays)
- Route 45A WITHDRAWN
- Route 50 four journeys per day over the whole route plus four additional journeys between Tewkesbury and Beckford
- Route 62 Service to Tewkesbury reduced to seven journeys although there were additional journeys between Cheltenham and Bishop's Cleeve
- Route 170 Service reduced to two journeys per day (one on Sundays)

By April 1945 there had been some improvements and the position was as follows

- Route 45 increased to six journeys per day (three on Sundays)
- Route 50 Four journeys per day over the whole route plus four additional journeys between Tewkesbury and Beckford
One journey on weekdays in each direction served Dumbleton
- Route 62 Weekdays 10 journeys, Sundays 5 journeys
- Route 170 Weekdays 4 journeys, Sundays 1 journeys

After the end of the war enhancements occurred rapidly and can be summarised as follows

By April 1946

- Route 45 Service increased to eight journeys on weekdays and four on Sundays. Additional service between Cheltenham and Alstone via Tewkesbury and Teddington introduced twice a day on Tuesdays and Saturdays
- Route 50 One additional journey added to main service
- Route 62 Increased to 12 journeys plus one extra on Saturdays and six on Sundays
- Route 170 No change

By July 1947

- Route 45 Service increased to nine journeys per day. Alstone service now worked out from Cheltenham to Tewkesbury and ran two return trips to Alstone and returned to Cheltenham
- Route 50 One further journey introduced between Gloucester and Evesham
- Route 62 Now hourly
- New Route 62A introduced between Cheltenham and Tewkesbury via Bishops Cleeve and Stoke Orchard. Most journeys only ran between Cheltenham and Stake Orchard but four journeys (two on Sundays) continued to Tewkesbury
- Route 170 No change

By June 1948

- Route 45 Five new short journeys (three on Sundays) introduced between Tewkesbury and Priors Park. Five journeys per day.

Route 50 No change
Route 62 Evening short journey introduced between Tewkesbury and Ashchurch
Route 62A No change
Route 170 One additional journey introduced on Sundays

By Jan 1949

Route 45 Additional short journeys introduced between Tewkesbury and Priors Park. Six journeys per day, four on Sundays on this section. Alstone service renumbered 45B
Route 50 No change
Route 62 No change other than timings
Route 62A No change
Route 170 One additional journey introduced on Sundays

By Jun 1949

Route 45 No change
Route 45B Route extended to Alderton and now worked Wednesdays and Saturdays instead of Tuesdays and Saturdays
Route 50 No change
Route 62 No change
Route 62A No change
Route 170 No change

The 1950s

At the start of the 1950s the pattern of service had largely become re-established and was as follows

BRISTOL TRAMWAYS

Route 45 Cheltenham to Tewkesbury via Coombe Hill

Weekdays 6 journeys, Sundays 3 journeys.

Route 45B Tewkesbury to Alderton

Two journeys on Wednesdays and Saturdays only

Route 50 Gloucester to Evesham via Tewkesbury and Beckford

(One journey on weekdays in each direction serves Dumbleton)

Mondays to Fridays 6 journeys plus 2 to Beckford

Saturdays 8 journeys

Sundays 4 journeys

Also **Tewkesbury to Beckford**

Mondays to Fridays 2 journeys,

Saturdays 3 journeys

Route 62 Cheltenham to Tewkesbury via Bishops Cleeve and Ashchurch

Hourly - Weekdays 10 journeys, Sundays 5 journeys

Route 62A Cheltenham to Tewkesbury via Bishops Cleeve and Stoke Orchard

Most journeys only ran between Cheltenham and Stoke Orchard but four journeys (two on Sundays) continued to Tewkesbury

Route 170 Cheltenham to Malvern via Coombe Hill and Tewkesbury

Weekdays 4 journeys,

Sundays 1 journey

MIDLAND RED

Route X72 Birmingham to Gloucester via Bromsgrove, Droitwich, Worcester, Upton-upon-Severn and Tewkesbury

Weekdays: Three trips plus one between Worcester and Gloucester and one from Birmingham to Tewkesbury (extending to Gloucester on Fridays and Saturdays)

Sundays: Three trips

Route X73 Birmingham to Cheltenham via Bromsgrove, Droitwich, Worcester, Upton-upon-Severn and Tewkesbury

Weekdays: Two trips plus one between Worcester and Cheltenham

Sundays: Two trips

Route X74 Birmingham to Cheltenham via Bromsgrove, Droitwich, Worcester, Pershore, Bredon and Tewkesbury

Weekdays: One trip

Sundays: no service

Route 364 Great Malvern to Tewkesbury via Upton-upon-Severn and Longdon

Wednesdays Three Trips

Saturdays: Three Trips plus one extra trip from Tewkesbury to Longdon

Sundays: Two trips

On other days of the week the service ran between Malvern and Upton only

Route 379 Tewkesbury to Rye Cross via Birtsmorton

Wednesdays only: Two trips

Route 381: Pershore to Tewkesbury via Eckington and Bredon

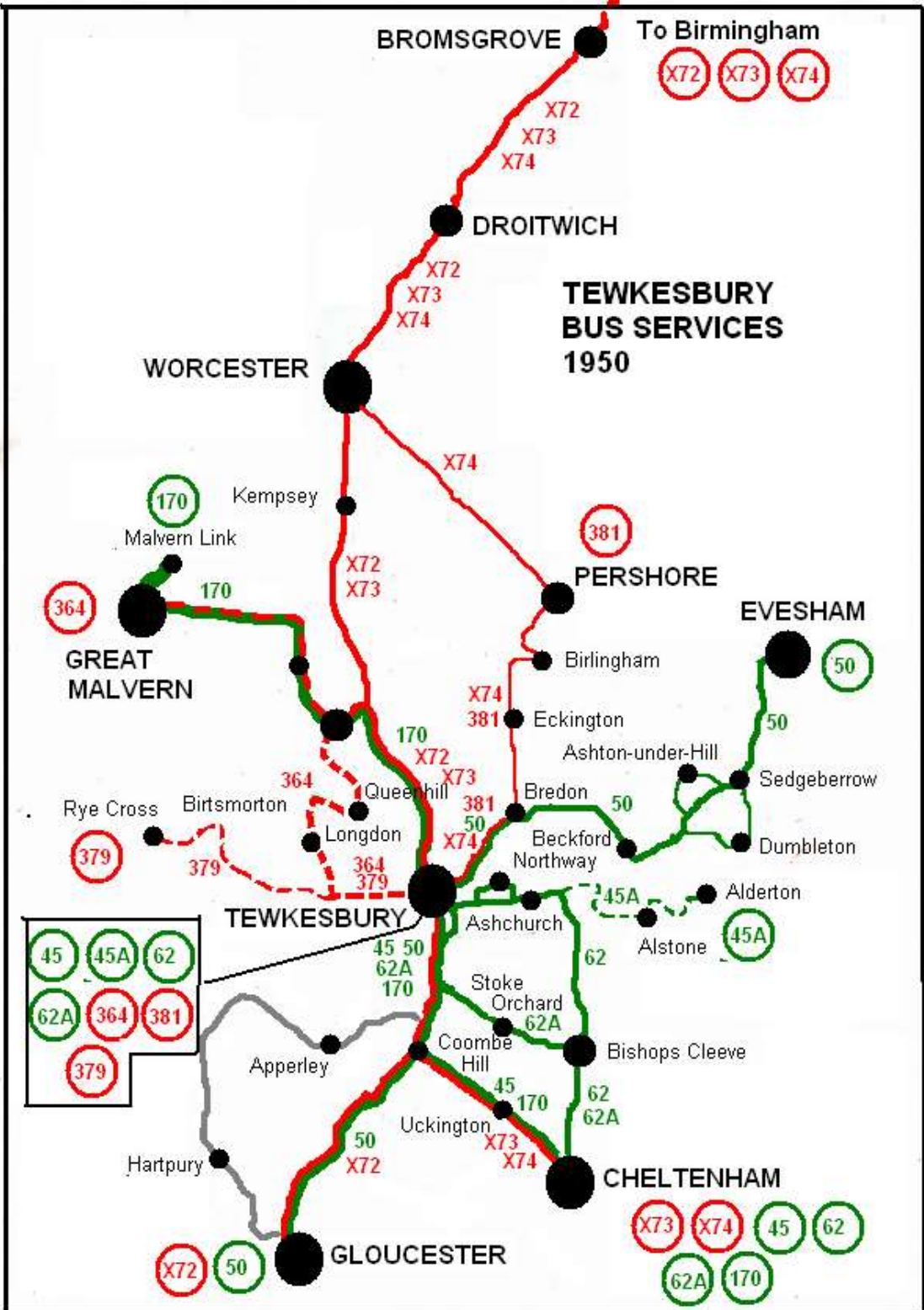
Wednesdays: One trip

Saturdays: Two trips between Tewkesbury and Bredons Norton only

BAYLISS

Gloucester to Tewkesbury via Apperley

Weekdays: Two trips



During the first half of the 1950s there new diversions and new journeys to serve the Northway and Priors Park estates and a relatively few other changes. The winter of 1956/7 was however to see some cutbacks as a result of fuel rationing caused by the Suez Crisis, however these were not as severe in the Tewkesbury area as elsewhere, A summary of the changes is as follows

By Oct 1950

Route 45 One mid evening journey withdrawn and most journeys diverted via Priors Park to replace short workings

By May 1951

Route 50 Last evening journey in both directions diverted to serve Ashton-under-Hill

By Sept 1952

Route 45 All journeys now via Priors Park

Route 62 Four journeys(two on Sundays) diverted via Northway
Additional Tewkesbury local service introduced between Priors Park and Aston Cross via Northway on Saturdays only – five journeys plus positioning journey to and from Cheltenham

By Jun 54

Route 45 One mid evening extended to Malvern

Route 62 One further journey diverted by Northway

Route 62A Tewkesbury now served by six in bound and five outbound journeys

Route 170 Two extra services Malvern introduced but one run as route 45 (via Priors Park) in the outbound direction

By May 55

Route 45 Journey to Malvern now a 170

Route 62A Tewkesbury now served by eight in bound and seven outbound journeys

Route 170 All Malvern journeys now on route 170

By September 1956

Route 45 Additional evening journey to replace 170 journey

Route 45B Extended to Winchcombe and reduced to one journey in each direction, still on Wednesdays and Saturdays only

Route 170 Evening journey withdrawn between Tewkesbury and Malvern and replaced by a route 45 journey

By January 1957

Changes were introduced to take account of fuel rationing due to the Suez Crisis

Route 45 Evening journey that was introduced in September extended to Malvern on Saturdays and Sundays as route 170. Positioning journeys for route 45B withdrawn as it was now worked from Winchcombe end of the route

Route 50 One journey from Gloucester to Beckford curtailed at Tewkesbury and morning peak journey from Tewkesbury to Gloucester introduced to replace a journey on route 120 between Norton and Gloucester

Route 62A Tewkesbury now only served by four trips on Mondays to Fridays, three on Saturdays and two on Sundays

Route 170 Evening journey reintroduced on Saturdays and Sundays

Midland Red route 379 was probably also withdrawn around this time

By July 1957

Journeys on route 62 serving Northway renumbered 62B

By June 1959

Route 62A Service to Tewkesbury increased to seven journeys on Mondays to Fridays, six on Saturdays and four on Sundays

By Sept 1959

No change

The 1960s

The 1960s were saw fairly stable service levels in the first half of the decade, although one man operation was introduced to certain journeys on many routes. 1967 saw all Bristol Omnibus services renumbered into the 5xx series whilst the later 1960s saw the start of service reductions.

At the start of the 1960s the pattern of service was as follows

BRISTOL OMNIBUS

Route 45 Cheltenham to Tewkesbury via Coombe Hill and Priors Park

Weekdays 8 journeys,

Sundays 5 journeys.

Route 45B Winchcombe to Tewkesbury via Alderton

One journey on Wednesdays and Saturdays only

Route 50 Gloucester to Evesham via Tewkesbury and Beckford

(One journey on weekdays in each direction serves Dumbleton and evening journey serves Ashton-under-Hill)

Mondays to Fridays 6 journeys plus one from Gloucester to Tewkesbury and one from Gloucester to Beckford

Saturdays 8 journeys plus one from Gloucester to Tewkesbury

Sundays 4 journeys

Also **Tewkesbury to Beckford**

Mondays to Fridays 2 journeys,

Saturdays 3 journeys

Route 62 Cheltenham to Tewkesbury via Bishops Cleeve and Ashchurch

Route 62B Cheltenham to Tewkesbury via Bishops Cleeve, Ashchurch and Northway

(Seven journeys on weekdays and five on Sundays are route 62B)

Hourly - Weekdays 15 journeys, Sundays 9 journeys

Also (62B) **Northway to Priors Park**

Saturdays only – six journeys

Route 62A Cheltenham to Tewkesbury via Bishops Cleeve and Stoke Orchard

Most journeys only ran between Cheltenham and Stoke Orchard but seven journeys (four on Sundays) continued to Tewkesbury

Route 170 Cheltenham to Malvern via Coombe Hill and Tewkesbury

Weekdays Five trips plus one additional evening journey on Saturdays

Sundays Four trips

MIDLAND RED

Route X72 Birmingham to Gloucester via Bromsgrove, Droitwich, Worcester, Upton-upon-Severn and Tewkesbury

Weekdays: Three trips plus one between Worcester and Gloucester and one extra on Friday and Saturday evenings)

Sundays: Three trips

Route X73 Birmingham to Cheltenham via Bromsgrove, Droitwich, Worcester, Upton-upon-Severn and Tewkesbury

Weekdays: Two trips plus one between Worcester and Cheltenham

Sundays: Two trips

Route X74 Birmingham to Cheltenham via Bromsgrove, Droitwich, Worcester, Pershore, Bredon and Tewkesbury

Weekdays: One trip

Sundays: no service

Route 364 Great Malvern to Tewkesbury via Upton-upon-Severn and Longdon

Wednesdays : Two trips

Saturdays: Three Trips plus one extra trip from Tewkesbury to Longdon

Sundays: Two trips

On other days of the week the service ran between Malvern and Upton only

Route 381: Pershore to Tewkesbury via Eckington and Bredon

Wednesdays: One trip

Saturdays: Two trips between Tewkesbury and Bredons Norton only

The changes that occurred in the 1960s were as follows

By Sept 1960

Route 62A Service to Tewkesbury reduced to six journeys on weekdays and three on Sundays

By Sept 1961

Routes 62/B Additional morning peak journeys introduced on route 62B

5th October 1963

Route 364 All journeys diverted to serve Forthampton

By 1967

Route 364 reduced two one trip on Wednesdays and two on Saturdays and Sundays

Route 381 withdrawn on Saturdays

On 25 June 1967 the Bristol Tramways routes were renumbered as follows

535 ex 50 Gloucester – Tewkesbury - Evesham

541 ex 62 Cheltenham – Bishops Cleeve – Ashchurch - Tewkesbury

542 ex 62B Cheltenham – Bishops Cleeve – Ashchurch – Northway -Tewkesbury

also Northway – Tewkesbury – Priors Park

543 ex 62A

Cheltenham –
Bishops Cleeve
– Stoke
Orchard –
Tewkesbury

544 ex 45B

Winchcombe
– Alderton -
Tewkesbury

545 ex 45

Cheltenham –
Coombe Hill –
Priors Park –
Tewkesbury

546 ex 170

Cheltenham –
Coombe Hill –
Tewkesbury –
Upton –
Malvern Link

6th January 1968

Route 364

Withd
rawn

and replaced by new route 374 operated between Upton and Longdon on Wednesdays only

by June 1968

Route 535 Weekdays reduced to five through journeys plus one trip from Gloucester to Tewkesbury (two on Fridays and Saturdays) and three trips between Tewkesbury and Beckford.
Sundays service reduced to two trips

Route 541: All journeys now operated as route 542

Route 543: Withdrawn from Tewkesbury on Sundays

Routes 545/6 Two journeys on Thursdays diverted via Staverton. Sunday service to Malvern reduced to two journeys

By June 1969

Route 542 Probably converted to one-man operation

Route 546 One journey on Wednesdays diverted via Ripple

By Jan 1970

Route 535 Diversion to Dumbleton no longer operates

1970 to 1981

Midland Red's Gloucester/Cheltenham to Birmingham routes were operated by Alexander bodied Daimler Fleetlines at the beginning of the 1970s but in the early part of the decade, they were cut back to run only as far as Worcester. BMMO S23s and Leyland Leopards then became the usual vehicles.

Bristol Omnibus route 535 had been converted to one-man operation with REs in the late 1960s and routes 542 and 543 followed suit in the early 1970s. Routes 545 and 546 tended to be the province of MWs until LHs arrived right at the end of the period. Another change in 1974 saw the Cathedral Coaches operation on the Gloucester service via the west bank of the Severn transfer to Swanbrook.

Leyland Nationals began to put in an appearance on routes 542 and 543 from August 1975 whilst RESL 524 became the regular on route 535 for a while.

The 1970s were to be the decade when the cuts really bit. Falling patronage and rising costs resulted in significant cutbacks in 1971/2. Stability then returned for five years before more cuts occurred in the autumn of 1976. Midland Red introduced their Severnlink MAP scheme in January 1979 which resulted in major changes to their network in the area.

At the start of the 1970s the situation with the routes was as follows

BRISTOL OMNIBUS

Route 535 Gloucester to Evesham via Tewkesbury and Beckford

Weekdays: five journeys plus one from Gloucester to Tewkesbury (one extra on Fridays and Saturdays)

Sundays: four journeys

Also **Tewkesbury to Beckford**

Weekdays: three journeys,

Route 542 Cheltenham to Tewkesbury via Bishops Cleeve, Ashchurch and Northway

Hourly - Weekdays 17 journeys, Sundays 7 journeys

Also **Northway to Priors Park**

Saturdays only – five journeys

Route 543 Cheltenham to Tewkesbury via Bishops Cleeve and Stoke Orchard

Most journeys only ran between Cheltenham and Stoke Orchard but six journeys (none on Sundays) continued to Tewkesbury

Route 544 Winchcombe to Tewkesbury via Alderton

One journey on Wednesdays and Saturdays only

Route 545 Cheltenham to Tewkesbury via Coombe Hill and Priors Park

Two journeys in each direction divert via Staverton on Thursdays (one provided by route 546)

Weekdays Eight journeys,

Sundays Five journeys.

Route 546 Cheltenham to Malvern via Coombe Hill and Tewkesbury
Weekdays Five journeys plus one additional evening journey on Saturdays
Sundays: four journeys

MIDLAND RED

Route X72 Birmingham to Gloucester via Bromsgrove, Droitwich, Worcester, Upton-upon-Severn and Tewkesbury
Weekdays: Four trips plus one between Worcester and Gloucester
Sundays: Three trips

Route X73 Birmingham to Cheltenham via Bromsgrove, Droitwich, Worcester, Upton-upon-Severn and Tewkesbury
Weekdays: Two trips plus one between Worcester and Cheltenham
Sundays: Two trips

Route X74 Birmingham to Cheltenham via Bromsgrove, Droitwich, Worcester, Pershore, Bredon and Tewkesbury
Weekdays: One trip
Sundays: no service

Route 364 Great Malvern to Tewkesbury via Upton-upon-Severn and Longdon
Wednesdays : One trip
Saturdays: Two trips
Sundays:Two trips
On other days of the week the service ran between Malvern and Upton only

Route 381: Pershore to Tewkesbury via Eckington and Bredon
Wednesdays: One trip

CATHEDRAL COACHES

Gloucester to Tewkesbury via Apperley

Subsequent Changes were as follows:-

4th April 1971

Route 546 Diverted via Hanley Swan to replace Midland Red M44

By Summer 1971

Route 544 Withdrawn

20th June 1971

Route 546: Three Malvern bound and two Cheltenham bound journeys operated via Hanley Swan on weekdays

9th April 1972

- Route 535 Evening and Sunday service withdrawn along with one Tewkesbury to Beckford trip on Saturdays
- Route 542 Additional Saturday evening trip from Tewkesbury to Northwy introduced
- Route 545 Reduced to five journeys (one extra on Saturdays) on weekdays plus one trip from Tewkesbury two Priors Park (two on Saturdays) replacing withdrawn journeys. Sunday service reduced to three trips
- Route 546 Evening and Sunday service withdrawn

By Summer 1972

Routes X72, X73 and X74 withdrawn between Worcester and Birmingham and renumbered 372, 373 and 374

1974

Cathedral Coaches Gloucester to Tewkesbury route transferred to Swanbrook who tended to operate it using a former Bristol Omnibus LS and a former Western National SUL

By February 1976

Route 381 no longer served Tewkesbury

31st October 1976

- Route 535 Afternoon Tewkesbury to Beckford journey withdrawn
- Route 542 Timetable revised and two journeys extended to Priors Park on Mondays to Fridays. Northway to Priors Park Saturday service withdrawn
- Route 543 Tewkesbury now served by one journey only plus one other on Mondays Wednesdays and Fridays
New Route 544 introduced with one trip on Saturdays on as a variant of 543 and 545 running via Uckington, Elmstone Hardwicke and Stoke Orchard
- Route 545 Reduced to three journeys with one extra journey on Tuesdays and Thursday. Staverton now served by one Cheltenham bound journey and two Tewkesbury bound journeys on Thursdays only
- Route 546 Minor timing changes only

13th January 1979 *Severnlink MAP introduced*

Routes 371 and 372 withdrawn

Route 373 revised to provide a two-hourly service between Tewkesbury and Worcester only on Mondays to Fridays (seven journeys) and four on Sundays which were extended to Gloucester. The Saturday service (apart from one morning journey which ran as route 373) was renumbered G43 and was operated every two hours between Gloucester and Birmingham via Tewkesbury

Route 546 Ripple now served by one journey on Fridays as well as Wednesdays
One journey serves Twynning Green on Thursdays

By January 1980

Route G43 renumbered into route 373 and withdrawn between Worcester and Birmingham, but continued to serve Gloucester.

13th July 1980

Route 546 Terminal loop at Malvern Link withdrawn

16th March 1981

Route 542: Off peak service increased to half hourly

1981 to 1986

On 26th July 1981 Bristol Omnibus introduced their MAP scheme for Gloucestershire. Which resulted in the changes set out below to the network in the Tewkesbury area.

On 6th September 1981 Midland Red was split into four separate companies with the Worcestershire operations transferring to Midland Red West.

Deregulation of coach services saw Swanbrook introduce a Tewkesbury to London service via Gloucester, Cheltenham and Oxford . Two or three journeys per day were operated taking three to three and a half hours to complete the run.

Further major changes occurred in 1983, which saw the introduction of a new Worcester to Bristol service incorporating routes 372-4 and the Gloucester to Tewkesbury section of the 539. (The Beckford end of the route was linked to routes 544/5 to Cheltenham) This service was marketed as part of the "Midland Express" network but proved shortlived, reverting to a Gloucester to Worcester service in 1984

On 11th September 1983, Bristol Omnibus operations in Gloucestershire and North Wiltshire had been transferred to a new company called Cheltenham and Gloucester Omnibus Company. This was to see Gloucester based vehicles painted in a dark blue livery with City of Gloucester fleetnames, whilst the Cheltenham fleet became red with Cheltenham District names.

One of the changes introduced by the new company was the renumbering of services by removing the 5-prefix thus the 542 became the 42.

Changes as a result of the Gloucestershire MAP scheme of July 1981 were as follows:

- Route 535 renumbered 539 and withdrawn between Beckford and Evesham.. Five journeys operated throughout plus two between Gloucester and Tewkesbury. One journey on Tuesdays and Fridays diverted via Norton Green to replace route 536
- Route 543 Withdrawn
- Routes 544 and 545: Route reduced to five journeys per day (one less on Thursdays) with two peak hour journeys operated as route 545 and the remainder as route 544
- Route 546: Withdrawn and replaced by one journey on Saturday operated by Jones Bros of Malvern
- Route 373: Last evening journey withdrawn on Mondays to Fridays but three journeys extended to Gloucester. Last evening journey curtailed at Tewkesbury on Saturdays and Sunday service reduced to two journeys. Two journeys on weekdays diverted via Ripple to replace route 546 and renumbered 375. Two journeys on Saturdays and all Sunday service no longer serve Naunton and renumbered 372

The revised network was therefore as follows

MIDLAND RED

Route 372 Worcester to Gloucester via Upton-on-Severn and Tewkesbury

Route 373 Worcester to Gloucester via Upton-on-Severn, Naunton and Tewkesbury

Route 374 Worcester to Gloucester via Upton-on-Severn, Naunton, Ripple and Tewkesbury

Route 375 Worcester to Gloucester via Upton-on-Severn, Naunton, Ripple and Tewkesbury

Mondays to Fridays: Six journeys between Worcester and Tewkesbury providing a two hourly service of which three extend to Gloucester. Two journeys operated as route 375 whilst the remainder ran as 373 in the southbound direction. Northbound one ran as 374, one as 372 whilst the remainder ran as 373

Saturdays: Seven journeys to Tewkesbury providing a half hourly service all but two of which extended to Gloucester,. Southbound there were two 372s, three 373s and two 375s whilst northbound there was one 372, one 375 and the rest were 373s

Sundays: Two 372s through to Gloucester

BRISTOL OMNIBUS

Route 539 Gloucester to Beckford via Tewkesbury and Bredon

Weekdays Five journeys throughout plus two between Gloucester and Tewkesbury, one of which ran via Norton Green on Tuesdays and Fridays

Route 542 Tewkesbury to Cheltenham via Northway and Bishops Cleeve

Weekdays 22 journeys (23 on Saturdays) two of which extended to Priors park on Mondays to Fridays. One additional short journey provided between Northway and Tewkesbury on Mondays to Fridays. Half Hourly service provided between 07:50 and 15:50 with a 90minute evening frequency

Sundays Seven journeys providing a 90-minute frequency

Route 544 Tewkesbury to Cheltenham via Priors Park, Stoke Orchard and Uckington

Route 545 Tewkesbury to Cheltenham via Priors Park, Coombe Hill and Uckington

Weekdays Five journeys per day (one less on Thursdays) with two peak hour journeys operate as route 545 and the remainder as route 544

EVERTON'S COACHES

Tewkesbury to Worcester via Eckington and Wadborough

Wednesdays only – two journeys in each direction

JONES BROS

Malvern Link to Cheltenham via Upton-on-Severn and Tewkesbury

Saturdays only – one trip in each direction

SWANBROOK

Route S1 Tewkesbury to Gloucester via Apperley and Staunton

Weekdays Five journeys per day plus one extra on Mondays Wednesdays and Fridays together with two peak hour trips from Tewkesbury to Gloucester (one schooldays only) direct via the Coombe Hill. One journey serves Chaceley, Forthampton and Corse Lawn on Fridays, one serves Upper Hasfield on Tuesdays, and one Lower Hasfield everyday (one extra on Thursdays). One journey serves Farmers Arms on Wednesdays

Route S4 Tewkesbury Local Services

Weekdays only

4a	Tewkesbury – Bredon – Ashchurch – Tewkesbury:	Two Trips
4b	Tewkesbury and Northway circular:	Six trips
4c	Tewkesbury and Priors Park Circular	Five Trips

WARNERS MOTORS

Tewkesbury to Strensham via Twyning and Hillend

Wednesdays and Saturdays only

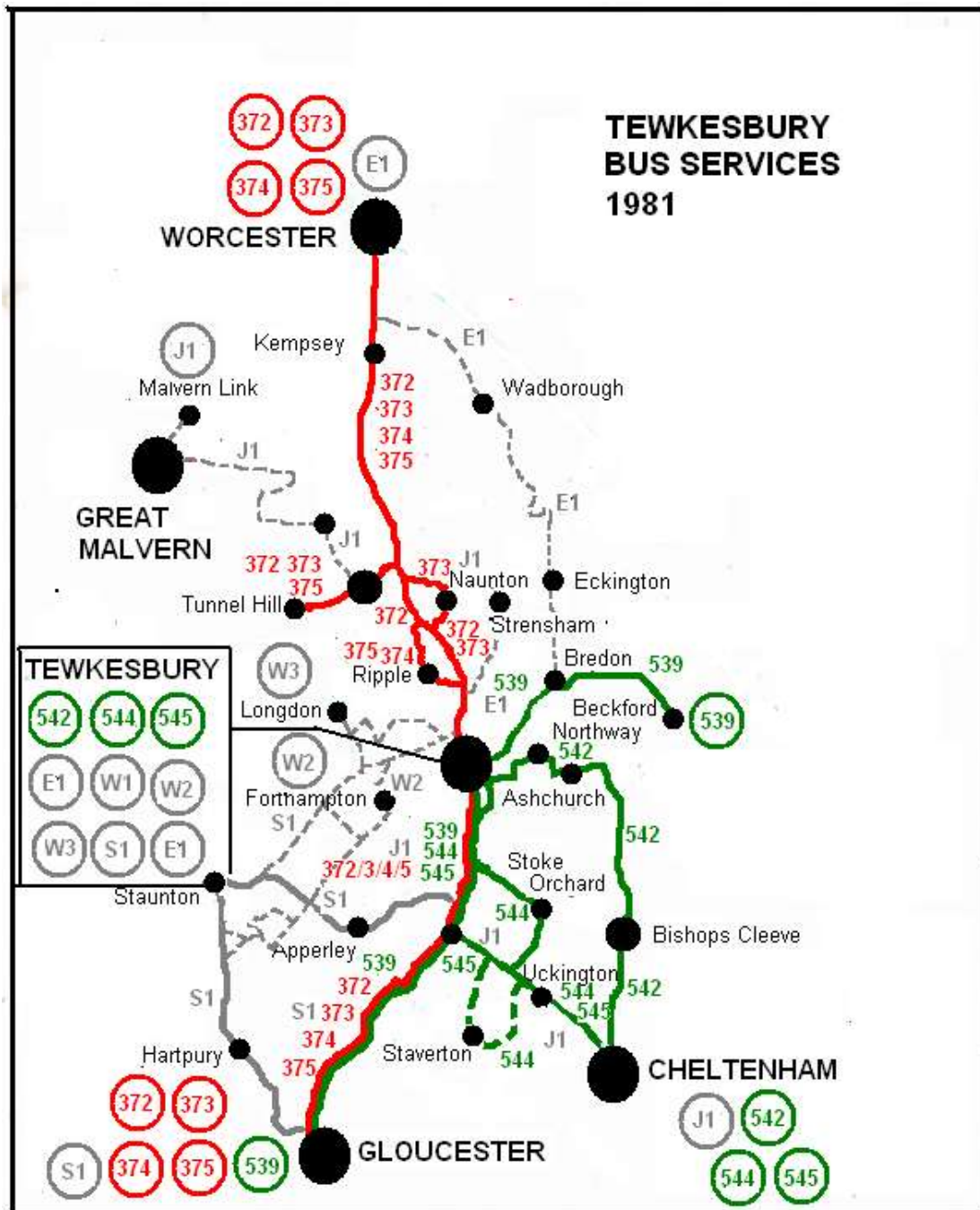
Two trips over complete route plus one to Hillend and one to Twyning

Tewkesbury and Forthampton Circular via Long Green, Corse Lawn, Chaceley and Forthampton

Wednesdays and Saturdays only – one trip in each direction

Tewkesbury and Longdon Circular via Long Green, Longdon and Bushley

Wednesdays and Saturdays only – one trip in each direction



Subsequent changes were as follows:

28th March 1982

Route 544 withdrawn on Tuesdays and Fridays and replaced by journeys on route 545

18th July 1982

New route X28 introduced on Tuesdays only during the summer holiday from Cheltenham to Worcester via Tewkesbury and Malvern with one trip in each direction

10th April 1983

New routes X72 and X73 introduced between Bristol and Worcester and operated jointly by Bristol Omnibus and Midland Red West, running via the M5 to Gloucester then via Tewkesbury and Upton-upon-Severn. These services replaced route 539

between Gloucester and Tewkesbury and most of routes 372 to 374. Route X73 ran via Twynning Green and Naunton whilst the X72 ran direct. A two hourly service on weekdays was provided on route X73 with the first southbound journey and the last northbound journeys being X72s. One journey in each peak operated between Gloucester and Mitton on weekdays whilst there was one morning journey between Tewkesbury and Worcester on route 374 (372 on Saturdays), plus a Saturday morning 372 from Worcester to Tewkesbury and an evening peak 373 also from Tewkesbury to Worcester on Weekdays. A later evening trip on route 372 also ran from Worcester to Gloucester on 372 whilst two return trips operated on the 372 between Worcester and Gloucester on Sundays

Routes 544 and 545 and the Tewkesbury to Beckford section of route 539 were replaced by route 541 which ran from Cheltenham to Evesham via Coombe Hill, Tewkesbury, Bredon, Beckford, Sedgeberrow and Evesham. Three trips ran between Cheltenham and Evesham plus one extra trip between Cheltenham and Tewkesbury. There were also two morning journeys between Beckford and Cheltenham. One trip ran via Stoke Orchard and diverted via Staverton on Thursdays whilst one Evesham bound trip served Dumbleton. The 541 also replaced the Bristol Omnibus working on the direct Cheltenham to Evesham service on route 540 but the Midland Red West working kept to the original route and provided the return journey to Dumbleton

By August 1984

Routes X72 and X73 withdrawn between Gloucester and Bristol with the Gloucester to Worcester section becoming routes 372 and 373 to a similar timetable to previously. Most of the service was provided by Midland Red West but the peak hour short workings between Gloucester and Tewkesbury were provided by the Cheltenham and Gloucester Omnibus Co who had taken on the northern area of Bristol Omnibus in September 1983.

By May 1985

The Warners service to Strensham had been withdrawn beyond Hillend and reduced to one journey in each direction on Wednesdays and Saturdays whilst the Longdon and Forthampton routes had been combined together

Deregulation up to 1993

Deregulation of bus services on 25th October 1986 The revised network was in fact introduced five months earlier on 25th May 1986 and resulted in the routes being totally re-organised. The changes saw route 41 become mostly double deck operated using former dual-door Bristol VRs

The changes on 25th May when the viable network was introduced on a route-by-route basis were as follows:

41 Service withdrawn between Northway and Evesham, and significantly enhanced to provide the main Cheltenham to Tewkesbury service running on an hourly basis on Mondays to Saturdays in the daytime. Evening and Sunday service and facilities between Northway and Beckford were provided by new route 43 during the peak and by Hardings in the daytime. Stoke Orchard and Staverton no longer served.

42 Service withdrawn between Bishops Cleeve and Tewkesbury and replaced by enhanced route 41, and new route 43

Hardings Worcester to Eckington service which extended to Tewkesbury twice a day on Wednesdays now extended every day and diverted via Beckford, Overbury and Kemerton to replace the withdrawn section of route 41

Services in operation from October 1986 and subsequent changes were as follows (Hereford & Worcester County Council route numbers have been used for reference purposes)

41 Cheltenham - Coombe Hill - Tewkesbury - Northway

[Cheltenham District]

Hourly - Mondays to Saturdays daytime (evening and Sunday service on route 43

14th November 1988

The frequency of route 41 between Northway and Tewkesbury was increased to two buses per hour following the introduction of short journeys between Tewkesbury and Northway, Route diverted via Shannon Way instead of Green Lane in Tewkesbury.

43 Cheltenham - Bishops Cleeve - Ashchurch - Tewkesbury - Bredon - Beckford

[Cheltenham District]

25 May 1986

New service introduced with financial support from Gloucestershire County Council providing one trip to and from Beckford in each peak plus an early morning, evening and Sunday service between Tewkesbury and Cheltenham via Bishops Cleeve and Ashchurch with financial support from Gloucestershire County Council

by 14 November 1988

Sunday and evening transferred to Marchants who operated two journeys on weekdays and five on Sundays between Cheltenham and Tewkesbury

27th January 1991

The morning Kemerton to Cheltenham service on route 43 was withdrawn leaving just one inward journey and no return journeys on the route which now only ran between Cheltenham and Tewkesbury.

by 1993

Sunday service withdrawn

44 Cheltenham - Bishops Cleeve - Stoke Orchard -Tewkesbury

[Cheltenham District]

- 25 October 1986 New service introduced on Mondays to Fridays only
14th November 1988 Service transferred to Wilson (Cotswold Runner).
26th October 1990 Service transferred to Churchdown Coaches
2nd August 1992 Service transferred to Cheltenham District. The service provided two return journeys on weekdays however this arrangement was short-lived as it soon reverted to operation by Churchdown Coaches.

372 Gloucester -Tewkesbury - Upton-on-Severn - Worcester

373 Gloucester - Tewkesbury - Naunton - Upton-on-Severn - Worcester

374 Gloucester -Tewkesbury - Upton-on-Severn - Worcester

[Midland Red West]

Approx two-hourly commercial service with one Saturday journey from Worcester to Tewkesbury numbered 572 and operating via Pershore

- 1 June 1986 : Sunday service taken on by Swanbrook
17 January 1988 : Sunday service withdrawn.
2nd February 1991: Journeys via St Peters Park in Worcester now 372, all others now 373 or 374
29th August 1992 Evening and Sunday journeys added by Warners-Fairfax as positioning journeys for Worcester City Services – operated from Warners Garage at Northway and numbered 362
1st October 1992 Evening service introduced by Warners on Mondays and Fridays only between Northway and Gloucester (Barton Street) probably for Bingo

381 Malvern -Upton - Longdon - Tewkesbury - Coombe Hill - Cheltenham

[Swanbrook]

Three journeys on Saturdays only

- 7th June 1986 Swanbrook replaced Smiths of Ledbury
3rd June 1989 Transferred to Smiths of Ledbury and Warners-Fairfax introduced an experimental Thursday service
15th March 1990 Warners Thursday service withdrawn
11th August 1990 Transferred to Midland Red West
8th April 1991 Transferred to Cheltenham District who operated it using “Metro” livered Metroriders – two journeys on Saturdays only

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382 Worcester - Defford - Eckington - Bredon - Beckford -Tewkesbury

[Hardings (Everton Coaches)]

- 26 January 1987 : Transferred to Astons. One journey in each direction diverted via Pershore
1 April 1989 : Revised on retendering. Eckington - Tewkesbury section withdrawn, being replaced by Midland Red West route 562
562 Pershore - Bredon - Tewkesbury
1st April 1989 Route 562 introduced on Wednesdays and Fridays only
21st April 1992: Route 562 lost to Cresswell Coaches and reduced to Wednesdays only

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387 Tewkesbury - Long Green - Birtsmorton - Longdon - Chaceley- Forthampton - Bushley - Tewkesbury

[Warners Fairfax]

one trip in each direction on Wednesdays and Saturdays only

3rd April 1991: Transferred to Rover Coaches of Bromsgrove

17 August 1991 : Rerouted due to a weight restriction on Haw Bridge, Tewkesbury.
Now runs via Tirley, Corse Lawn, Longdon, Birtsmorton, Long Green,
Bushley, Chaceley, Forthampton, Chaceley and Tirley back to
Tewkesbury.

11th December 1991 Transferred to Churchdown Coaches

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388 Hillend - Twyning - Shuthonger – Tewkesbury

[Warners Fairfax]

One trip on Wednesdays and Saturdays only

3rd April 1991: Transferred to Rover Coaches of Bromsgrove and extended to run
from Worcester via Pershore. Wednesday service starts from
Pershore

11th December 1991 Transferred to Churchdown Coaches and section to Pershore and
Worcester withdrawn

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541 Tewkesbury to Evesham via Pamington, Beckford, Dumbleton, and Sedgeberrow

543 Tewkesbury to Evesham via Alderton, Toddington, Dumbleton, and Stanton

544 Tewkesbury to Evesham via Alderton, Dumbleton, and Sedgeberrow
[Midland Red West]

Mondays to Fridays :

541: One single journey from Pamington to Tewkesbury plus one additional journey in each direction on this section on Wednesdays and Fridays only

544: One journey in each direction from Evesham to Tewkesbury on Wednesdays and Fridays only

Saturdays:

541: Two journeys in each direction from Evesham to Tewkesbury and one in each direction from Pamington to Tewkesbury

543/4: One journey from Evesham to Tewkesbury returning as route 544

26 January 1987: **Route 540** introduced between Tewkesbury and Evesham via Bredon, Beckford and Ashton-under-Hill. This had previously run between Beckford and Evesham only
Three additional journeys in both directions introduced between Evesham and Tewkesbury on Mondays to Fridays (two 540s and a 541) and two on Saturdays (both 540s)

2 September 1989 : Single evening peak journey introduced by Warners on route 540 from Tewkesbury to Beckford via Mitton Estate, Bredon and Kemerton, returning via Aston Cross to Northway Depot

22 December 1989: Warners working withdrawn

21st April 1992: Routes transferred to Boomerang (540) and Swanbrook (543, 544)

540 Tewkesbury - Bredon - Beckford - Evesham

Two journeys per day between Tewkesbury and Evesham and one from Tewkesbury to Beckford returning via Aston cross operated by Boomerang

543 Evesham -Hinton Cross - Aston Somerville - Wormington - Laverton - Stanton - Stanway - Toddington - Dumbleton - Beckford - Aston Cross - Ashchurch - Tewkesbury
operated Thursdays and Saturdays only by Swanbrook

544 Dumbleton - Beckford - Alderton - Alstone - Teddington - Pamington - Aston Cross - Ashchurch,- Tewkesbury .
operated by Swanbrook on Wednesdays and Fridays only

19 August 1992 : Route 543 varied to operate via Laverton village and Wormington Grange.

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563 Tewkesbury - Ashchurch - Bredon - Eckington - Pershore - Worcester
[Midland Land Red West]

Wednesdays and Fridays only

2nd January 1991: transferred to Rover coaches of Bromsgrove

22nd September 1992: Worcester to Tewkesbury School journeys Transferred from Rover Coaches to Boomerang

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S45 Northway - Tewkesbury - Coombe Hill - Gloucester - Cheltenham - Northleach - Oxford - London

[Swanbrook]

Four journeys on weekdays as far as Oxford with one journey extended to London

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S50 Northway - Tewkesbury - Tirley - Staunton - Gloucester

[Swanbrook]

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S51 Tewkesbury - Coombe Hill - Tirley - Gloucester

[Swanbrook]

one journey in each direction on weekdays

By 1993 Renumbered S51B

S4 Tewkesbury Town Service: High Street and Margarets Road Circular

[Swanbrook]

Four journeys per day

15th May 1990 Warners Fairfax introduced a minibus town service in Tewkesbury branded Boomerang Bus Co, a name that would soon be adopted for all their bus operations. Their yellow vehicles operated hourly and ran on a circular route via Mitton, Priors Park and Northway

31st August 1991: Swanbrook Service withdrawn due to competition by Warners

14th October 1991 New "Metro" town service T introduced by Cheltenham District. It ran between Northway and Priors Park in competition with Boomerang and operated every hour during shopping hours

2nd April 1992: Metro route T withdrawn

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S4 Tewkesbury, Bredon and Ashchurch Circular

[Swanbrook].

Two journeys on weekdays

21st April 1992 Transferred to Boomerang as route 547
One journey in each direction on weekdays

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Completely new services introduced as the period progressed were as follows-

375 Upper Strensham - Lower Strensham - Baughton - Hill Croome - Naunton - Uckinghall - Ripple - Tewkesbury

[NN Creswell]

18 March 1987 New route introduced with one journey on Wednesdays only
1 June 1988 Replaced by Smiths Motors following retendering
30th May 1990 replaced By Abbey Minibus Hire who ran between Baughton and Tewkesbury only
27th November 1991 Transferred to N.N.Creswell and extended to Pershore and Evesham
21st May 1992 Revised to operate between Wyre Piddle and Tewkesbury and diverted via Eckington and Defford to replace a 562 journey

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Four "work's services" operated by Warners to Dowty's at Ashchurch were made available to the public on 3rd August 1987. These were as follows

380 Great Malvern - Hanley Swan - Upton - Tewkesbury - Ashchurch (Dowty's)

[Warners Faifax]

3 August 1987 Works service made available to the public – one journey Mondays to Fridays only
10 October 1988 Extended back to start Ledbury, running via British Camp and Malvern Wells replacing Ledbury to Ashchurch service
2 January 1991 Transferred to Rover Coaches of Bromsgrove
1 September 1992 Curtailed to start at Great Malvern, via Malvern Link
22 September 1992 Passed to Boomerang, following suspension of "O" licence.
2nd January 1993 Renumbered 981

Ledbury - Hollybush - Rye Cross - Long Green - Tewkesbury - Ashchurch (Dowty's)

[Warners Faifax]

3 August 1987 Works service made available to the public – one journey Mondays to Fridays only
10 October 1988 Incorporated into Great Malvern service (380)

Pinvin - Pershore - Evesham - Fairfield - Beckford - Ashchurch (Dowty's)

[Warners Faifax]

3 August 1987 Works service made available to the public – one journey Mondays to Fridays only
February 1988 Withdrawn

Pershore - Eckington - Bredon - Ashchurch - Tewkesbury

[Warners Faifax]

3 August 1987 Works service made available to the public – one journey Mondays to Fridays only
2nd January 1991 transferred to Cheltenham Coaches
7th March 1991 transferred to Rover Coaches and terminated at Ashchurch
2 January 1993 transferred to Boomerang from Midland Red West
20th December 1996 Reduced to operate on Pershore to Ashchurch section only

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Springs of Evesham introduced a Fridays only service to Gloucester in April 1988 but it was short lived, being withdrawn in June 1989

Bretforton - Badsey - Wickhamford -Evesham - Beckford- Kemerton- Bredon - Tewkesbury - **Gloucester**

[W R Spring & Son of Evesham]

29 April 1988 Service commenced on Fridays only

22 June 1989 Ceased after operation on this date

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Castleways introduced a new route between Winchcombe and Tewkesbury in June 1989 but it was withdrawn after six months

Winchcombe - Greet - Gretton - Alderton - Beckford then continued either via Aston Cross and Northway (morning peak journey) or Overbury, Kemerton and Bredon (Wednesday off-peak and evening peak return journey) to **Tewkesbury**

.[Castleways]

June 1989 New service

22 January 1990 Withdrawn

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NN Creswell introduced a Wednesdays only service from Evesham to Tewkesbury via Oershore in 1991

Evesham - Pershore - Baughton - Ripple - **Tewkesbury**

[*NN Creswell*]

27th November 1991 New route on Wednesdays only

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A summer Sunday and Bank Holiday service marketed as "Cotswold Connection" was introduced linking Redditch and Tewkesbury with various tourist attractions and centres

166 Redditch - Alcester - Ragley Hall Gates - Bidford-on- Avon - Welford-on- Avon - Stratford-upon-Avon - Mickleton - Chipping Campden - Broadway - Evesham - Pershore - Stoulton - **Tewkesbury**

[*Boomerang and Stratford Blue*]

11 April 1993 Commenced. Summer Sundays and Bank Holiday Mondays only

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1993 to 2004

November 1993 saw the Cheltenham & Gloucester Omnibus Co become part of the Stagecoach group with the result that that company's livery of white with stripes began to appear in Tewkesbury.

This period saw operations stabilise and start to be enhanced following the introduction of rural bus grant and commercial initiatives by Stagecoach

On 6th February 1995 Route 41 was upgraded by the introduction of a pair of Alexander bodied Volvo B6s. As part of the new arrangements "Hail and Ride" operation was introduced in Northway and a team of five regular drivers was set up to operate the route.

As part of the relaunch a local competition was run to name the two vehicles with a prize of a months free travel on the route for the winner

The names chosen were "The Regency Runner" (846) and "Pride of Northway" (847). 1997 saw route 41 diverted to run into the reopened Ashchurch Railway Station.



847 (M847 HDF) is seen posing with various official representatives at the opening ceremony of the new Ashchurch Railway Station, to advertise the link provided by route 41 to Tewkesbury Town Centre

From 1998 the frequency was increased to half hourly over the whole route and the Volkos were replaced by new 11.3m low floor Dennis Darts with Plaxton Pointer bodies.

The frequency was further increased to every 20 minutes in 2003. When this happened 11.3m long Darts that were moved to Swindon and replaced by recent shorter Alexander bodied vehicles transferred from Gloucester

Stagecoach introduced a new hourly service between Gloucester and Northway numbered 71 in June 2001. This was to have a detrimental effect on Midland Red West's Gloucester to Worcester Service which was withdrawn south of Upton-upon-Severn in November 2002. The missing link between Tewkesbury and Upton being taken on by Boomerang.

Route 71 soon proved to not be commercial and became a tendered service from 2003 and was withdrawn between Tewkesbury and Northway

Services as at September 1993 (works and school services excluded) and subsequent alterations were as follows

41 Cheltenham - Uckington - Tewkesbury - Northway

[Cheltenham District]

Hourly from Cheltenham to Tewkesbury and half hourly between Tewkesbury and Northway. No Sunday service

30th May 1997 Diverted to operate via the new Ashchurch Railway Station to provide a link to and from Tewkesbury Town Centre and Northway

7th September 1998 On 7th September route 41 to Tewkesbury and Northway saw major enhancement, which resulted in its frequency being increased to half-hourly over the entire route. At the same time a Sunday service operating every 90 minutes was introduced between 0935 and 1805 which was supplemented by a daily evenings operation by Boomerang Buses.

By July 2001 Boomerang evening journeys withdrawn and replaced by Cheltenham District

27th April 2003 Frequency further increased from half hourly to every 20 minutes. At the same time Sunday operation was transferred to Swanbrook.

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43 Tewkesbury - Bishops Cleeve - Ashchurch - Cheltenham

[Cheltenham District]

One journey in this direction only in the a.m. peak on Mondays to Fridays

17th July 1995 withdrawn and replaced by a trip on route 41

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166 Tewkesbury - Worcester - Evesham - Broad - Chipping Campden and Stratford-upon-Avon - Redditch

[Boomerang and Stratford Blue]

One journey in each direction on summer Sundays and Bank Holidays only

29 May 1994 Resumed for the season, until 25 September. Tewkesbury to Stratford-upon-Avon section only with no Stratford Blue involvement

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362 Tewkesbury to Worcester direct

373 Gloucester - Tewkesbury - Upton-upon-Severn - Worcester,

374 Tewkesbury - Upton-upon-Severn - Worcester via,

[362 - Boomerang, 373/4 - Midland Red West]

Five journeys per day on route 373 plus one trip on route 374. Evening and Sunday runs on route 362 to position vehicles to work Worcester City services

by 25th October 1998 Sunday service of four journeys introduced on local authority tender which was operated by Astons and ran as route 373. Most weekday Midland Red West journeys renumbered 372 signifying operation via St Peters in Worcester

1st June 2001 New commercial Stagecoach service 71 introduced running hourly between Gloucester and Northway

71 Gloucester - Tewkesbury - Northway

?? Sunday route 374 transferred to Anns Executive Coaches

4th November 2002 Routes 372/3/4 withdrawn from Tewkesbury by Midland Red West however the Sunday service provided by Anns Coaches continued. The Tewkesbury to Upton section was covered by new Boomerang route 272/3/4 which ran every two hours. Most journeys ran as route 274 however a few lightly used journeys ran as 272 or 273
272 Tewkesbury - Upton-upon-Severn Direct
273 Tewkesbury - Ripple - Naunton - Upton-upon-Severn
274 Tewkesbury - Naunton - Upton-upon-Severn

24th November 2003 Midland Red West continued to operate the Upton to Worcester section
Route 71 re-routed via Eastern Bypass in Tewkesbury and withdrawn beyond Tewkesbury

17th April 2004 Route 362 withdrawn follow withdrawal of tendered Worcester City Services. Sunday route 372 transferred to Astons

29th May 2004 Routes 272 to 274 replaced by extended Swanbrook route 51 (now 351)

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375 Wyre Piddle - Peopleton - Pershore - Eckington - Ripple - **Tewkesbury**
[Creswell's Coaches]
One journey Wednesdays only
24 February 1996 Curtailed to start at Peopleton.

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380 Malvern Link - Upton on Severn - Twyning - Tewkesbury - **Ashchurch**
(Dowty's)
[Boomerang]
One journey in each direction on Mondays to Fridays
By ? withdrawn

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381 Malvern Link - Upton-on-Severn - Longdon - Tewkesbury - **Cheltenham**
[Cheltenham District Metro]
Saturdays only – two trip in each direction
21st February 1998 Transferred to Boomerang
by 30th May 1999 Thursday service operated by Smith's introduced which was numbered 380 and ran via Naunton and Ripple between Upton and Tewkesbury

5th September 2001 Thursday service transferred to Aston's and new Wednesday service numbered 379 introduced. Running via Naunton and Ripple. In summary the revised service was as follows
379 Wednesdays and Thursdays – one trip in each direction [Astons]
379 Saturdays – one trip in each direction [Boomerang]
380 Thursdays – one trip in each direction [Astons]
381 Saturdays – one trip in each direction [Boomerang]

28th February 2002 379 diverted via Hanley Swan on Saturdays
30th May 2004 Services withdrawn on Wednesdays and Thursdays and replaced by Flexilink

5th June 2004 Saturday service transferred to First Midland Red

540 Tewkesbury - Bredon - Beckford - Sedgeberrow - Evesham

[Boomerang]

Two journeys in each direction plus one from Tewkesbury to Beckford returning via Ashchurch

24 February 1996 Completely revised, with additional commercial journeys. The service was extended back to run to and from the Railway Station at Evesham, and extended to Cheltenham, with most journeys via Coombe Hill and Uckington but certain journeys via Stoke Orchard, Tredington and Bishop's Cleeve. The journeys via Stoke Orchard replace journeys on the Tewkesbury - Cheltenham service. One MTTh journey running via Northway, Ashchurch and Aston Cross, then double-running to Kinsham and Bredon before continuing to Cheltenham via Bishop's Cleeve. One Saturday journey inward to Evesham diverts via Ashton-under-Hill village

22 February 1997 Revised - six journeys operated in each direction plus one trip from Tewkesbury to Bredon . Only one mid-morning journey towards Cheltenham now runs as 545 and running direct from Bredon to Bishops Cleeve avoiding Tewkesbury. All other journeys now operated via Tredington and Stoke Orchard except for one mid morning trip from Cheltenham to Bredon which ran via Coombe Hill

24th May 1997 One bus working lost to Swanbrook

24th November 2003 All journeys diverted to run via Coombe Hill. Stoke Orchard now served by new contracted route 43 operated by Stagecoach.

43 Tewkesbury - Stoke Orchard - Bishops Cleeve - Gotherington
1st April 2004 Route 540 transferred to First Midland Red

543 Tewkesbury - Beckford - Toddington - Stanton - Wormington -Evesham

[Swanbrook]

One journey on Thursdays and Saturdays only

15 August 1995 New Tuesday operation introduced

5 June 1997 Withdrawn on Tuesdays and Saturdays

by 4th Nov 2002 Route withdrawn

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544 Tewkesbury - Teddington - Alstone - Alderton - Dumbleton

[Swanbrook]

One journey on Wednesdays and Fridays only

11 August 1995 Withdrawn on Fridays and replaced on Wednesdays only by F H Greening & Sons and operated as route G44

1 March 2000 Transferred to N.N.Creswell

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547 Tewkesbury, Bredon, Kinsham and Pamington Circular

[Boomerang]

One journey in each direction on weekdays. Diverted via Bredon's Norton on Wednesdays and Fridays

24th November 2003 Route withdrawn

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562 Pershore - Eckington - Bredon -Tewkesbury

[NN Creswell]

One journey Wednesdays only

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**C3 Tewkesbury - Pamington - Aston Cross - Tewkesbury
Tewkesbury - Stoke Orchard - Cleeve Estate - Cheltenham**

[Churchdown Coaches]

Two journeys plus one extra on Mondays, Tuesdays, Thursdays and Fridays on Cheltenham section

One journey on Pamington section on Mondays, Tuesdays, Thursdays and Fridays

By Feb 1997 transferred to Marchants and renumbered 542 Two journeys in each direction on Tuesdays and Fridays only

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C4 Tewkesbury - Shuthonger - Twyning - Hill End

[Churchdown Coaches]

Two journeys on Wednesdays and Saturdays only

15 December 1993 Extended on Saturdays to Forthampton and numbered 388.

Wednesday service became 387

387 Tewkesbury - Shuthonger - Twyning - Hill End

388 Tewkesbury - Shuthonger - Twyning - Hill End - Bushley - Forthampton

26 March 1994 388 Revised, the service now running as a circular from Tewkesbury via Hillend, Twyning, Shuthonger and Bushley, and extended to/from Safeways Superstore at Tewkesbury.

27 September 1995 Withdrawn, being replaced by 392 which operated on Wednesdays and Saturdays and also included school journeys from Ripple to Tewkesbury School. Forthampton section covered by 389 (see below) Both routes were operated by Boomerang

392 Tewkesbury and Hillend via Twyning

By 25 October 1998 Transferred to Young's Coaches and introduced on Mondays (School journeys remained with Boomerang)

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C5 Tewkesbury, Longdon and Chaceley Circular

[Churchdown Coaches]

Two journeys on Wednesdays and Saturdays only

13 October 1993 Revised, the inward journey starting from Sledge Green via Birtsmorton, Longdon, Chaceley, Forthampton and Bushley, returning to Bushley via Chaceley, Sledge Green, Birtsmorton and Longdon.

15 December 1993 Became Wednesdays only, with Saturday service replaced by extension of route C4 (now 388) and new 389, the latter operated by Warners Fairfax

389 Tewkesbury and Chaceley Circular

30 April 1994 389 Modified to omit Bushley

27 September 1995 C5 withdrawn and replaced on Wednesdays by route 389 which and diverted via Bushley in each direction

18 February 1998 Transferred to Young's Coaches.

By 10th October 1998 Operated additionally on Mondays

By September 1999 No longer serves Chaceley and Forthampton (covered by new 393)
By 1 September 2001 Withdrawn on Mondays
29th May 2004 Withdrawn and replaced by demand responsive service operated by
First Midland Red

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S50 Tewkesbury - Apperley - Tirley - Staunton - Hartpury - Gloucester

[Swanbrook]

Three journeys, one of which diverts via Wickeridge Street on Tuesdays, Hasfield on Thursdays and Forthampton on Fridays. Also one journey to Apperley (Farmers Arms) which on Wednesdays diverted via Deerhurst

By Sept 1996 Two inward and one outward journeys served Tewkesbury. Now renumbered **S51**

By Feb 1999 Tewkesbury now served by three journeys in each direction on weekdays.

By 4 November 2002 Tewkesbury now served by five journeys per day three of which extend to Twining. Twining also served by one journey from Tewkesbury only

29th May 2004 Extended from Twining to Upton-on-Severn via Ripple and Naunton to replace route 372/3/4 and renumbered 351. Deerhurst no longer served and replaced by Flexilink service. Journey via Corse Lawn numbered 353

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S51A Northway - Tewkesbury - Gloucester - Cheltenham - Northleach - Oxford and London

[Swanbrook]

Four journeys per day one of which extended from Oxford to London. Two journeys through to London on Sundays

By Oct 1996 Withdrawn beyond Oxford and renumbered **S53**. Two journeys served Tewkesbury on Mondays to Fridays and one on Saturdays and Sundays. Also two journeys between Northway and Gloucester on weekdays which were numbered **S58** and connected with National Express for London

By May 1999 Tewkesbury only served by one S53

By Nov 2002 Route no longer serves Tewkesbury

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S51B Tewkesbury - Apperley - Tirley - Coombe Hill - Norton - Gloucester

[Swanbrook]

One journey Tewkesbury bound on weekdays (starting at Tirley on Saturdays).

One journey Gloucester bound on schooldays only

By Sept 1995 Gloucester bound trip now runs Mondays to Saturdays

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W4 Northway - Tewkesbury - Priors Park - Coombe Hill - Gloucester

[Boomerang]

One journey on Mondays and Friday evenings only for Bingo

By March 1997 renumbered BG4
20th August 2001 Withdrawn on Mondays
By November 2002 Route withdrawn

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W6 Tewkesbury Circular

[Boomerang]

Loops to Shannon Way, Abbots Road and Mitton. Hourly during shopping hours

By March 1997 renumbered BG1
17th July 2004 Replaced by Swanbrook route 521 following closure of Boomerang
521 Mitton - Tewkesbury - Priors Park

W33 Pinvin - Pershore - Bredon - Dowty's Ashchurch

[Boomerang]

Mondays to Fridays only. One journey in each direction plus an additional positioning journey from Northway to Pershore

By March 1997 Route renumbered 563 and reduced to the single positioning journey from Ashchurch to Pershore

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Completely new services introduced as the period progressed were as follows-

393 Worcester - Upton - Tewkesbury - Northway - Bishops Cleeve -Cheltenham

[Boomerang]

25 February 1995 Commenced – Saturdays only

30 September 1995 Revised to operate via Tredington and Stoke Orchard between Tewkesbury and Bishop's Cleeve (not Pamington).

31 August 1996 Withdrawn

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395 Worcester - Wadborough - Eckington - Bredon - Tewkesbury

[Astons]

by 25th Oct 1998 New route introduced by Astons running twice daily on Wednesdays and Fridays

by 31st July 2000 Worcester to Norton section withdrawn and reduced to one trip in each direction on Wednesdays only

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S55 Shurdington - Brockworth - Churchdown - Staverton -Tewkesbury - Winchcombe - Bishops Cleeve “The Tewkesbury Borough Bus”

[Swanbrook]

By April 1999 Route introduced on Gloucestershire County Council tender. Twice a day on Wednesdays and Saturdays only. Wednesday journeys run via Barrow, Elmstone Hardwicke and Tredington whilst Saturday journeys ran via Boddington and Coombe Hill

1st July 2001 Route transferred to Boomerang as route B5. Now starts from Brockworth on Saturdays

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Transferred to Beaumont Travel and renumbered 525 (Shurdington section) and 526 (Bishops Cleeve section)

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388 Hereford - Ledbury - Rye Cross - Long Green - Tewkesbury - Coombe Hill - Cheltenham

[I & S Coaches]

6th February 2002 New route introduced on Saturdays only by I & S Coaches

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393 Tewkesbury, Corse Lawn and Chaceley Circular

[George Young Coaches]

by Sept 1999 Route introduced - One journey, Wednesday and Saturday only

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396 Elmley Castle - Eckington - Bredon - Tewkesbury

[Aston's Coaches]

by 31st July 2000 New route introduced on Saturdays only by Astons Coaches

5th March 2003 Route withdrawn

2004 to 2011

This period was fairly stable with most changes being in the form of vehicle or operator. Stagecoach operated route 41 with a mix of 2000 and 2003 Plaxton bodied Darts which were route branded for the service having taken over from Alexander bodied examples in Autumn 2003. They were supplemented by the occasional Dennis Trident. Route 43 utilised Alexander bodied Dennis Dart SLFs from Gloucester who also supplied Leyland/Volvo Olympians for route 71. The latter interworked with Gloucester route 6, 11 and 241. On re-tendering the Olympians on route 71 were replaced by 2008 Scania N230s with ADL Enviro 400 bodies which had briefly been used in Manchester.

Swanbrook used Optare Solos on route 351 until Aston's (Veolia) one the contract in 2009 when the new operator took delivery of a pair of new examples of the same type Services as May 2004 (works and school services excluded) and subsequent alterations were as follows

Midland Red West initially used Evesham based Plaxton bodied Denis Lances on route 540 however they were replaced on 2005 by new ADL Enviro 300s. Their stay on the route was short lived as the 540 transferred to Aston's in 2007 who used a mix of Optare Solos and full length single deckers on the route. Midland Red also used an Optare Solo owned by Worcestershire County Council on the Flexilink services.. Various other Optare Solos and Mercedes mini-bus tended to be used in the less frequent routes although Marchants used full sized single deckers on the Borough Bus routes

41 Cheltenham - Uckington - Tewkesbury - Northway

[Cheltenham District on weekdays, Swanbrook on Sundays]

Every 20 minutes on weekdays. Every 90 minutes on Sundays

28th November 2004 Sunday service transferred to Cheltenham District

30th April 2006 Mondays to Fridays service increased to every 15 minutes

28th September 2008 Alternate journeys numbered 42 and diverted via Wheatpieces Estate. Ashchurch Railway station approach road now no longer served

43 Tewkesbury - Stoke Orchard - Bishops Cleeve - Gotherington

[Cheltenham & Gloucester]

71 Gloucester - Coombe Hill - Tewkesbury

[Cheltenham & Gloucester]

Hourly

351/3 Upton-upon-Severn - Ripple - Naunton Tewkesbury - Apperley - Tirley - Staunton - Hartpur - Gloucester

[Swanbrook]

1st March 2009 Transferred to Aston's - all journeys now numbered 351

30th August 2011. Section of route between Tewkesbury and Upton renumbered 361

372 Gloucester - Coombe Hill - Tewkesbury - Upton-upon-Severn - Worcester

[Aston's]

Four journeys - Sundays only

?? withdrawn between Tewkesbury and Gloucester

18th February 2007 withdrawn

375 Peopleton - Pershore - Eckington - Ripple - Tewkesbury

[Creswell's Coaches]

One journey Wednesdays only

5th September 2011 Revised to operate between Baughton and Tewkesbury only and transferred to operation by Worcestershire Fleet Services

379 Malvern Link - Upton - Naunton - Ripple - Tewkesbury - Cheltenham

381 Malvern Link - Upton-on-Severn - Longdon - Tewkesbury - Cheltenham

[First Midland Red]

6th September 2004 Saturday service transferred to Astons and extended from Cheltenham to Gloucester

24th February 2007 Service withdrawn

388 Hereford -Ledbury - Rye Cross - Long Green - Tewkesbury - Coombe Hill - Cheltenham

[I & S Coaches]

8th January 2005 Transferred to Abbey Cars

392 Tewkesbury - Twynning - Hillend

[George Youngs Coaches]

Two journeys operated on Wednesdays and Saturdays only plus two trips on schooldays between Ripple and Tewkesbury School operated by Boomerang ?? route withdrawn

395 Norton (Worcester) - Wadborough - Eckington - Bredon - Tewkesbury

[Astons]

28th February 2007 Withdrawn north of Bredons Norton.

Now Bredons Norton to Tewkesbury only

5th September 2011 Now operated by Worcestershire Fleet Services

521 Tewkesbury Circular Mitton - Tewkesbury - Priors Park

[Swanbrook]

2nd January 2007 Transferred to Cheltenham and Gloucester

30th July 2007 Transferred back to Swanbrook

525 Shurdington - Brockworth - Churchdown - Staverton - Tewkesbury

526 Bishops Cleeve - Winchcombe - Gretton - Alderton - Tewkesbury

“The Tewkesbury Borough Bus”

[Beaumont Travel]

15th December 2004 Transferred to Marchants and 526 diverted via Teddington and Dumbleton to replace route 544

18th October 2007 Transferred to Independent Coach Co

17th November 2010 Transferred to Mikes Travel of Thornbury

540 Cheltenham - Coombe Hill - Tewkesbury - Bredon - Beckford - Sedgeberrow - Evesham

[First Midland Red]

Eight journeys in each direction all but first two through from Cheltenham

28th February 2007 transferred to Astons. Only two journeys operated to Cheltenham

5th September 2011 Route increased to hourly and all journeys extended through to Cheltenham with alternate journeys running via Sedgeberrow. Local passengers are not carried between Cheltenham and Tewkesbury

544 Tewkesbury - Teddington - Alstone - Alderton - Dumbleton

[NN Creswell]

One journey on Wednesdays only

8th December 2004 Withdrawn and replaced by diverting route 526

562 Pershore - Eckington - Bredon - Tewkesbury

[NN Creswell]

One journey Wednesdays only

5th September 2011 Route Withdrawn

Flexilink Services .

[First Midland Red]

977 Great Malvern to Tewkesbury via Staunton - Saturdays only

978 Deerhurst to Tewkesbury, - Wednesdays, Thursdays and Saturdays only

980 Upton-on-Severn to Tewkesbury - Thursdays only

989 Welland to Tewkesbury - Wednesdays only

5th September 2004 Route 978 withdrawn

4th September 2005 All Flexilink services withdrawn and partially replaced by reintroduced route 389 which operated on Wednesdays and Saturdays and continued to be provided by First Midland Red
389 Tewkesbury and Chaceley Circular

11th June 2006 Route 389 Transferred to Astons

28th February 2007 Withdrawn on Saturdays

5th September 2011 Now operated by Worcestershire Fleet Services



*Stagecoach, Leyland
Olympian 14985 in
Tewkesbury on route 71
to Gloucester*



*Stagecoach Dennis Dart
33503, branded for route
41*



*First Midland red Dennis
Lance 67234 on route 540*



*Marchant's Volvo B10M
E323BMD on
"Boroughbus" route 525 to
Shurdington*



Swanbrook operated the Gloucester to Tewkesbury service via the west bank of the Severn for many years. These views show Mercedes L194OVO and Solo V844OBF



The Astons subsidiary of Veolia took over many routes in the Tewkesbury area during the years from 2007 onwards

This is Mercedes K5440GA laying over from route 545



Solo MX09AOP in Tewkesbury on route 351



Alexander-Dennis E300, SN56GBY in Cheltenham on route 540

TEWKESBURY BUS ROUTES 2011

- Veolia (Aston's) Route
- Stagecoach Route
- other route

