

## **ROSS-on-WYE and NORTH WEST GLOUCESTERSHIRE**

### **The Early Years**

The area around Ross-on-Wye and Newent had been served by three railway routes. The Hereford, Ross and Gloucester railway had opened on 2<sup>nd</sup> June 1855 and provided a service of eight passenger trains on weekdays. Ross gained a second rail service on 1<sup>st</sup> May 1874 when the Ross and Monmouth line opened with a service of six trains per day some of which continued to Pontypool Road. Additional services were also operated on this route to Lydbrook Junction and Symonds Yat. The final route to serve the area was originally intended to run from Ross to Ledbury but the Dymock to Ross section was abandoned in favour of connecting with the Newent Railway at Dymock. The combined route provided a through service from Gloucester to Ledbury via Newent and Dymock and opened to passengers on 27<sup>th</sup> July 1885 with a service of five or six trains on weekdays.

One of the first bus services for Ross was provided by Hereford Transport who set up a route from Ross to Abergavenny via Monmouth in 1920. This was followed by routes from Ross to Ledbury and by June 1921 to Hoarwithy.

Another early service was started by W.H.Davis who started a route from Gloucester to Newent 1920. This was soon extended to Ledbury on Tuesdays and Ross on Thursdays.

In July 1921, Bristol Tramways had introduced to bus routes in the area, partially paralleling the rail services. These were as follows

**53 Gloucester to Ledbury via Staunton** every three hours

**55 Gloucester to Ross-on-Wye via Huntley**, which operated seven times per day

Midland Red also came to Ross in 1921 with a route from Hereford via Much Birch, which ran on Mondays, Wednesdays, Thursdays, Saturdays and Sundays. By the end of the year three local services were operated on Thursdays only from Ross to Bromsash, Whitchurch and Upton Bishop

Also running into Ross on Thursdays was a service operated by E.W.Howell from St Weonards initially using a Ford lorry.

On 13<sup>th</sup> June 1925 Midland Red commenced a new route from Hereford to Abergavenny via the main road to Ross, Whitchurch, Monmouth and Raglan. The Hereford to Ross section being in direct competition with Hereford Transport.

In November 1926 agreement was reached between Midland Red and Hereford Transport to largely avoid competition. Midland Red largely operated the routes to the east of the Wye and Hereford Transport, those to the west.

In 1928 Gloucestershire Transport acquired a controlling interest in Hereford Transport. The combined company became known as "Glos, Mon, Hereford Services" before becoming part of Red & White Services Ltd". By 1929 a service from Vowchurch to Ross via Longtown and Abergavenny had been withdrawn. The Abergavenny to Ross section having been taken over by Mr G Jordan who later sold out to Red & White

In 1928 the combined company acquired Davies who operated between Ross and Newport

Also in 1928, express services first came to Ross when Rural England Motor Coaches introduced a service from Hereford to London, but in reality this may have been only a connecting service to Gloucester. This was short-lived as the facility was withdrawn in favour of a connection on the new Hereford to Gloucester bus service

1928 saw Bristol Tramways route 53A introduced which ran via Pendock instead of Bromsberrow

The latter was created in July 1929 by linking the Hereford to Ross service to Bristol Tramway's Ross to Gloucester service to form a two hourly joint operation.

In February 1930 Red Bus of Stroud started operating from Gloucester to Malvern, and in November S.H. Joiner started operating on the same route. Once weekly operations had been commenced on this route by Hawkesworth and Travell of Staunton in 1920. By 1929 the business had passed to Richings and Battershall, also of Staunton who were now operating the route daily. By 1930 the frequency of routes 53 and 53A had become hourly

Davis and Son were acquired by Bristol Tramways in the early 30s bringing the Gloucester to Ledbury via Newent services into the fold.

1931 saw Red & White take over Poulson's who added a route from Ross-on-Wye to Cinderford via Drybrook.

By 1933 the following routes were being operated

#### Bristol Tramways

**53/A Gloucester to Ledbury via Staunton and either Bromsberrow or Pendock**  
- hourly

**55 Gloucester to Hereford via Ross** [joint with Red & White]  
two hourly (four journeys operated by Bristol Tramway)

**101 Ross to Coleford via Lydbrook or English Bicknor**  
eight or nine journeys giving an approximately two hourly service

**107 Gloucester to Ledbury via Malswick, Newent and Dymock**

**108 Gloucester to Ledbury via Taynton, Newent and Dymock**

**109 Gloucester to Ledbury via Upleadon, Newent, Much Marcle and Dymock**  
two hourly

#### Red & White

**5 Gloucester to Newport via Ross and Monmouth**  
Two hourly between Gloucester and Ross and hourly between Ross and Newport

**10 Ross to Cinderford via Drybrook**  
Five journeys plus one extra on Thursdays and Saturdays. One Saturday journey diverts via Bromsash.

**15 Gloucester to Hereford via Ross** [joint with Bristol Tramways]  
two hourly 3 journeys operated by Red & White

Midland Red

**Ross to Hereford via Harewood** – three to five journeys per day

**Ross to Ledbury** – two or three journeys on Tuesdays, Thursdays, Saturdays and Sundays only

**Ross to Linton via Bromsash** – three journeys on Thursdays and Saturdays only

Red Bus

**Gloucester to Malvern via Staunton** - four journeys

This company also had been operating between Gloucester and Ledbury but it soon sold this route to Bristol Tramways.

Malvern Green (C.H. Lewis)

**Upton-on-Severn to Gloucester via Staunton**

Mondays, Wednesdays, Fridays and Saturdays only. Three journeys plus two extra on Saturdays

**Pendock to Gloucester via Staunton**

One journey plus one extra from Staunton to Gloucester on Saturdays

Rover (Richings and Battershall of Staunton)

**Gloucester to Tewkesbury via Maisemore, Hartpury, Ashleworth, Hasfield, Tirley and Apperley**

Gloucester to Tewkesbury - Two journeys

Gloucester to Tirley – Two Journeys plus two extra on Saturdays

Jorden's

**Ross to Abergavenny via Broad Oak**– five or nine journeys per day

In June 1935 the business of C.H.Lewis which traded as Malvern Green was acquired by Bristol Tramways along with three vehicles which were as follows

X173 DG 6818 1933 Dennis Lancet I, Dennis C33F

X177 AMG 61 1932 Commer Centaur, B20F

X178 UY 7236 1930 Chevrolet LQ

Several routes were taken over from Malvern Green which were as follows

Redmarley to Gloucester via Blackwells End: one journey FSO

Staunton to Ledbury via Bromsberrow: one journey TSO

Staunton to Cheltenham via Tirley and Apperley one journey ThO

Ledbury to Pendock: One journey SO (outbound only)

Gloucester to Upton on Severn via Staunton and Longdon: 4-5 journeys WSO

Gloucester to Great Malvern via Staunton and Welland: 3 journeys (2 Summer Sundays)

When these routes were fully absorbed into the Bristol Tramways network, the Upton-on-Severn service was cut back to Long Green and renumbered 123. It continued to operate on Wednesdays and Saturdays only but the frequency was reduced to two journeys in each direction. The section to Upton appears to have been added to Midland Red route 364 between Malvern and Tewkesbury. The Staunton to

Cheltenham service became 124 whilst the Malvern route became the 112.. The 112 was joint with Red & White as Red Bus had previously operated on the route. The remainder of the routes were withdrawn as they duplicated Bristol Tramways operations with the exception of the section of route via Blackwells End which appears to have been abandoned until route 53B was introduced after the war.

X173 was renumbered A2 in 1936 and then in the company's 1937 renumbering scheme A2 became 126 whilst X177 became 119. X178 was withdrawn shortly after acquisition but 119 lasted until withdrawn during the Second World War. 126 lasted even longer and was rebodied with a 32-seat Duple coach body in 1945 and was not withdrawn until 1948.

Bristol Tramways routes operating in June 1936 were as follows

**53 Gloucester to Ledbury via Staunton and Bromsberrow**

**53A Gloucester to Ledbury via Staunton and Pendock**

Weekdays and Sunday afternoons: Hourly by alternate routes

**55 Gloucester to Hereford via Ross [joint with Red & White]**

Weekdays and Sunday afternoons: two hourly

**101 Ross to Coleford via Lydbrook or direct via Edge End**

Mondays to Fridays: 7 journeys (3 via English Bicknor, 4 direct)

Saturdays: 11 journeys (4 via English Bicknor, 7 direct)

Sunday afternoons: 5 journeys (2 via English Bicknor, 3 direct)

**107 Gloucester to Ledbury via Malswick, Newent and Dymock**

**108 Gloucester to Ledbury via Taynton, Newent and Dymock**

Basic two hourly service plus additional journeys co-ordinated with Red & White route 5 between Gloucester and Newent to provide an hourly frequency

**109 Gloucester to Much Marcle via Upleadon, and Newent,**

**111 Gloucester to Ledbury via Malswick, Newent, Much Marcle and Dymock**

Two to four journeys on Mondays, Tuesdays or Saturdays only

Much Marcle served by on Mondays, Tuesdays and Saturdays only by additional journeys

Ex Malvern Green routes (all un-numbered)

**Redmarley to Gloucester via Blackwells End:**

One journey on Fridays and Saturdays only

**Staunton to Ledbury via Bromsberrow:**

One journey on Tuesdays and Saturdays only

**Staunton to Cheltenham via Tirley and Apperley**

One journey on Thursdays only

**Ledbury to Pendock**

One journey on Saturdays only (outbound only)

**Gloucester to Upton on Severn via Staunton and Longdon**

Four or five journeys on Wednesdays and Saturdays only

**Gloucester to Great Malvern via Staunton and Welland**

Three journeys on weekdays and two on Summer Sundays

By November 1937 the Monday to Friday service on route 53/A had been cut back to ten journeys per day however the Saturday service remained hourly

Llangrove Motor Services were also operating into Ross at this time with a Thursdays and Saturdays only route from Llangrove and Llangarron,

In 1937 Red & White acquired Jordan's Services, which was based at Peterstow, which resulted in the route from Abergavenny to Ross becoming part of the network again, along with various market day services. These included a route from Hereford to Ross via Hoarwithy, which ran on Wednesdays and Saturdays only. Red & White quickly saw potential in the route and it was soon increased to daily

Vehicles acquired from Jordan's were as follows

?	VJ 5789	Morris Director, Petty B20	
282	VJ 6054	Dennis Lancet I, Duple C32F	new 1933
283	VJ 7073	Dennis Mace B26F	new 1934
286	VJ 9018	Bedford WTB, Duple C23F	new 1936
287	VJ 9128	Bedford WTB, Duple C20F	new 1936

Red & White routes operated in June 1938 were as follows:

- 5 Gloucester to Newport via Ross and Monmouth**  
Hourly from Newport to Ross and two hourly from Ross to Gloucester.  
Ross to Newport journeys operate via Goodrich and Symonds Yat west
- 10 Monmouth to Blakeney via Goodrich, Ross and Cinderford**  
Two hourly
- 15 Gloucester to Hereford via Ross [joint with Bristol Tramways]**  
Two Hourly
- 63 Gloucester to Malvern via Staunton [joint with Bristol Tramways]**  
Six journeys
- 95 Ross to Aston Ingham**  
Thursdays Only
- 96 Ross to Hope Mansell**  
Two trips Thursdays Only
- 99 Ross to Abergavenny via Skenfrith**  
Irregular
- 101 Ross to Hereford via Hoarwithy**  
5 or 7 journeys
- 102 Ross to St Weonards**  
2 or 5 trips Thursdays and Saturdays only

On 9<sup>th</sup> April 1939 the operation of the Gloucester to Malvern route passed entirely to Bristol Tramways as part of a rationalisation of joint routes with Red & White in the Gloucester area.

The Second World War did not have a major effect on services in the area although there was a general thinning out of Bristol Tramways operations. This resulted in the following changes taking place by 1943.

- 53/A Reduced to 5 (or 8 on Tuesdays and Fridays) journeys from Gloucester to Ledbury plus 2 or 3 trips from Gloucester to Staunton. Rye Cross was only served by a pair of short journeys from Ledbury except on Sundays when it was served by a pair of the four through journeys
- 55 No change
- 101 Service on Mondays, Wednesdays and Fridays reduced to four trips
- 107/8 Reduced to three (six on Saturdays) trips to Ledbury, three to Newent (4 on Saturdays), two of which continued to Cliffords Mesne
- 109/11 Route 109 withdrawn and one trip on Tuesdays only operated from Kempley to Gloucester and return on route 111
- 112 Reduced to four journeys on Mondays Wednesdays and Saturdays only (plus one trip to Staunton) and two journeys on Sundays
- 123 Saturday Operation withdrawn. Wednesday operation retained at two trips
- 124 Withdrawn

By September 1944 the situation had eased sufficiently to allow the Gloucester to Hereford (R&W 15, BTCC 55) service to be increased to hourly. Also in 1944 two return journeys were introduced on route 112 between Malvern and Castlemorton

Bristol Tramways alterations between 1945 and 1950

#### Route 53/A

- By April 1945 Service from Gloucester to Ledbury increased to eight journeys on Mondays and Wednesdays as well as Tuesdays and Fridays by extending the Gloucester to Staunton journeys. Saturday service hourly.
- By January 1947 the journeys on route 53/A in the middle of the day that had not operated on Thursdays resumed full time
- By July 1947 the last through journey to Ledbury was not at 20:30 (M-F) /21:00(Sat) instead of 18:30(M-F)/19:30(Sat)
- By June 1948 Route extended from Ledbury Market Place to Ledbury Railway Station. Additional short journeys introduced on Saturdays between Eastnor and Ledbury
- By October 1950 One journey in each direction diverted to serve Bromsberrow War Memorial on Tuesdays and Fridays

#### Route 53B

- By June 1948. Route introduced on Mondays and Fridays to provide one journey in each direction between Lowbands and Gloucester via Blackwells End. This was a resurrection of one of the former Malvern Green routes.

### Route 55

- By April 1946 Morning peak trip introduced between Ross and Hereford together with a later evening trip in the opposite direction.
- By July 1947 Earlier morning peak trip introduced between Ross and Hereford together with one in the opposite direction.
- By June 1948 21:10 from Hereford to Ross extended to Gloucester. New 21:10 from Gloucester to Ross introduced
- By June 1949 Morning peak trip introduced between Ross and Gloucester

### Route 101

- By January 1947 Late evening trip on Saturdays introduced between Ross and Coleford
- By July 1947 Three journeys diverted via Hom Green on Thursdays.
- By June 1948 Some additional journeys introduced

### Routes 107 & 108

- By April 1945 Same level of service introduced on Mondays to Fridays as on Saturdays
- By June 1948. Slightly increased level of service with one journey (two on Sundays) extended from Ledbury Market Place to Ledbury Railway Station

### Route 109

- By June 1949 Route introduced on Fridays only. One trip operated from Newent to Ledbury via Kempsey and one return journey from Ledbury to Gloucester
- By October 1950 Route diverted to serve Much Marcle

### Route 111

- By April 1945 Route extended from Kempsey to Much Marcle
- By January 1947 The positioning journeys to and Much Marcle now operated to and from Newent in service
- By June 1948 Two Saturday afternoon journeys introduced in each direction

### Route 112

- 22 July 1945 Route now operated daily – 6 journeys on weekdays and 3 on Sundays
- By June 1948 Two short workings in each direction introduced between Great Malvern and Hanley Swan
- By March 1950 Short workings between Great Malvern and Hanley Swan reduced to one trip
- 16 June 1950 Rerouted in the Hanley Swan area to avoid a low rail bridge, following conversion to double deck operation  
Remaining working between Great Malvern and Hanley Swan withdrawn

### Route 123

- By April 1945 Friday operation reintroduced (previously Wednesdays only)
- By June 1948 Route extended to Longdon

Route revised to operate on weekdays – two trips to Gloucester and one return (two on Saturdays)  
By January 1949 Route withdrawn on Tuesdays and Thursdays but frequency increased to four Gloucester bound and three return journeys

Route 124

By July 1947 Route reintroduced – one journey in each direction on Thursdays only  
By June 1948 Service increased to two journeys in each direction enabling morning or afternoon visits to Cheltenham

In 1947 the Gloucester to Tewkesbury service of Rover was sold to Bayliss of Dymock

Midland Red Routes in 1948 where as follow

- 461 Ross to Linton**
- 468 Ross to Hereford via Gatsford and Fownhope**
- 471 Ross to Brampton Abbots**
- 472 Ross to Ledbury via main road**
- 475 Ross to Ledbury via Yatton**
- 478 Ross to Hereford via Fownhope**



Red & White routes operated in May 1950 were as follows:

**5 Gloucester to Newport via Ross and Monmouth**

Two hourly service from Gloucester to Newport plus an additional hourly service from Ross to Newport diverting from the A40 via Symonds Yat and Goodrich.

Three journeys also operated via Llantrissant between Usk and Newport rather than via Llangibby

Two hourly Sunday afternoon service operated between Gloucester and Monmouth

**10 Ross to Blakeney via Cinderford**

An hourly service on weekdays and Sunday afternoons was provided between Ross and Cinderford, continuing every two hours to Blakeney. Alternate journeys operated either via Rudge Hill or Lea between Ross and Drybrook

**15 Gloucester to Hereford via Ross [joint with Bristol Tramways – route 55]**

Hourly service on weekdays and Sunday afternoons. The morning peak service was operated in two sections viz: Ross to Hereford and Ross to Gloucester

**95 Ross-on-Wye and Aston Ingham Circular via Linton and Bromsash**

One trip in each direction on Tuesdays, Thursdays and Saturdays with an additional late afternoon clockwise trip on Saturdays

**96 Ross to Hope Mansell**

Two trips in each direction on Thursdays only

**99 Ross-on-Wye to Abergavenny via Broad Oak and Skenfrith**

Four trips on Mondays to Fridays and five on Saturdays. One trip in each direction double running from Broad Oak to Garway and back on Thursdays. No Sunday service

**101 Ross to Hereford via Hoarwithy**

Six trips with an extra evening service on Saturdays giving a service approximately every two hours, plus one additional trip from Hoarwithy to Hereford on Wednesdays and Saturdays only. One trip in each direction on Wednesdays and Saturdays diverted to serve Newton. A two hourly service also operated on Sunday afternoons/evenings

**102 Ross to Orcop via St Weonards and Garway**

One journey in each direction plus a positioning trips running out via the A49 and Pencoyd. The return journey in the evening ran direct from Orcop to Three Ashes then running via the normal route to Ross. An additional return journey operated on Thursdays and Saturday lunch times missing out the section to Garway but diverting to Pencoyd on Thursdays. A further additional trip operated on Saturday evenings, avoiding Garway and on the return journey operating via the A49 from Old Pike rather than Sellacks Marsh

*Also* **Ross to Foy**

Two journeys on Thursdays and Saturdays only

Bristol Tramways routes operating in October 1950 were as follows

**53 Gloucester to Ledbury via Staunton and Bromsberrow**

**53A Gloucester to Ledbury via Staunton and Pendock**

Mondays to Fridays 10 journeys 9 (six 53s, four 53As)  
plus 3/4 trips between Rye Cross or Eastnor and Ledbury and  
one morning peak between Gloucester and Bromsberrow  
Saturdays 14 journeys giving an hourly service (seven 53s, seven 53As)  
(plus 3 trips between Eastnor and Ledbury)  
Sundays 4 journeys (two 53s, two 53As)  
(plus one trip from Gloucester to Hartpur)

**53B Lowbands to Gloucester via Blackwells End**

Mondays and Fridays only: One trip in each direction

**55 Gloucester to Hereford via Ross [joint with Red & White]**

Weekdays and Sunday afternoons: hourly

**101 Ross to Coleford via Lydbrook or direct via Edge End**

Mondays to Fridays: 6 journeys (3 via English Bicknor, 3 direct)  
Extra journeys between Ross and Courtfield Arms/Lydbrook  
on Thursdays  
Saturdays: 11 journeys (7 via English Bicknor, 4 direct)  
Sunday afternoons: 6 journeys (3 via English Bicknor, 3 direct)

**107 Gloucester to Ledbury via Malswick, Newent and Dymock**

**108 Gloucester to Ledbury via Taynton, Newent and Dymock**

Basic two hourly service to Ledbury co-ordinated with Red & White route 5 between  
Gloucester and Newent to provide an hourly frequency  
Four extra trips between Gloucester and Newent. One evening trip from Gloucester to  
Dymock  
Two trips from Newent to Cliffords Mesne

**109 Newent to Ledbury via Much Marcle and Dymock**

Fridays only: One trip in each direction, the trip from Ledbury continuing to  
Gloucester

**111 Gloucester to Much Marcle via Newent**

Tuesdays One trip in each direction plus positioning journeys from Newent to  
Much Marcle  
Saturdays Two trips in each direction

**112 Gloucester to Malvern via Staunton and Pendock**

Weekdays Six trips  
Sunday pm Three trips

**123 Gloucester to Longdon via Staunton and Long Green**

Mondays, Wednesdays, Four trips from Longdon and three from  
Fridays and Saturdays Only: Gloucester

**124 Staunton to Cheltenham via Apperley**

Thursdays Only Two trips







## **1951 to 1967**

On 1<sup>st</sup> January 1951 Red & White took over Bristol Tramways' Coleford operations and with it came route 101 from Ross to Coleford. This became Red & White route 201 but continued to run unaltered for the time being. The following photographs were taken in the area in the early 1950s and illustrate the bus scene of the day.

Throughout the early 1950s the pattern of services remained fairly stable however there were few changes, which were as follows

By September 1952 Route 109 renumbered 111A. Journeys via Upleadon increased to two to four per day and renumbered 109

Route 112 extended to Malvern Link Railway Station

By June 1953 one journey on this route on Thursdays and Saturdays double runs from Hoarwithy to Kings Caple. Also Wednesday and Saturdays short working from Hoarwithy to Hereford revised to start at Kings Caple and one through journey to Ross diverted to double run to Kings Caple

By June 1954 One additional late evening journey and one additional Sunday journey introduced between Gloucester and Newent on route 108.

A new route numbered 208 had been introduced providing one round trip from Bromsberrow to Ledbury on Fridays

By May 1955. Two additional early morning round trips introduced between Gloucester and Newent. One operating as a 107 in both directions and one out as a 109 returning as a 108.

By May 1956 One journey on route 112 withdrawn

The Suez Crisis of 1956 saw a need to conserve fuel so the company had to cut back on its most lightly trafficked workings. The changes were as follows

- On route 53 one journey from Gloucester to Ledbury and back was reduced to operation on Tuesdays and Fridays only whilst a number of short workings were withdrawn entirely
- On route 108 one evening trip from Gloucester to Dymock was curtailed at Newent
- Route 123 was reduced to two trips in each direction on Wednesdays and Saturdays only.

By September 1957 route 123 had been restored to three trips but remained but the other trips were not reintroduced

By June 1958 some larger scale changes had taken place to Red & White services

- Sunday service on route 101 reduced to four trips
- Clockwise Saturdays extra journey on route 95 now anti-clockwise
- Route 99 revised to incorporate route 102 which ceased to exist. The frequency was reduced by one trip per day. One outbound and two return

journeys diverted via Sellack and double running from Old Pike to St Weonards. 2 or 3 trips diverted at Broad Oak to double run to Garway. One additional journey operated between Ross and Garway on Thursdays and one between Ross and Broadoak on Saturdays.

Thursdays and Saturdays service to Foy also now part of route 99

By June 1959 one trip in each direction on route 53A was diverted to run via Bromsberrow War Memorial

On 13<sup>th</sup> July 1959 the rail service between Gloucester and Ledbury was withdrawn and as a consequence some enhancement of local bus services took place

All journeys to Ledbury on the 107 group of routes were extended from the Market Place to the Railway Station. An additional early morning run from Gloucester to Ledbury was introduced which diverted via Four Oaks on its journey back to Gloucester. In the evening Four Oaks was served by extending a trip from Gloucester to Newent on route 109.

Other changes the Tuesday morning trip from Much Marcle to Gloucester replaced by a journey on route 108 from Ledbury, which was diverted and renumbered 108A. The Friday working on route 111A from Ledbury to Newent was replaced by a journey from Ledbury to Gloucester on route 109, which was diverted via Much Marcle and renumbered 109A. The remaining journey on Fridays from Newent to Ledbury on the original 111A was renumbered 111 whilst the trips to Cliffords Mesne assumed the number 111A

Routes 53/A only continued from Ledbury Market Place to the Railway Station on Sundays

In 1957 the Ross-on-Wye allocation was made up of the following

S739	CWO 406	Albion Valkyrie CX11	Duple B37C
S446	FAX 308	Albion Valkyrie CX13	1952 B.B.W B35R
S746	FAX 311	Albion Valkyrie CX13	1952 B.B.W B35R
S1247	FWO 644	Albion Valkyrie CX13	1953 B.B.W B35R
S2847	EU 8732	Leyland Tiger PS1/1	Duple B35F
S150	HWO 313	Leyland Tiger PS1/1	Lydney B35F
L142	EAX 644	Guy Arab I	1951 B.B.W. L27/28R
L1843	EDG 976	Guy Arab II	1952 B.B.W. L27/28RD
L544	EWO 758	Guy Arab II	1952 B.B.W. L27/28RD
L650	HWO 384	Guy Arab III	Duple L27/26RD
L750	HWO 385	Guy Arab III	Duple L27/26RD

In June 1960 Red & White services were renumbered. The revised routes were as follows

10	no change	Ross – Cinderford – Blakeney
35	ex 201	Ross - Coleford
38	ex 15	Gloucester – Ross – Hereford
60	ex 5	Gloucester – Ross – Monmouth – Newport
65	ex 99	Ross – Skenfrith – Abergavenny
66	ex 95	Ross – Aston Ingham
67	ex 101	Ross – Hoarwithy – Hereford
68	ex 96	Ross – Hope Mansel
69	unnumbered	Ross – Lydbrook Cable Works
70	unnumbered	Ross – Lydbrook – English Bicknor - Monmouth

Route 69 provided five journeys on Mondays to Fridays and two on Saturday Mornings

Route 70 provided one trip in each direction and primarily carried workers to Lydbrook Cable Works before continuing to Monmouth for school children during term time

Also by June 1960 this service route 35 had been revised with a slight reduction in frequency on Mondays to Fridays and so a reduction in duplication of Thursday services. The Saturday service was also revised so that an hourly service was operated rather than a two hourly service with duplication

By this time Bristol MWs had made their appearance at Ross to displace older single deckers and the Leyland Tigers. The Bristol SC also put in a brief appearance with the arrival of SC457.

Bristol Omnibus had also introduced MWs and LSs to there routes in the area. The following views show some of the Bristol vehicles operating in the area around this time

The Ross allocation was made up of the following in 1960

S947	FWO 641	Albion Valkyrie CX13	1953 B.B.W B35R
S1147	FWO 643	Albion Valkyrie CX13	1953 B.B.W B35R
S1547	FWO 647	Albion Valkyrie CX13	1953 B.B.W B35R
U157	RAX 266	Bristol MW6G	E.C.W. B45F
U357	SAX 769	Bristol MW6G	E.C.W. B45F
U1357	SWO 93	Bristol MW6G	E.C.W. B45F
U1959	VWO 219	Bristol MW6G	E.C.W. B45F
L1543	EDG 971	Guy Arab II	1951 B.B.W. L27/28RD
L544	EWO 758	Guy Arab II	1952 B.B.W. L27/28RD
L1349	HWO 336	Guy Arab III	Duple L27/26RD
L650	HWO 384	Guy Arab III	Duple L27/26RD
L750	HWO 385	Guy Arab III	Duple L27/26RD

On 7<sup>th</sup> January 1962 an experimental evening peak trip from Ledbury to Bromsberrow and back was introduced on Mondays to Fridays, as there was no suitable facilities for returning from work. This obviously was not successful, as it had been withdrawn by June 1962. By June 1963 route 208 had been renumbered 110

By June 1962 MW U2059 had replaced S947 and Guy Arab III L2049 had arrived to replace L1543.

By December 1963. the Bristol Lodekka had appeared on Ross's allocation with the arrival of LD6G L259 as a replacement for L544 whilst U3259 had arrived to replace S1547. L2049's stay was short as its place apparently was taken by UC652, a Guy Arab UF coach, by the end of 1963.

On 2<sup>nd</sup> November 1964, the rail service between Gloucester and Hereford was withdrawn which resulted in a slight enhancement of routes 38 and 55. The changes entailed the introduction of an early morning run from Gloucester to Ross and back giving an arrival in Gloucester at 08:02 and a similar trip in the late evening.

May 1964 saw Bristol FS L863 arrive to replace L1449 whilst S1547 returned in November 1964 in exchange for S1147. S1547 itself left Ross being replaced by MW U165 in March 1965 thus ending the presence of half cab single deckers on the allocation

By June 1965       journeys on route 35 via English Bicknor renumbered 35A

By May 1966, UC652 had been replaced by MW coach UC258 but its stay was short as it left in October

Further MWs (U359 and U2465) arrived in late 1966 to replace the remaining pair of Guy Arabs (L6/750), presumably in connection with the splitting of route 60 at Monmouth.

By January 1967 the allocation was therefore as follows

U157	RAX 266	Bristol MW6G	E.C.W. B45F
U357	SAX 769	Bristol MW6G	E.C.W. B45F
U1357	SWO 94	Bristol MW6G	E.C.W. B45F
U359	UAX 558	Bristol MW6G	E.C.W. B45F
U1959	VWO 219	Bristol MW6G	E.C.W. B45F
U2059	VWO 220	Bristol MW6G	E.C.W. B45F
U3259	VWO 232	Bristol MW6G	E.C.W. B45F
U165	DAX 604C	Bristol MW6G	E.C.W. B45F
U2465	DAX 627C	Bristol MW6G	E.C.W. B45F
L259	VAX 502	Bristol LD6G	E.C.W H33/27RD
L863	AAX 22B	Bristol FS6B	E.C.W H33/27RD

On 22<sup>nd</sup> January 1967 the Bristol Omnibus routes were revised. These changes were as follows

- Route 53/A Service reduced from 10 or 11 trips from Gloucester to Ledbury to 6 or 7 on Mondays to Fridays. The Saturday service, which had been hourly, was also reduced in frequency. The Sunday service with reduced to two trips plus two runs between Rye Cross and Ledbury, which provided an additional service to Gloucester by connecting with the .0112
- Routes 107etc Service between Gloucester and Ledbury reduced from seven to four journeys. Only one morning peak journey now operated via Malswick with journeys on route 111 becoming route 108A.  
Sunday service withdrawn
- Route 111A Renumbered 111
- Route 112 Evening journey reduced to operation on Fridays and Saturdays (also Sundays) only
- Route 123 Evening journey withdrawn

By June 1967 further changes had taken place to Red & White operations and were accompanied by a renumbering of certain routes on 11<sup>th</sup> June. These changes were as follows

- Route 10 Renumbered 116  
Service reduced in frequency from 14 trips (16 on Saturdays) to 10 trips on Weekdays and from 9 to 5 on Saturdays. This represented a frequency cut from approximately hourly to two-hourly. Three weekly and two Sunday journeys ran via Pontshill (the remainder via Lea) and only one journey (two return) ran through to Blakeney
- Route 35/A Route 35A renumbered back into route 35.  
Saturday service reduced from hourly to approximately two hourly and Sunday service reduced to three trips.  
Additional morning peak journey introduced as replacement for route 70
- Route 38 The Red & White journeys on this route were renumbered 538 to match the new Bristol Omnibus number
- Route 60 The route was split at Monmouth with the Monmouth to Gloucester section being renumbered 63. The timetable was largely unaltered apart from on Sundays when the service was reduced to four journeys all of which ran direct from Ross to Monmouth
- Route 70 By June 1967 this route had ceased to operate with some journeys replaced by route 35 and route 69

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

- 524 ex 124 Staunton – Cheltenham  
538 ex 55 Gloucester – Ross – Hereford  
572 ex 112 Gloucester – Staunton – Malvern Link  
573 ex 53 Gloucester – Staunton – Bromsberrow – Ledbury



- 574 ex 53A Gloucester – Staunton – Pendock – Ledbury
- 575 ex 108 Gloucester – Tibberton – Newent – Dymock - Ledbury
- 576 ex 108A Gloucester – Tibberton – Newent – Much Marcle - Dymock – Ledbury
- 577 ex 107 Gloucester – Malswick – Newent
- 578 ex 109A Gloucester – Upleadon – Newent – Much Marcle - Dymock – Ledbury
- 579 ex 109 Gloucester – Tibberton – Newent - Dymock – Ledbury
- 580 ex 110 Bromsberrow – Ledbury
- 581 ex 111 Newent – Cliffords Mesne
- 582 ex 123 Gloucester – Staunton – Longdon
- 583 ex 53B Gloucester - Lowbands

By this time the Sunday service on routes 53 and 53A had been withdrawn

## 1967 to 1975

The network of routes in June 1967 was now as follows

- 35 Ross-on-Wye to Coleford via Lydbrook and either Edge End or English Bicknor**  
Nine journeys per day on Mondays to Fridays plus one additional trip on Saturday evenings. Five journeys (seven on Saturdays) operated via English Bicknor, the remainder via Edge End. The journeys that operated via English Bicknor also did a double run from Lydbrook to Mireystock and back. In addition there were two Thursdays only workings to Walford of which one in each direction ran via Hom Green and one local trip from Ross to Tudorville Crescent (one extra on schooldays and Saturdays)  
On Sundays there were three trips which all ran via Edge End
- 63 Gloucester to Monmouth via Newent and Ross-on-Wye**  
Two hourly service from Gloucester to Monmouth plus an additional hourly service from Ross to Monmouth diverting from the A40 via Symonds Yat and Goodrich. Two hourly Sunday afternoon service operated between Gloucester and Monmouth
- 65 Ross-on-Wye to Abergavenny via Broad Oak and Skenfrith**  
Three trips on Mondays to Fridays and five on Saturdays plus one additional trip from Ross to Garway on Thursdays. Two trips in each direction (three on Thursdays) double run from Broad Oak to Garway and back. One journey in each direction runs via Sellacks Marsh and Picts Cross and double runs from Old Pike to St Weonards and back
- also* **Ross-on-Wye to Foy via Sellacks Marsh**  
Two trips in each direction on Thursdays and Saturdays only
- 66 Ross-on-Wye and Aston Ingham Circular via Linton and Bromsash**  
One trip in each direction on Tuesdays, Thursdays and Saturdays with an additional late afternoon clockwise trip on Saturdays
- 67 Ross-on-Wye to Hoarwithy via Hereford**  
Four trips on Mondays to Fridays plus two trips to Hoarwithy connecting with journeys from Kings Caple to Hereford. One trip (plus another on Thursdays only) runs from Hoarwithy to Kings Caple and back. One additional late evening journey from Ross to Hereford operated, travelling in the outward direction via Sellacks Marsh. One extra journey operated on Wednesday mornings from Hereford to Kings Caple and back
- 68 Ross-on-Wye to Hope Mansell**  
Two trips in each direction on Thursdays only
- 69 Ross-on-Wye to Lydbrook (Reeds Factory)**  
Five trips on Mondays to Friday plus two on Saturdays if required. Also one schooldays trip from Ross to Tudorville Crescent

- 116 Ross-on-Wye to Blakeney via Cinderford**  
Ten journeys between Ross and Cinderford giving basically a two hourly service. One southbound and two northbound run to or start from Blakeney. Three journeys operate via Pontshill, the remainder via the Lea. An additional overlapping service also numbered 116 ran between Drybrook and Blakeney, jointly with Soudley Valley.  
A two hourly service of five trips was also operated on Sunday afternoons
- 461 Ross-on-Wye to Linton**  
Two trips in each direction on Thursdays and three on Saturdays
- 468 Ross-on-Wye to Hereford via Fownhope**  
**478 Ross-on-Wye to Fownhope via Upton Bishop**  
One journey in each direction on Mondays to Fridays inbound via Brampton Abbots and outbound direct. Five journeys on Saturdays of which two inbound and three outbound journeys served Brampton Abbots. One of the Saturday journeys diverting to serve Brockhampton. One additional inbound trip operated from Fownhope to Ross on Thursdays returning as the only run on route 478.  
Two 468 journeys also operated between Hereford and Gurneys Oak
- 471 Ross-on-Wye to Brampton Abbots**  
Four journeys on Thursdays only
- 472 Ross-on-Wye to Ledbury via Much Marcle**  
**475 Ross-on-Wye to Ledbury via Yatton and Much Marcle**  
Two journeys per day in each direction. One additional journey operated on Saturdays, which diverted via Yatton and ran as route 475
- 524 Staunton to Cheltenham via Tirley, Coombe Hill and Staverton**  
Two trips on Thursdays only
- 538 Gloucester to Hereford via Ross-on-Wye**  
*(joint service Bristol Omnibus/Red & White Service)*  
Hourly service on weekdays and Sunday afternoons. Morning peak service was operated in two sections viz: Ross to Hereford and Ross to Gloucester
- 572 Gloucester to Malvern via Staunton and Pendock**  
Four journey on weekdays plus one extra on Friday and Saturday evenings.  
Three trips on Sundays plus one extra run from Staunton to Gloucester
- 573 Gloucester to Ledbury via Staunton and Bromsberrow**  
**574 Gloucester to Ledbury via Staunton and Pendock**  
Six or Seven trips between Gloucester and Ledbury on Mondays to Fridays with four or five extra trips from Gloucester to Staunton, Bromsberrow or Pendock. All but two of these journeys were on route 573. Also four extra trips on route 574 from Pendock or Rye Cross to Ledbury some connecting with route 572 to or from Gloucester  
On Saturdays ten trips were operated between Gloucester and Ledbury with one extra trip from Gloucester to Pendock and two to Bromsberrow. Also one trip

from Rye Cross and one from Eastnor to Ledbury. The and four of the other journeys were on route 574  
No Sunday service

**575 Gloucester to Ledbury via Tibberton, Newent and Dymock**

**576 Gloucester to Ledbury via Tibberton, Newent and Much Marcle**

**577 Gloucester to Newent via Malswick**

**578 Gloucester to Ledbury via Upleadon, Newent and Much Marcle**

**579 Gloucester to Ledbury via Upleadon, Newent and Dymock**

Four trips from Gloucester to Ledbury with one extra on Saturdays plus between four and six trips from Gloucester to Newent and two to Dymock or Much Marcle

Tibberton was served by between five and seven trips

Upleadon was served by four or five trips

Much Marcle was served by one trip on Tuesdays, Fridays and Saturdays only

Four Oaks was served by one trip on Fridays only

**580 Bromsberrow to Ledbury**

One trip in each direction on Fridays only

**581 Newent to Cliffords Mesne**

Two journeys per day on weekdays

**582 Gloucester to Longdon via Staunton**

Two inbound and one outbound journey on Wednesdays and Saturdays only

**583 Gloucester to Lowbands**

One trip in each direction on Mondays and Fridays only

Throughout the period the rural services continued to reduce with 1971 having particularly severe cutbacks

In August 1968 Coleford Garage was closed with the result that route 35 became operated by Ross garage. Ross gained U561 from the former Coleford allocation to operate this. Also by this time route 116 had reverted to its previous number, which was 10, presumably because its number, duplicated a Western Welsh service.

On 11<sup>th</sup> July 1971 Red & White assumed full responsibility for route 538 for which Ross gained a pair of brand new RELs. These were R771 and R871. Just prior to this service reductions including the withdrawal of route 65 had enabled U359 and U561 to leave Ross without replacement

During 1972 U157, U1357, U1959 and U2059 left Ross, their places being taken by U265, U565, R365 and R465. U1557 and U366 had also appeared at Ross for a short period during the year



Hereford Garage closed was closed in 1972 and it's remaining allocation was transferred to Ross although in reality the three vehicles remained based at Hereford where they were stabled at the Midland Red garage in the city. The vehicles involved were L460, L1460 and R168. The two Bristol FLs were used on route 39 from Hereford to Hay-on-Wye whilst the RE was used on the 538.

Since the summer of 1967 Ross had had either one or two Bristol MW coaches on its allocation, presumably as replacements for breakdowns of vehicles on express services and for use for private hire. The initial vehicle was UC658 but by 1969 UC859 and UC563 were on the allocation.

By June 1973 the allocation was made up of the following

L460	4 AAX	Bristol FL6G	E.C.W. H37/33RD
L1460	14 AAX	Bristol FL6G	E.C.W. H37/33RD
L1062	10 EWO	Bristol FS6B	E.C.W. H33/27RD
U357	SAX 769	Bristol MW6G	E.C.W. B45F
U658	TWO 70	Bristol MW6G	E.C.W. B45F
U3259	VWO 232	Bristol MW6G	E.C.W. B45F
U165	DAX 604C	Bristol MW6G	E.C.W. B45F
U265	DAX 605C	Bristol MW6G	E.C.W. B45F
U565	DAX 608C	Bristol MW6G	E.C.W. B45F
U2465	DAX 627C	Bristol MW6G	E.C.W. B45F
R365	GAX 3C	Bristol RELL6G	E.C.W. B54F
R465	GAX 4C	Bristol RELL6G	E.C.W. B54F
R168	RAX 1G	Bristol RELL6L	E.C.W. B53F
R568	RAX 5G	Bristol RELL6L	E.C.W. B53F
R668	RAX 6G	Bristol RELL6L	E.C.W. B53F
R771	YWO 692K	Bristol RELL6L	E.C.W. B53F
R871	YWO 693K	Bristol RELL6L	E.C.W. B53F
DS1558	SWO 994	Bristol MW6G	E.C.W. C39F
UC963	31 FAX	Bristol MW6G	E.C.W. C39F

L1062, DS1558 and UC963 soon moved on but the remainder of the allocation was still the same at the end of 1974.

Details of individual route changes were as follows

#### Route 10 (formerly 116)

By August 1968     Route renumbered 10 from 116  
 By July 1971        Last evening service on withdrawn on weekdays and Sundays  
 By summer 1972    Sunday service withdrawn and one additional journey extended from Cinderford to Blakeney on weekdays.  
                           Three journeys in each direction diverted via Mitcheldean

#### Route 35

August 1968        Operated by Ross Depot following the closure of Coleford  
                           At the same time it absorbed route 69 by means of adding a limited number of additional journeys and by retiming other journeys. Most noticeable changes as a result of this were the introduction of an early morning trip from Ross to Coleford and a late evening trip in the opposite direction. The Sunday service continued but was completely retimed to take account of the

changes. A minor change occurred at the Coleford end of the route – this was the diversion of three journeys to serve Milkwall.  
By June 1969 Sunday service on route 35 withdrawn and a late evening works journey introduced to Lower Lydbrook on Mondays to Fridays  
By July 1971 Last evening service withdrawn on Mondays to Fridays.

#### Route 63

By July 1971 The Sunday service was withdrawn, as was the late evening Saturday run from Ross to Newent

#### Route 65

By July 1971 Withdrawn entirely between Ross and Skenfrith (including the Foy service)

#### Route 67

By July 1971 Last evening service withdrawn on Mondays to Fridays.  
By summer 1973 Route revised by withdrawn evening services and double running to Fawley reduced to one trip in each direction on Wednesdays, Fridays and Saturdays only

#### Route 69

August 1968 Absorbed into route 35

#### Route 461

By January 1974 Route withdrawn

#### Routes 468, 471 and 478

By January 1974 Routes 471 and 478 withdrawn  
Route 468 revised to two journeys in each direction on weekdays and two additional journeys in each direction between Ross and Brampton Abbots on Thursdays

#### Routes 472 and 475

By January 1974 Service reduced to one journey in each direction on route 475 on Thursdays only

#### Route 524

By June 1968 Route withdrawn

#### Route 538

11<sup>th</sup> July 1971 Operation transferred entirely to Red & White operation. First two morning runs from Gloucester to Ross withdrawn, one Hereford to Gloucester evening journey curtailed at Ross and last Ross to Gloucester journey withdrawn  
Sunday service reduced to two hourly

#### Route 572

By January 1968 The late evening journey on route 572 had been withdrawn on Fridays leaving it operating only on Saturdays and the vehicle used on route 583 ran back to Gloucester, in service direct via the A417 during school holidays.

- By July 1970 The Sunday service on route 572 had been reduced to two trips over the full length of the route plus a short journey to and from Staunton.
- By February 1973 One morning journey withdrawn on Fridays and an extra journey introduced between Malvern Link and Rye Cross and back on Mondays to Fridays. The extra Saturday evening journey was also withdrawn

#### Routes 573 and 574

- By July 1970 The first morning journey from Gloucester to Ledbury was withdrawn and last evening journey was curtailed at Staunton on Mondays to Fridays. This was accompanied by the withdrawal of all but one of the short journeys between Ledbury and Rye Cross or Pendock. The Saturday service was largely unaltered apart from the withdrawal of the evening service.
- By February 1973 Route 574 withdrawn and 573 reduced to three trips (four on Saturdays) between Gloucester and Ledbury, two of which did not run on Fridays beyond Bomsberrow. Two further trips ran from Gloucester to Bomsberrow and back and there was an additional run from Bomsberrow to Ledbury on Fridays. There were also two morning peak runs from Staunton to Gloucester on Mondays to Fridays.
- By March 1974 Morning peak journey from Gloucester to Bomsberrow and back extended to Ledbury

#### Routes 575 to 579

- By July 1970 The late evening journey from Gloucester to Newent was withdrawn.
- By summer 1972 The service to Ledbury on these routes was reduced to two journeys per day with one extra trip on Fridays and Saturdays. Dymock served by six journeys (including those to Ledbury) and four additional journeys operated between Gloucester and Newent. Much Marcle was served by one journey on Tuesdays, Fridays and Saturdays, Tibberton by five or six journeys, Upleadon by three or four journeys and Four Oaks by one journey on Fridays

#### Route 581

- By summer 1972 Withdrawn on Saturdays

#### Route 582

- 1<sup>st</sup> August 1971 Route withdrawn entirely



## **1975 to 1981**

The network of routes in January 1975 was now as follows

- 10 Ross-on-Wye to Blakeney via Cinderford**  
Nine journeys on weekdays between Ross and Cinderford giving basically a two hourly service. Three southbound and four northbound journeys operated to or from Blakeney. Two journeys operated via Pontshill, the remainder via the Lea. Three journeys also diverted to run via Mitcheldean whilst the remainder ran direct from the former Mitcheldean Road Station to Drybrook. An additional overlapping service also numbered 110 ran between Drybrook or Cinderford and Blakeney, jointly with Soudley Valley.
- 35 Ross-on-Wye to Coleford via Lydbrook and either Edge End or English Bicknor**  
Nine journeys on weekdays between Ross and Coleford plus two additional journeys to Reeds Factory at Lydbrook Junction, and three from Lydbrook Junction to Coleford Two further short journeys operated on Thursdays between Ross and Walford one of which ran via Hom Green  
Two journeys ran via Edge End (plus two short journeys from Lydbrook to Coleford) whilst the remainder of the service ran via English Bicknor. Four of the English Bicknor journey did a double run from Lydbrook to Mireystock whilst one of the Edge End journeys also ran via Mireystock but did not double run. The other journey via Edge End double ran from Lydbrook to Reeds Factory and back. At the Coleford end of the route most journeys operated via Broadwell but the first trip of the day ran direct from Christchurch via Sunnybank to Coleford whilst one afternoon journey ran via Milkwall
- 63 Gloucester to Monmouth via Newent and Ross-on-Wye**  
Two hourly service from Gloucester to Monmouth plus an additional hourly service from Ross to Monmouth diverting from the A40 via Symonds Yat and Goodrich.
- 66 Ross-on-Wye and Aston Ingham Circular via Linton and Bromsash**  
One trip in each direction on Tuesdays, Thursdays and Saturdays with an additional late afternoon clockwise trip on Saturdays
- 67 Ross-on-Wye to Hoarwithy via Hereford**  
Six journeys on Mondays to Fridays (five on Saturdays) of which one journey in each direction double ran from Hoarwithy to Fawley on Wednesdays, Thursdays and Saturdays
- 68 Ross-on-Wye to Hope Mansell**  
Two trips in each direction on Thursdays only
- 468 Ross-on-Wye to Hereford via Fownhope**  
Two journeys in each direction on weekdays and two additional journeys in each direction between Ross and Brampton Abbots on Thursdays

**475 Ross-on-Wye to Ledbury via Yatton and Much Marcle**

One journey in each direction on Thursdays only

**538 Gloucester to Hereford via Ross-on-Wye**

Hourly service on weekdays and two hourly on Sunday afternoons. Morning peak service was operated in two sections viz: Ross to Hereford and Ross to Gloucester

**572 Gloucester to Malvern via Staunton and Pendock**

Four journeys on weekdays one of which did not run on Fridays plus one afternoon short working between Malvern and Rye Cross and back on Mondays to Fridays

**573 Gloucester to Ledbury via Staunton and Bromsberrow**

On Mondays to Fridays there were four trips between Gloucester and Ledbury of which two did not run beyond Bromsberrow on Fridays plus one additional working to Bromsberrow and two to Staunton. There was also a short working from Bromsberrow to Ledbury which was the returning working of the trip on route 580

On Saturdays there were five trips from Gloucester to Ledbury, one to Bromsberrow and one only to Staunton

**575 Gloucester to Ledbury via Tibberton, Newent and Dymock**

**576 Gloucester to Ledbury via Tibberton, Newent and Much Marcle**

**577 Gloucester to Newent via Malswick**

**578 Gloucester to Ledbury via Upleadon, Newent and Much Marcle**

**579 Gloucester to Ledbury via Upleadon, Newent and Dymock**

On Mondays to Fridays there were two trips from Gloucester to Ledbury plus one extra on Fridays. There were also four between Gloucester and Dymock (one less on Fridays) and a further four between Gloucester and Newent. Upleadon was served by three journeys (plus one extra on Wednesdays and Fridays) whilst Tibberton was served by six journeys (one less on Wednesdays and Fridays)

On Saturdays there were three trips from Gloucester to Ledbury, one to Wind Cross, two to Dymock and three to Newent including a late evening working Much Marcle was served by one trip in each direction on Tuesdays, Fridays and Saturdays and Four Oaks by one trip on Fridays only

The departures from Gloucester could be summarised as follows: -

	Mon	Tues	Wed	Thurs	Fri	Sat
575	6	5	5	6	4	4
576		1			1	1
577	1	1	1	1	1	
578					1*	
579	3	3	4	3	4	2

\*Ledbury to Gloucester only (outbound trip was a 579)

**580 Bromsberrow to Ledbury**

One trip in each direction on Fridays only

### **581 Newent to Cliffords Mesne**

Two journeys per day on Mondays to Fridays

### **583 Gloucester to Lowbands**

One trip in each direction on Tuesdays and Fridays only plus a direct working back to Gloucester via the A417 after operating the working to Lowbands

### Changes to the Red & White network

By February 1976 there had been a slight reduction in the number of journeys on routes 35 and 63, which particularly effected the early and late, journeys.

Route 68 had been absorbed by route 66 which now diverted on Thursdays to serve Hope Mansell whilst the early evening journey on Saturdays was withdrawn.

On route 538 was revised so that it could be operated entirely from Ross Depot. In order to do this a new early morning journey was introduced from Ross to Hereford. The evening service was also altered to allow one journey from Gloucester to terminate at Ross on Mondays to Thursdays whilst the last evening run from Gloucester was reduced to a Fridays only operation however by March 1977, this had been withdrawn on Fridays as well. There was also a reduction of one journey on Sundays

By April 1978 the Ross to Cinderford section of route 10 had been renumbered 9 however the timetable was largely unaltered. On route 35 the additional journeys on Thursdays between Ross and Walford were withdraw. More significantly route 63 had been severely pruned by the withdrawal of the two hourly short journeys between Ross and Monmouth. This resulted in the main service being diverted via Glewstone and Goodrich to compensate, however Symonds Yat was now no longer served other than by a Fridays only service from Monmouth on route 52. On route 67 the first morning journey to Hereford was withdrawn.

At the same time route 538 was renumbered 38 without any change to the timetable.

After that there were few changes to the network of National Welsh in the Ross area as Red & White had become on 27<sup>th</sup> April 1978 apart from the introduction of a pair of new Ross local routes in 1980. One ran five times a day and linked the town centre with the Greytrees and Three Crosses road area. It was numbered 36 and ran five times daily (four times on Saturdays). The other ran on Tuesdays and Fridays only and was a circular route serving Merrivale Lane. Its two trips ran out via Woodville Factory and returned via Fernbank Road. The Tuesday operation was short live as it had been withdrawn by June 1981.

For the autumn 1979 term, a schools route from Three Crosses Estate to Duxmear School was introduced and carried route number 26

### Changes to the Bristol Omnibus Network

On 23<sup>rd</sup> August 1976 there were significant changes to the company's network in the area. The routes from Gloucester to Ledbury via Newent (575 to 579) were withdrawn entirely and passed to Bennetts and Newbury Coaches. This change was accompanied by alterations to route 573 to enable it to be operated by a vehicle out stationed at Ledbury, which had previously operated on the 575 group of routes. This resulted in

the first morning departure from Gloucester being withdrawn whilst the early evening run from Gloucester to Bromsberrow was extended to Ledbury, its return working being withdrawn. The journeys that previously only ran as far as Bromsberrow on Fridays now continued to Ledbury. One of these ran as new route 574 via Greenway to replace route 580. The revised service consisted of three trips from Gloucester to Ledbury on Mondays to Fridays plus two additional journeys on Saturdays. There was also a pair of short workings between Gloucester and Staunton, one in the early morning and one in the late afternoon. The latter was one of the journeys that continued to Ledbury on Saturdays. At the same time route 583 was renumbered 571 and route 581 was also withdrawn.

These changes reduced Gloucester's requirement for MWs by two and 2520 and 2524 were withdrawn as a consequence

As a replacement for the withdrawn services, Newbury Coaches of Ledbury provided three trips from Ledbury to Gloucester via Dymock, Newent and Tibberton (four on Saturdays) plus one extra run from Ledbury to Newent on Mondays to Fridays.

Bennetts provided five trips from Gloucester to Newent (three on Saturdays) of which one continued to Dymock on Thursdays. Of these two ran via Tibberton and three via Upleadon. Four Oaks was served on Thursdays by the Dymock to Gloucester trip of Bennetts. This enabled passengers to travel to Newent for shopping and return on the Newent to Ledbury journey operated by Newbury Coaches, which was diverted via Four Oaks on Thursdays.

Cliffords Mesne was served by Flashes Coaches who ran a Fridays only service from Newent to May Hill and a schooldays operation by M.J.Ryland

### Red & White fleet alterations

At the very end of 1974 the Ross allocation was increased by the arrival of UD1258

The first Leyland National arrived at Ross in March 1975 in the form of N874 where it displaced Bristol FL L460. A second Leyland National, N575 arrived in May displacing the remaining double decker, L1460. In August U357 was replaced U657.

As part of a fleet renumbering scheme in October 1975, which was intended to remove the duplication of fleet numbers UD1258 became UD2458, R3/465 became R50/165 and R7/871 became R37/871. UD2458 was reallocated away virtually immediately without replacement and U2459 and dual-purpose Leyland National ND5175 displaced U657 and U658

*The fleet was now made up of the following*

U2459	VWO 224	Bristol MW6G	E.C.W. B45F
U3259	VWO 232	Bristol MW6G	E.C.W. B45F
U165	DAX 604C	Bristol MW6G	E.C.W. B45F
U265	DAX 605C	Bristol MW6G	E.C.W. B45F
U565	DAX 608C	Bristol MW6G	E.C.W. B45F
U2465	DAX 627C	Bristol MW6G	E.C.W. B45F
R5065	GAX 3C	Bristol RELL6G	E.C.W. B54F
R5165	GAX 4C	Bristol RELL6G	E.C.W. B54F
R168	RAX 1G	Bristol RELL6L	E.C.W. B53F

R568	RAX 5G	Bristol RELL6L	E.C.W. B53F
R668	RAX 6G	Bristol RELL6L	E.C.W. B53F
R3771	YWO 692K	Bristol RELL6L	E.C.W. B53F
R3871	YWO 693K	Bristol RELL6L	E.C.W. B53F
N874	GHB 679N	Leyland National 11351/1R,	B52F
N575	GHB 688N	Leyland National 11351/1R,	B52F
ND5175	KDW 359P	Leyland National 11351/1R/SC,	DP48F

August 1977 saw further changes to the allocation with U861 and U4463 arriving to displace U2459 and U3259. U861s stay at Ross short as it was withdrawn at the end of the year without replacement.

At the end of the year most of Ross's MWs moved away without replacement, U861, U165, U265, U565 and U2465 being transferred away. This left just U4463 however U265 returned in February 1978. This large reduction in the allocation was associated with the loss of two (possibly three) workings on route 10 which became operated by Cinderford garage, and a reduction of one duty on the 67.

In a surprise move U164 was reinstated in September 1979 to replace R5165. It did not stay long as at the beginning of 1980 it was replaced by U264.

A double decker returned to Ross in March 1980 initially in the form of ex Western Welsh Leyland Atlantean LR5969. Its arrival resulted in the displacement of R5065, which was withdrawn. In May ex Cardiff Daimler Fleetline HR5567 also came to Ross and enabled U264 to be withdrawn. LR5969 stay was very short as it was replaced by U465 in July then in August an additional MW arrived in the form of U766.

Many vehicles were made surplus by the introduction of the Gwent Vales MAP scheme in October 1980, some of these moving to Ross as replacements for its last three MWs. U4463, U465 and U766. The replacements were RS5171, R1768 and RD5569

## **Market Analysis, Deregulation and Privatisation**

The 1980s were to see major change on the area's bus services with the effects, first of the National Bus Companies Market Analysis Project (MAP) and then of deregulation and privatisation.

### **Leadon Valley Area**

Prior to MAP the following routes were in operation in the Leadon Valley  
**Red & White**

**63 Gloucester to Monmouth via Newent and Ross**

Every two hours on weekdays

### **Bristol Omnibus**

**571 Lowbands to Gloucester**

One trip in each direction on Tuesdays and Fridays only. Positioning journey from Lowbands to Gloucester operated in service via Staunton and Hartpur

**572 Gloucester to Malvern Link**

Four journeys plus a short working from Malvern Link to Rye Cross and back on Mondays to Fridays

**573 Gloucester to Ledbury via Staunton and Bromsberrow**

**574 Gloucester to Ledbury via Staunton, Bromsberrow and Greenway**

Three trips on Mondays to Fridays plus two extra on Saturdays, also two trips from Gloucester to Staunton and back (one extra on outbound journey on Fridays and one less journey on Saturdays) All journey operate as route 573 apart from one trip in each direction which operates as route 574 on Fridays

### **Bennett's Coaches**

**Gloucester to Newent via Tibberton or Upleadon**

Five journeys on Mondays to Fridays and three on Saturdays. Two Monday to Friday journeys operating via Tibberton and all other journeys running via Upleadon

### **Newbury Coaches**

**Gloucester to Ledbury via Tibberton, Newent and Dymock**

Three trips on Mondays to Fridays and four on Saturdays. One additional journey operates on Mondays to Fridays from Ledbury to Newent and back. One journey in each direction operates via Four Oaks on Thursdays

### **Flashes Coaches**

**Newent to Cheltenham via much Marcle, Dymock and Bromsberrow**

One journey in each direction on Thursdays only

**Newent to Hereford via Much Marcle and Brampton Abbots or Upton Bishop, then Brockhampton and Fownhope**

One journey in each direction on Wednesdays, Thursdays and Saturdays

Wednesday service via Upton Bishop and Brockhampton

Thursday service via Jays Green and Upton Bishop

Saturday service via Much Marcle and Brampton Abbotts

M.J.Ryland

**Newent to Cliffords Mesne**

Two trips in each direction on schooldays only

Swanbrook

**Gloucester to Tewkesbury via Hartpury, Tirley and Deerhurst**

One or two trips from Gloucester to Tewkesbury (four on Saturdays)

Two or three trips from Gloucester to Apperley (one on Saturdays)

Also positioning journeys for Corse Lawn service.

Upper Hasfield was served by one trip in each direction on Mondays, Wednesdays and Saturdays only (plus an additional trip from Tewkesbury to Gloucester on Saturdays).

Two to Four journeys also divert via Lower Apperley

**Corse Lawn to Gloucester via Forthampton, Chaceley, Tirley and Hartpury**

One trip in each direction on Fridays only

**Gloucester to Cheltenham via Hartpury, Staunton or Tirley, Deerhurst and Elmstone Hardwicke**

One trip in each direction from Hartpury to Cheltenham via Staunton and one trip on Thursdays from Gloucester to Cheltenham via Tirley and Tewkesbury (the latter in the outward direction only)

Smiths of Ledbury

**Eldersfield to Gloucester**

One trip in each direction on Wednesdays only

**Mordiford to Gloucester via Much Marcle, Newent and Cliffords Mesne**

One trip in each direction from Mordiford to Gloucester on Tuesdays only

One trip in each direction from Much Marcle to Gloucester on Fridays only

Bristol Omnibus implemented the results of its Market Analysis Project (MAP) on 26<sup>th</sup> July 1981. The consequences for the routes west of the Severn were not complicated – they were all withdrawn. Replacement facilities were very limited and were restricted to additional peak hour duties and other enhancements on Swanbrook's Gloucester to Tewkesbury service, which was diverted to serve Staunton and a service from Gloucester to Malvern operated by Smiths of Ledbury. This route provided two trips in each direction on Wednesdays and Fridays only. The former 571 was replaced by operating the Malvern service via Murrells End diverting some of the Swanbrook journeys via Blackwells End and Orridge Street.

The three Swanbrook routes were now combined together, seven trips per day being provided between Gloucester and Tewkesbury except on Tuesdays and Thursdays when one diverted at Deerhurst to Cheltenham. There were also two short journeys between Gloucester and Staunton which ran via Blackwells End and Orridge Street whilst the last evening departure from Gloucester ran only as far as the A38 at Deerhurst.

One peak hour jour to Tewkesbury, returning in the evening ran via Lower Hasfield instead of Staunton, as did one trip in each direction on Thursdays. One trip on Tuesdays diverted via Upper Hasfield and one Fridays one ran via Corse Lawn, Forthampton and Chaceley

National Welsh implemented the results of its Market Analysis Project (MAP) on 4<sup>th</sup> April 1982 and was accompanied by the introduction of the “Wyedean” local identity. In the Leadon Valley area route 63 was linked to route 60 to form a through route from Gloucester to Newport via Ross and Monmouth, which operated as route 60 Route 60 provided departures every two hours from Gloucester to Newport via Newent and Ross and continued to provide an evening service

More cutbacks were to take effect from 2<sup>nd</sup> June 1986 in preparation for deregulation Route 60 was reduced to three journeys over the full service plus three additional journeys from Gloucester to Ross whilst from 1<sup>st</sup> June 1987 it was renumbered 34

By the end of 1988 the following routes were in operation in the Newent and Leadon Valley area

Red & White

**34 Gloucester to Newport via Newent, Ross and Monmouth**

Three journeys from Gloucester to Newport and three journeys from Gloucester to Ross

Swanbrook

**50 Gloucester to Tewkesbury via Staunton and Haw Bridge**

Mondays to Saturdays

**52 Gloucester to Cheltenham via Staunton, Haw Bridge, Tredington and Boddington**

Tuesdays and Thursdays One journey

Bennetts

**Gloucester to Newent**

Nine journeys

Newbury Coaches

**Gloucester to Ledbury via Newent**

Mondays to Fridays 5 journeys

Saturdays 6 journeys

**Ledbury and Redmarley Circular via Bromsberrow and Donnington**

Tuesdays and Thursdays 2 journeys

David Field

**Ross to Gloucester via Newent**

One journey on weekdays



Gloucestershire County Council

**Highleadon to Tibberton via Upleadon, Compton Green and Newent**

Mondays and Thursdays 2 journeys

Smiths Coaches

**Malvern to Gloucester via Staunton**

Wednesdays and Saturdays one journey

Tudor Coaches

**Ledbury to Gloucester via Much Marcle, Newent and Glasshouse**

Tuesdays and Fridays One journey

Youngs Coaches

**Dymock to Hereford via Newent, Upton Bishop and Fownhope**

One journey on Wednesdays only

**Upper Kempley to Newent via Dymock and Four Oaks**

One journey on Thursdays only

**Kempley Green to Gloucester via Bromsberrow, Redmarley and Staunton**

Saturdays one journey

***Subsequent Changes***

Between 1988 and 2003 there were many changes to the network. The changes on the various corridors are as follows

Gloucester-Newent-Ross-Monmouth-Newport [Red & White 34]

- 11<sup>th</sup> December 1989 Route 34 curtailed to operate between Ross and Gloucester only. Ross to Monmouth section passed to Smiths of Ledbury as route 61. Monmouth to Newport section continued as route 60
- 2<sup>nd</sup> January 1990 Evening journeys between Ross and Gloucester transferred from David Field to Cheltenham & Gloucester
- 10<sup>th</sup> April 1993 Sunday service between Gloucester and Hereford now operated via Newent as route 32. Operated by City of Gloucester vehicles. Six journeys operated on route 34 on weekdays (one extra from Newent to Ross on Mondays to Fridays) and three on Sundays plus an additional trip between Gloucester and Ross and back.
- 28<sup>th</sup> August 1993 Route 34 extended from Ross to Monmouth replacing route 61. Additional journeys introduced between Gloucester and Newent to provide an hourly service on this section

At the end of 1993 the service on the route was as follows

34 Gloucester to Monmouth via Newent and Ross

Newent to Ross Mondays to Fridays: 1 journey

Newent to Monmouth Mondays to Fridays: 1 journey

Gorsley to Monmouth Mondays to Fridays: 1 journey

Gloucester to Monmouth Mondays to Fridays: 3 journeys Saturdays: 4 journeys

Gloucester to Ross      Mondays to Fridays: 2 journeys    Saturdays: 2 journeys  
Gloucester to Newent    Mondays to Fridays: 1 journey    Saturdays: 4 journeys  
Six journeys on Mondays to Fridays served Highnam Estate and one served Upleadon. The journeys from Gloucester to Newent ran to Glebe Estate.

- 7<sup>th</sup> February 1994*      Extra journeys on route 34 between Gloucester and Newent withdrawn on Mondays to Fridays but service co-ordinated with that of Bennetts to give an hourly service on this section. Inter-availability of return tickets introduced. Saturday short workings continued.
- By December 1996*      Additional mid-evening service from Gloucester to Newent and back introduced.
- By 21<sup>st</sup> May 2001*      Route 34 split at Ross with the Gloucester to Ross section becoming route 32 but in general most journeys continued to run through. A two hourly Sunday service between Gloucester and Hereford via Newent and Ross was provided by First Midland Red
- 2<sup>nd</sup> September 2002*      Bennetts withdrew from their Gloucester to Newent service, replacement short workings being introduced between Gloucester and Newent on route 32 to allow an hourly service to continue on this section. Twelve journeys now operated between Gloucester and Ross including an evening service
- 30<sup>th</sup> March 2003*      Short journeys between Gloucester and Newent extended to Ledbury as new two hourly routes numbered 132, which replaced most of the Newbury coaches service. Three evening tendered journeys were also provided between Gloucester and Ross, which continued, to Hereford on route 38.

*Gloucester to Ledbury via Newent*    [*operated by Newbury Coaches*]

- 7<sup>th</sup> May 1991*      Withdrawn from Upleadon but some journeys diverted to serve Highnam Estate
- 3<sup>rd</sup> August 1991*      One journey on Saturdays diverted via Playley Green, Redmarley, Dymock and Kempsey as a replacement for Young's service
- 18<sup>th</sup> January 1992*      Journeys via Redmarley and Kempsey withdrawn without replacement
- By 1993*      Four journeys from Gloucester to Ledbury and two to Newent
- 23<sup>rd</sup> April 1994*      Some journeys diverted via Glebe estate in Newent
- 25 September 1995:*      Service diverted via Deer Park Estate in Ledbury on certain journeys, also one Wednesday journey each way via Upleadon and most journeys omit Windcross.
- 13<sup>th</sup> May 1996*      Route no longer serves Glebe Estate in Newent
- March 2003*      Route largely replaced by Stagecoach route 132  
One Mondays to Friday peak journey inwards to Gloucester in the morning, returning in the evening retained between Newent

and Gloucester retained. Numbered 678 and operated via Taynton and Tibberton

Gloucester to Newent [operated by Bennetts]  
By 1993 Eight journeys six of which diverted to serve Highnam Estate, three via Tibberton and Taynton and three via Upleadon  
3<sup>rd</sup> February 1994 Service co-ordinated with that of Stagecoach to provide an hourly service. Seven journey operated by Bennetts three of which operate via Tibberton and Taynton  
2<sup>nd</sup> September 2002 Route withdrawn and replaced by extra journeys on Stagecoach routes 32

Kempley Green to Gloucester via Bromsberrow, Redmarley and Staunton  
[Operated by Youngs] – one journey on Saturdays only

27<sup>th</sup> July 1991 Withdrawn and replaced by diversion of Newbury Coaches, Ledbury to Gloucester service

Highleadon to Tibberton via Upleadon, Compton Green and Newent

4<sup>th</sup> January 1990 Route transferred from Gloucestershire County Council to Cheltenham Minibuses.  
Newent to Tibberton section withdrawn – route now Highleadon to Newent  
5<sup>th</sup> August 1991 Transferred back to Gloucestershire CC and extended from Highleadon to Taynton. Route now Taynton to Newent  
22<sup>nd</sup> May 1992 Transferred to Circle Line following Gloucestershire CC ceasing operating bus services  
7<sup>th</sup> September 1992 Transferred to R.J. Lane  
by 1993 Transferred to Tudor Coaches and withdrawn between Tibberton and Taynton. Route now Tibberton to Newent  
Two journeys on Mondays and Thursdays only. The Monday service starts from Highleadon rather than Tibberton  
By October 1995 Route transferred to Smiths Motors and extend to start from Taynton on both Mondays and Thursdays  
Route now Taynton to Newent  
By 2003 Withdrawn between Taynton and Highleadon and operated Mondays and Thursdays only by David Field Travel

Gloucester to Tewkesbury via Staunton and Haw Bridge [Swanbrook route 50]

By 1993 Five trips on weekdays plus a short journey from Gloucester to Staunton. Two afternoon journeys terminated at the A38 rather than continued in to Tewkesbury  
On Tuesday one journey diverts to serve Wickeridge Street  
On Thursdays one journey diverts via Hasfield  
On Fridays one journey diverts via Forthampton and Chaceley  
By November 1995 Route renumbered 51. Service reduced to five trips on weekdays plus a short journey from Gloucester to Upper Apperley but all other journeys operated through to Tewkesbury

Gloucester to Cheltenham via Staunton, Haw Bridge, Tredington and Boddington  
[Swanbrook route 52]

1<sup>st</sup> November 1990 Route withdrawn on Tuesdays leaving only the Thursday service  
By 1993 Route now operated on Tuesdays only

Malvern-Staunton-Gloucester [Smith's of Ledbury route 377]

7<sup>th</sup> June 1986 Saturday service transferred to Swanbrook. Wednesday service continued to operate commercially by Smiths  
3<sup>rd</sup> June 1989 Smith's regain Saturday service and route now extended from Gloucester to Cheltenham  
Warners Fairfax introduce an experimental Thursday service through to Cheltenham  
15<sup>th</sup> March 1990 Warners Fairfax Thursday journeys withdrawn  
21<sup>st</sup> June 1990 Saturday service transferred from Smiths of Ledbury to Midland Red West. Wednesday service on route 377 continued to operate commercially by Smiths  
6<sup>th</sup> April 1991 Saturday service operated by Cheltenham & Gloucester  
29<sup>th</sup> May 1996 Wednesday service now operated under contract by Smiths  
21<sup>st</sup> February 1998 Saturday operation transferred to Boomerang Bus Co.  
No longer operated via Murrells End  
5<sup>th</sup> September 2001 Wednesday service transferred from Smiths to Astons of Kempsey and extended from Gloucester to Cheltenham

Dymock to Hereford via Newent, Upton Bishop and Fownhope

9<sup>th</sup> April 1986 Wednesdays and Saturdays only service from Dean Forest Coaches to George Young. Saturday service ran from Much Marcle to Hereford  
25<sup>th</sup> April 1992 Saturday service transferred to John Speck Coaches  
22<sup>nd</sup> April 1995 Saturday service transferred to George Young Coaches  
By 2003 Route revised to start from Newent. Wednesday service numbered 457 and Saturday service numbered 456 running via Dymock and much Marcle

Upper Kempsey to Newent via Dymock and Four Oaks

By April 1994 One journey on Thursdays only operated by Youngs Coaches

Redmarley to Gloucester via Brand Green, Upleadon, Taynton and Tibberton

By 2003 New route 643 introduced consisting of one return journey on Tuesdays, Fridays and Saturdays. Operated by George Youngs on Tuesdays and Newbury Coaches on Fridays and Saturdays

Much Marcle to Gloucester via, Newent and Cliffords Mesne

26 October 1986 Tuesdays and Fridays only service gained from Smiths Motors, extended back to start Ledbury and diverted via centre of Newent. Route subsequently numbered 677

7<sup>th</sup> October 1997      Operation transferred to George Youngs following closure of Tudor Coaches and withdrawn between Ledbury and Much Marcle.

Newent to Ross via Bromsash

15<sup>th</sup> April 1993      Route introduced by David Field having taken on Green's route 66 (Aston Ingham to Ross) from Smiths

5<sup>th</sup> September 1996      Route operated by George Youngs

Ledbury and Redmarley Circular via Bromsberrow and Donnington

By 1987      Route numbered 679 Two journeys on Tuesdays and Fridays only operated by Newbury Coaches

Hereford to London via Ross, Newent, Gloucester, Cheltenham, Cirencester and Heathrow

28<sup>th</sup> October 1991      New service numbered X1 consisting of one trip in each direction daily introduced by Yeomans Canyon Travel

6<sup>th</sup> April 1992      Re-routed via Newent

29<sup>th</sup> October 1994      Yeomans London service absorbed by National Express

**National Welsh Ross-on-Wye Operations**

By the summer of 1981 National Welsh was operating the following routes in the Ross-on-Wye area

- 9      Ross-on-Wye to Cinderford via Mitcheldean and Drybrook**  
Six journeys on weekdays of which two ran via Pontshill, three via Mitcheldean and one via Harrow Hill, plus additional workings at the Cinderford end of the route
- 26      Ross-on-Wye School Service: Three Crosses Estate to Ashfield Park School**  
One journey in each direction on schooldays
- 33      Ross-on-Wye Town Service: Merrivale Lane Circular**  
Two journeys on Fridays in one direction only
- 35      Ross-on-Wye to Coleford via Lydbrook and English Bicknor or Edge End**  
Six journeys on Mondays to Fridays (eight on Saturdays) over full route plus one working to Lydbrook [Reeds] (not Saturdays) and one to Mireystock  
One journey double ran to Reeds Factory at Lydbrook, waiting there 13 minutes whilst the shift changed over on Mondays to Fridays whilst two double ran from Lydbrook to Mireystock. Four journeys operated via English Bicknor whilst the remainder ran via Edge End.

There were also two trips from Reeds Factory to Coleford on Mondays to Fridays

- 36 Ross-on-Wye Town Service: Greytrees Circular**  
Five journeys (four on Saturdays) in one direction only
- 38 Gloucester to Hereford via Ross-on-Wye**  
Hourly on weekdays with four journeys on Sundays
- 63 Gloucester to Monmouth via Newent and Ross-on-Wye**  
Every two hours with one additional evening peak trip on Mondays to Fridays from Monmouth to Ross and back
- 66 Ross-on-Wye to Aston Ingham via Hope Mansel**  
One trip in each direction on Thursdays and Saturdays. The Thursday trip did not serve Hope Mansel
- 67 Ross-on-Wye to Hereford via Hoarwithy**  
Five journeys one of which double ran from Hoarwithy to Fawley on Wednesdays Thursdays and Saturdays

Ross-on-Wye Garage also provided two vehicles which were outstationed at Hereford for use on route 39 between Hereford and Brecon via Hay-on-Wye

At this time the fleet was made up of the following

HR5567	JKG 489F	Daimler Fleetline	CRG6LX, Metro-Cammell H42/33F
R168	RAX 1G	Bristol RELL6L,	E.C.W. B53F
R568	RAX 5G	Bristol RELL6L	E.C.W. B53F
R668	RAX 6G	Bristol RELL6L	E.C.W. B53F
R1768	RAX 17G	Bristol RELL6L	E.C.W. B53F
R3771	YWO 692K	Bristol RELL6L	E.C.W. B53F
R3871	YWO 693K	Bristol RELL6L	E.C.W. B53F
RS5171	CAX 310K	Bristol RESL6L	E.C.W B47F
RD5569	SAX 11G	Bristol RELH6L	E.C.W C47F
N874	GHB 679N	Leyland National	11351/1R, B52F
N575	GHB 688N	Leyland National	11351/1R, B52F
ND5175	KDW 359P	Leyland National	11351/1R/SC, DP48F

National Welsh implemented the results of its Market Analysis Project (MAP) on 4<sup>th</sup> April 1982 and was accompanied by the introduction of the “Wyedean” local identity. The main changes entailed the recombination of routes 63 and 60 to form a through route from Gloucester to Newport via Ross and Monmouth and the linking of routes 9 and 36. Route 67 was also renumbered 37 and routes 33 and 66 were withdrawn, the later being continued by Eric Green of Aston Ingham. The journey on route 38 was significantly speeded up which allowed it to be operated by three rather than four vehicles

Details of the new network were as follows

**9 Ross-on-Wye (Greytrees) to Cinderford via Ross, Mitcheldean and Drybrook**

**35 Ross-on-Wye to Coleford via Lydbrook and either Edge End or English Bicknor**

**37 Ross-on-Wye to Hereford via Hoarwithy**

**38 Gloucester to Hereford via Huntley and Ross**  
Hourly with three journeys on Sundays

**60 Gloucester to Newport via Newent, Ross-on-Wye and Monmouth**  
Two hourly service from Gloucester to Newport plus an additional two-hourly service from Monmouth to Newport.

The vehicle requirement was significantly reduced additional vehicles were gained by virtue of Monmouth becoming an outstation of Ross although the vehicles still formed a separate allocation

The allocation was now as follows (excluding Monmouth based stock)

HR3669	VTG 510G	Leyland Atlantean PDR1A/1, Northern Counties H42/31F
RD5569	SAX 11G	Bristol RELH6L, E.C.W C47F
N874	GHB 679N	Leyland National 11351/1R, B52F
N575	GHB 688N	Leyland National 11351/1R, B52F
N2975	KDW 341P	Leyland National 11351/1R, B49F
N2877	PKG 735R	Leyland National 11351A/1R, B49F
N4177	SKG 914S	Leyland National 11351A/1R, B49F
ND5175	KDW 359P	Leyland National 11351/1R/SC, DP48F
ND5475	KDW 362P	Leyland National 11351/1R/SC, DP48F

In June 1982 Ross gained R168, R268, R668 and LR8003, the three REs coming from Cinderford presumably as a result of the redistribution of some duties, whilst LR8003 replaced HR3669.

On 1st January 1983 National Welsh renumbered it's fleet which resulted in the Ross based vehicles being renumbered as follows

R1324	RAX 1G	Bristol RELL6L, E.C.W. B53F
R1325	RAX 2G	Bristol RELL6L, E.C.W. B53F
R1326	RAX 6G	Bristol RELL6L, E.C.W. B53F
RD1347	SAX 11G	Bristol RELH6L, E.C.W C47F
ND1413	KDW 359P	Leyland National 11351/1R/SC, DP48F
ND1416	KDW 362P	Leyland National 11351/1R/SC, DP48F
N1520	GHB 679N	Leyland National 11351/1R, B52F
N1529	GHB 688N	Leyland National 11351/1R, B52F
N1553	KDW 341P	Leyland National 11351/1R, B49F
N1591	PKG 735R	Leyland National 11351A/1R, B49F
N1604	SKG 914S	Leyland National 11351A/1R, B49F
LR1706	BUH 231V	Bristol VRTSL6L, E.C.W. H43/31F

RD1372 arrived in April 1983 to replace R1325 but its stay was short as it left in June along with R1324, R1326 and RD1347. By way of partial replacement UD1134 (OWO 310M), a Duple bodied Leyland Leopard coach joined the allocation.

These changes accompanied further cutbacks, which resulted in route 35 largely being transferred to operation by Dean Forest Coaches (some peak hour journeys between Ross and Mireystock were retained) and with associated journeys on route 36. Route 9 ceased to operate between Mitcheldean and Ross. The section between Mitcheldean and Ross was covered twice daily by Beard's Coaches

A further change in October saw the two coach seated Leyland Nationals (ND1413/6) move on, their places being taken by another Leyland Leopard, UD1135 (OWO 311M) and Bristol RELH RD1140 (OWO307M) which carried an E.C.W. coach body



In December 1983, Monmouth Garage closed which resulted in operations transferring to Ross. This change meant that Ross gained RD1128/39, LR1707/12/25 and XR1953 but lost N1553.

The revised allocation was now as follows

RD1128	NAX 6 M	Bristol RELH6L, Plaxton C51F
UD1134	OWO 310M	Leyland Leopard PSU3B/4RT, Duple C53F
UD1135	OWO 311M	Leyland Leopard PSU3B/4RT, Duple C53F
RD1139	OWO 306M	Bristol RELH6L, E.C.W. C47F
RD1140	OWO 307M	Bristol RELH6L, E.C.W. C47F
N1520	GHB 679N	Leyland National 11351/1R, B52F
N1529	GHB 688N	Leyland National 11351/1R, B52F
N1591	PKG 735R	Leyland National 11351A/1R, B49F
N1604	SKG 914S	Leyland National 11351A/1R, B49F
LR1706	BUH 231V	Bristol VRTSL6L, E.C.W. H43/31F
LR1707	BUH 232V	Bristol VRTSL6L, E.C.W. H43/31F
LR1712	BUH 237V	Bristol VRTSL6L, E.C.W. H43/31F
LR1725	GTX 749W	Bristol VRTSL6L, E.C.W. H43/31F
XR1953	OSR 208R	Bristol VRTSL6L, Alexander H49/38F

Further changes to the allocation during 1984 saw Plaxton Supreme bodied Leyland Leopards UC1162/3 (WUH 179/80T) arrive to replace RD1128/40 in May 1984. June saw similar UD1166 (WUH 183T) arrive – this soon was lettered for Hereford – Monmouth – Cardiff route X49. UD1162/3 were soon similarly lettered. UD1133 replace UD1134 in September however the latter quickly returned to Ross

In October 1984, the Red & White fleetname was reintroduced for the Chepstow and English operations of National Welsh

By June 1985 the Red & White network in the Ross area was as follows

- 35 Ross-on-Wye to Mireystock via Lydbrook**  
One journey in both directions in the morning peak on Mondays to Fridays, and one in the outbound direction only in the evening peak  
Three to six journeys also provided by Dean Forest Coaches between Ross and Coleford
- 36 Ross-on-Wye and Greytrees Circular**  
Five trips plus an additional trip on Tuesdays, Thursdays and Saturdays  
Five additional trips operated by Dean Forest Coaches
- 37 Ross-on-Wye to Hereford via Hoarwithy**  
Three trips in each direction plus an additional working from Hoarwithy to Hereford on Mondays, Wednesdays and Fridays
- 38 Gloucester to Hereford via Huntley and Ross**  
Hourly with three journeys on Sundays
- 60 Gloucester to Newport via Newent, Ross-on-Wye and Monmouth**  
Approximately two hourly service made up of seven trips on the Gloucester to Ross section plus an additional trip on Mondays to Fridays from Newent to Ross in the morning peak, eight trips between Ross and Monmouth of which six now ran via Walford plus an additional trip from Ross to Coughton Corner. Nine trips also operated on the Monmouth to Newport section

Allocation changes in 1985 saw N1617 replace RD1139 in March. May saw the end of the Hereford operation and the transfer of route 39 (Hereford to Brecon) to Brecon with the result that LR1706 and LR1707 were transferred there. Other transfers in May saw N1591 depart and UD1133 replaced by NS1454. In July NS1462 replaced UD1134 but it soon left following the arrival of N1519. Finally in November XR1953 left without replacement.

In February 1986 the fleet was renumbered by reducing all fleetnumbers by 1000

More cutbacks were to take effect from 2<sup>nd</sup> June 1986 in preparation for deregulation Route 36 was passed to A.H.Martin and the off-peak service on route 37 went to Smiths of Ledbury. On route 38 only four Hereford bound and one Gloucester bound journeys were now diverted to operate via St Owen's Cross, the remainder running direct.

Route 60 was also significantly reduced to three journeys over its full length plus three additional journeys from Gloucester to Ross, one from Ross to Newport and three or four from Monmouth to Newport.

These changes saw the transfer of the X49 to Chepstow along with UD162 and UD166 and the loss of NS454. By this time UD163 had also moved on but N642 had arrived

Deregulation occurred in October 1986 however there were few further changes to services operated by Red & White. At this time ND403 came to replace N519

In June 1987 route 60 was renumbered 34 then in December 1989 it was split into three with the Monmouth to Newport section becoming route 60. The Ross to Monmouth section was withdrawn all together and was taken over by Smith's of Ledbury on an emergency tender. This section of route was renumbered 61, however on 2<sup>nd</sup> July 1990, Red & White resumed operation of this section, taking over the full service by gaining the tender in 1993. From August of that year through working between Gloucester and Monmouth on route 34 resumed

From 7<sup>th</sup> June 1993 the Sunday services between Gloucester and Hereford were taken on by Cheltenham & Gloucester who operated via the 34 route from Gloucester to Ross via Ross and then continued to Hereford via the 38 route. This service was numbered 32

From August 1993 Red & White began competing with Bennetts between Newent and Gloucester with the result that the frequency on this section was increased to hourly. This competition ceased February 2004 when the service was co-ordinated with that of Bennetts.

By May 2001 both routes 34 and 38 had been split into two at Ross but in reality through working continued. The Gloucester to Ross sections of route 34 became route 32 and that of route 38 became route 33.

Details of the individual route changes in the 1985 to 2003 period were as follows

### Route 35

13 <sup>th</sup> February 1989	Dean Forest operation transferred to Dukes on Mondays to Fridays and Soudley Valley on Saturdays. One journey taken on by A.H.Martin
4 <sup>th</sup> September 1989	A.H Martin journey transferred to Smiths of Ledbury
2 <sup>nd</sup> January 1991	Cheltenham and Gloucester introduced a service of two journeys on route 35 between Coleford and Ross, one of which replaced Smiths Martin's introduce an evening peak journey
31 <sup>st</sup> December 1991	One journey operated via Howle Hill and Ruardean
3 <sup>rd</sup> January 1992	Red & White operation on route 35 withdrawn
by June 1992	
35	Coleford to Ross-on-Wye via English Bicknor, Lydbrook and Walford
45	Coleford to Ross-on-Wye via English Bicknor, Lydbrook and Howle Hill
<i>Mondays to Fridays</i>	Dukes: Four or five journeys
	C&G One journey
	Martins One journey from Ross to Lydbrook
<i>Saturdays</i>	Dukes Four journeys one on route 45
	C&G One journey

- by 1993 Cheltenham & Gloucester journeys withdrawn without replacement, Remainder of service operated by Dukes Travel and Martins
- 26<sup>th</sup> April 1999 Route no longer operated commercially and new tender awarded to Circle Line who operated the route as service 735. They who also took from H&H on the tendered Saturday journey on route 45 which was numbered 745
- January 2000 Stagecoach wound up Circle Line and transferred operations to their Cheltenham and Gloucester subsidiary, which set up an outstation in Cinderford.
- 4<sup>th</sup> September 2000 Route transferred back to Dukes Travel on Mondays to Fridays who also introduced four journeys on route 735 on Saturdays. Martins operation withdrawn but Stagecoach continued to operate route 745
- 1<sup>st</sup> October 2001 Stagecoach withdrew from tendered operations in the Forest of Dean and the routes were re-assigned. Dukes Travel took over the operation of routes of the entirety of route 735 and 745.

#### Route 36

- 1<sup>st</sup> June 1986 Red & White journeys transferred to A.H. Martin
- 13<sup>th</sup> February 1989: Dean Forest Coaches journeys acquired and integrated into Main service.
- 7<sup>th</sup> June 1993 Red & White re-introduce a Saturday service
- 5<sup>th</sup> February 1994 Red & White Saturday operation withdrawn
- by 2002 Transferred to H&H Coaches
- 2<sup>nd</sup> September 2002 36(H&H) increased from five journeys per day to every 30mins. Two journeys extended to Overcross and three to Tudorville
- New route 36A (Ross and Merrivale Lane Circular) introduced by H&H . Three journeys on Mondays to Fridays and six on Saturdays

#### Route 37

- 1<sup>st</sup> June 1986 Off-peak service transferred to Smith's of Ledbury
- 1<sup>st</sup> June 1988 Off-peak service transferred to Yeomans
- 16<sup>th</sup> September 1989 Red & White Saturday service transferred to Midland Red West as an extension of route 118
- 6<sup>th</sup> April 1991 Yeoman's operation withdrawn on Tuesdays and Thursdays
- Thursday operation transferred to Blue Line on the Little Dew church to Ross section only
- 3<sup>rd</sup> January 1992 Red & White operation on route 37 transferred to Blue Line
- 10<sup>th</sup> April 1993 Service transferred to Phillips who ran the off-peak service on all weekdays. Thursday service from Little Dew church to Ross continued by Blue Line
- 6<sup>th</sup> October 1994 Blue Line journeys transferred to H&H Coaches

2 <sup>nd</sup> March 1995	H&H journeys transferred to Smiths
2 <sup>nd</sup> September 1995	Phillips journeys transferred to Bombard Omnibus
31 <sup>st</sup> August 1996	Bombard Omnibus journeys transferred to H&H
9 <sup>th</sup> January 1997	Smiths journeys transferred to H&H

### Route 38

2 <sup>nd</sup> June 1986	One round trip in each peak between Ross and Gloucester transferred to Smiths of Ledbury
3 <sup>rd</sup> September 1990	Smiths journeys passed to Yeomans Canyon Travel
2 <sup>nd</sup> January 1991	Yeomans journeys passed to Blue Line Travel
10 <sup>th</sup> April 1993	Sunday service between Gloucester and Hereford now operated via Newent as route 34. Operated by City of Gloucester vehicles
By 21 <sup>st</sup> May 2001	Route 38 split at Ross with the Gloucester to Ross section becoming route 33 but in general most journeys continued to run through. A two hourly Sunday service between Gloucester and Hereford via Newent and Ross was provided by First Midland Red. Eight journeys per day on route 38 continued to divert via St Owens Cross
29 <sup>th</sup> October 2001 Stagecoach	Evening peak journey operated by H&H replaced by
By March 2003	Evening service between Gloucester and Ross provided by journeys on route 32 which then continued to Hereford on route 38
1 <sup>st</sup> September 2003	Early morning journeys on route 33 transferred from H&H to Dukes

### Route 60 (also 34 and 61)

1 <sup>st</sup> June 1986	Route significantly reduced to three journeys over the full service plus three additional journeys from Gloucester to Ross, one from Ross to Newport and three or four from Monmouth to Newport. Evening service transferred to David Field
1 <sup>st</sup> June 1987	Renumbered 34 Three journeys over the full route plus three additional journeys from Gloucester to Ross, one from Ross to Newport and four from Monmouth to Newport.
11 <sup>th</sup> December 1989	Route 34 curtailed to operate between Ross and Gloucester only. Ross to Monmouth section passed to Smiths of Ledbury as route 61. Monmouth to Newport section continued as route 60
2 <sup>nd</sup> January 1990	Evening journeys between Ross and Gloucester transferred from David Field to Cheltenham & Gloucester

- 26<sup>th</sup> February 1990      Route 61 transferred from Smiths to A.H.Martin
- 2<sup>nd</sup> July 1990              Red & White reintroduced the service between Ross and Monmouth primarily as positioning journeys. At this time Ross gained its first minibus on its allocation in the form of Sherpa 67
- 10<sup>th</sup> April 1993             Red & White took over the full operation of route 61 with an approximately two hourly service consisting of six or seven journeys  
Sunday service between Gloucester and Hereford now operated via Newent as route 34. Operated by City of Gloucester vehicles. Six journeys operated on route 34 on weekdays (one extra from Newent to Ross on Mondays to Fridays) and three on Sundays plus an additional trip between Gloucester and Ross and back.
- 28<sup>th</sup> August 1993          Route 34 extended from Ross to Monmouth replacing route 61. Additional journeys introduced between Gloucester and Newent to provide an hourly service on this section. The remainder of the service was generally two hourly with four through journeys operating between Gloucester and Monmouth
- 7<sup>th</sup> February 1994         Extra journeys on route 34 between Gloucester and Newent withdrawn but service co-ordinated with that of Bennetts to give an hourly service on this section. Inter-availability of return tickets introduced. Saturday journeys were however retained
- By 21<sup>st</sup> May 2001          Route 34 split at Ross with the Gloucester to Ross section becoming route 32 but in general most journeys continued to run through. A two hourly Sunday service between Gloucester and Hereford via Newent and Ross was provided by First Midland Red
- 2<sup>nd</sup> September 2002        Bennetts withdrew from their Gloucester to Newent service, replacement short workings being introduced between Gloucester and Newent on route 32 to allow an hourly service to continue on this section. Twelve journeys now operated between Gloucester and Ross including an evening service
- 30<sup>th</sup> March 2003            Short journeys between Gloucester and Newent extended to Ledbury as new two hourly route numbered 132, which replaced most of the Newbury Coaches service. Three evening tendered journeys were also provided between Gloucester and Ross, which continued, to Hereford on route 38.

## Red & White/Stagecoach vehicle movements

In May 1987 National Welsh was privatised being sold to a management buyout in the name of National Welsh Holdings Ltd.



*On privatisation this livery illustrated on N642 was introduced. It is seen in Gloucester Bus Station on route 38*

Allocation changes during 1987 and 1988 saw various Leyland Nationals come and go with the result that by December 1988 the Ross allocation was as follows

ND403	KDW 349P	Leyland National 11351/1R/SC, DP48F
ND418	NWO 452R	Leyland National 11351A/1R/SC, DP48F
N522	GHB 681N	Leyland National 11351/1R, B52F
N556	NWO 472R	Leyland National 11351A/1R, B52F
N571	NWO 487R	Leyland National 11351A/1R, B49F
N604	SKG 914S	Leyland National 11351A/1R, B49F
N642	BUH 207V	Leyland National 11351A/1R, B49F
LR712	BUH 237V	Bristol VRTSL6L, E.C.W. H43/31F
LR725	GTX 749W	Bristol VRTSL6L, E.C.W. H43/31F

From 1st March 1991 the Red & White part of National Welsh was sold to Western Travel, the parent company of Cheltenham and Gloucester Omnibus Co in order to attempt to cover some of losses that had been incurred.

Soon the new owners placed an order for the delivery of a batch of Wrights bodied 33-seat Mercedes Benz 811D. Two of the earliest examples of this type were to come to Ross from where they regularly appeared on route 34.

By March 1992, the allocation was as follows

67	D67 OKG	Freight Rover Sherpa, Carlyle B18F
304	J304 UKG	Mercedes Benz 811D, Wright B33F
307	J307 UKG	Mercedes Benz 811D, Wright B33F
571	NWO 487R	Leyland National 11351A/1R, B49F
634	WUH 167T	Leyland National 11351A/1R, B49F
642	BUH 207V	Leyland National 11351A/1R, B49F
712	BUH 237V	Bristol VRTSL6L, E.C.W. H43/31F
725	GTX 749W	Bristol VRTSL6L, E.C.W. H43/31F

By June 1993 67 had left, its place being taken by Leyland National 430. Bristol VR 704 had also arrived and had taken the place of 634. Two further Mercedes Benzes arrived at Ross in August 1993 to cover the enhancement of the Gloucester to Newport section of route 34 and to replace Leyland National 642. These were 324 and 325 (K324/5 YKG) but they were replaced in October by similar but Marshall bodied 329 and 330

From 10<sup>th</sup> December 1993 Red & White became part of Stagecoach Holdings and the fleet soon began to adopt the familiar white livery with blue, red and orange stripes. 1994 saw the brief stay of former Canon Valley National 445 and the arrival of former South Coast buses Mercedes Benz L608D 281. The arrival of another Marshall bodied Mercedes (327) in March 1994 saw Ross lose its last Leyland National 571. Their absence was to be short lived for in November 1994 Leyland Nationals 482 and 578 plus Bristol VR 845 had arrived from Chepstow, presumably due to taking on a greater responsibility for Monmouth operations.

In December 1994, former Selkent (previously West Midlands PTE) Leyland Titans 865 to 867 arrived for route 38 replacing the Bristol VRs



*The three former Selkent Titans arrived at Ross in 1994. This is 866 (WDA 2T) in Gloucester Bus Station*

By August 1995 the allocation was made up of the following

304	J304 UKG	Mercedes Benz 811D, Wright B33F
318	K318 YKG	Mercedes Benz 811D, Wright B33F
327	L327 CHB	Mercedes Benz 811D, Marshall B33F
329	L329 CHB	Mercedes Benz 811D, Marshall B33F
634	WUH 167T	Leyland National 11351A/1R, B49F
647	BUH 212V	Leyland National 11351A/1R, B49F
651	NOE 552R	Leyland National 11351A/1R, B48F
654	NOE 576R	Leyland National 11351A/1R, B49F
865	WDA 1 T	Leyland Titan TNLXB1RF, Park Royal CH43/29F
866	WDA 2 T	Leyland Titan TNLXB1RF, Park Royal CH43/29F
867	WDA 5 T	Leyland Titan TNLXB1RF, Park Royal CH43/29F



Between 1996 and 1998 various vehicles came and went at Ross including former Fife 11.6m Leyland National 2s 507 and 508 (WAS 767V and MSO 14W) and a number of Plaxton Paramount bodied Leyland Tiger Coaches. At the end of 1998 these were replaced by more former London Leyland Titans however the latter's stay was short.

In March 1998 Ross received three new Alexander bodied Volvo Olympians for route 38. These were 906 to 908 (R906-8 DHB). They did not immediately replace the Leyland Titans but instead allowed some of the Leyland Nationals to be withdrawn. The transfer of Mercedes Benz 309 and 311 to Ross later in the spring of 1998 saw the Leyland Nationals leave the allocation again. The end of the school term in July saw the loss of the Titans whilst the new term saw the arrival of coach 918 and former Parfitts Dennis Dart 563 (N63 MTG)

By April 1999 its place being was taken by Mercedes 317 whilst in August another coach in the form of 914 arrived

20<sup>th</sup> February 2000 saw the Ross allocation transfer to Cheltenham & Gloucester

The final allocation with Red & White was made up of the following

209	J409 MRW	Mercedes Benz 811D, Wright B33F
304	J304 UKG	Mercedes Benz 811D, Wright B33F
311	K311 YKG	Mercedes Benz 811D, Wright B33F
317	K317 YKG	Mercedes Benz 811D, Wright B33F
327	L327 CHB	Mercedes Benz 811D, Marshall B33F
329	L329 CHB	Mercedes Benz 811D, Marshall B33F
906	R906 DHB	Volvo Olympian, Alexander H47/32F
907	R907 DHB	Volvo Olympian, Alexander H47/32F
908	R908 DHB	Volvo Olympian, Alexander H47/32F
914	AAX 516A	Leyland Tiger TRCTL/3R, Plaxton Paramount C48Ft

209,304, 311 and 906 to 908 were acquired by Cheltenham and Gloucester becoming 819, 814, 816 and 141 to 143 respectively whilst 327 329 and 914 were only loaned until Chepstow could take over the Monmouth operation

Cheltenham & Gloucester immediately allocated one of its own Roe bodied Leyland Olympians to Ross (115 – LWS 33Y) but this was soon replaced by Alexander bodied Olympian 103. Two further Mercedes Benzes were added to the allocation in May along with a Leyland National 2

By June 2000 the allocation was as follows

103	G103 AAD	Leyland Olympian, ONLXB/2RZ,, Alexander H51/36F
141	R906 DHB	Volvo Olympian, Alexander H47/32F
142	R907 DHB	Volvo Olympian, Alexander H47/32F
143	R908 DHB	Volvo Olympian, Alexander H47/32F
374	BHY 998V	Leyland National 2 NL116L11/1R, Leyland B52F
811	J417 MRW	Mercedes Benz 811D, Wright B33F
813	J411 MRW	Mercedes Benz 811D, Wright B33F
814	J304 UKG	Mercedes Benz 811D, Wright B33F
816	K311 YKG	Mercedes Benz 811D, Wright B33F
819	J409 MRW	Mercedes Benz 811D, Wright B33F

Three Volvo B6s and a Volvo B10M arrived in early 2001 to replace the Leyland Nation, one Mercedes and Olympian 103

By August 2001 the allocation was as follows

141	R906 DHB	Volvo Olympian, Alexander H47/32F
142	R907 DHB	Volvo Olympian, Alexander H47/32F
143	R908 DHB	Volvo Olympian, Alexander H47/32F
417	N817 DNE	Volvo B10M, Alexander PS B49F
811	J417 MRW	Mercedes Benz 811D, Wright B33F
814	J304 UKG	Mercedes Benz 811D, Wright B33F
819	J409 MRW	Mercedes Benz 811D, Wright B33F
839	L839 CDG	Volvo B6, Alexander B40F
840	L840 CDG	Volvo B6, Alexander B40F
845	M845 EMW	Volvo B6, Alexander B40F

From 1<sup>st</sup> October 2001 Route 31 from Gloucester to Coleford via Cinderford became the responsibility of Ross Garage and with it came the other three R-registration Olympians, which were numbered 125 to 127 by this time. Their arrival was accompanied by the withdrawal of Stagecoach from all tendered work in the Forest of Dean, which resulted in two vehicles being removed from the Ross allocation. The Volvo B10M and the three remaining Mercedes left Ross however two further Volvo B6s (846/7) arrived in their place

At the turn of the year three new Dennis Dart SLFs funded by Herefordshire Council arrived in the fleet for route 34. These replaced three of the Volvo B6s, which left the fleet as follows by February 2002

125	R903 DHB	Volvo Olympian, Alexander H47/32F
126	R904 DHB	Volvo Olympian, Alexander H47/32F
127	R905 DHB	Volvo Olympian, Alexander H47/32F
141	R906 DHB	Volvo Olympian, Alexander H47/32F
142	R907 DHB	Volvo Olympian, Alexander H47/32F
143	R908 DHB	Volvo Olympian, Alexander H47/32F
846	L248 CCK	Volvo B6, Alexander DP40F
978	VX51 NXR	Dennis Dart SLF, Alexander B37F
979	VX51 NXS	Dennis Dart SLF, Alexander B37F
980	VX51 NXT	Dennis Dart SLF, Alexander B37F

Another double decker arrived in May 2002, initially in the form of 152 but this was soon replaced by 162. August saw the return of a pair of Mercedes minibuses presumably to allow for the enhancement of route 32 following the end of the Bennetts operation. They were however normally probably used on route 34 between Ross and Monmouth.

## **2003 onwards**

Early in 2003 Stagecoach renumbered their fleet into a nationwide five digit fleetnumber series. At this time the Ross allocation was as follows

16203	R903	DHB	Volvo Olympian, Alexander H47/32F
16204	R904	DHB	Volvo Olympian, Alexander H47/32F
16205	R905	DHB	Volvo Olympian, Alexander H47/32F
16206	R906	DHB	Volvo Olympian, Alexander H47/32F
16207	R907	DHB	Volvo Olympian, Alexander H47/32F
16208	R908	DHB	Leyland Olympian, Alexander H47/32F
16441	N341	HGK	Volvo Olympian YN2RV/18Z4, Northern Counties H45/26F
30248	L248	CCK	Volvo B6, Alexander DP40F
33978	VX51	NXR	Dennis Dart SLF, Alexander B37F
33979	VX51	NXS	Dennis Dart SLF, Alexander B37F
33980	VX51	NXT	Dennis Dart SLF, Alexander B37F
41503	H43	MRW	Mercedes Benz 811D, Wright B33F
41516	J416	PRW	Mercedes Benz 811D, Wright B33F

In early 2003 Ross gained a further Dennis Dart SLF (33602) and another Volvo B6 (30842) which enabled the Mercedes Benzes to be withdrawn in April and 30248 to be transferred away following the introduction of route 132 from Gloucester to Ledbury.

Operations from 30<sup>th</sup> March 2003 were as follows

### **30 Ruardean to Ross-on-Wye via Howle Hill**

*[Operated by I & S Coaches]*

One trip on Thursdays only

George Young operating one trip from Ross to Crooked End on 2<sup>nd</sup> and 4<sup>th</sup> Tuesdays

### **31 Ross-on-Wye to Llangrove via Llangarron**

*[operated by George Youngs Coaches]*

One return journey on Tuesdays Thursdays and Saturdays only

### **32 Ross-on-Wye to Gloucester via Newent**

*[operated by Stagecoach]*

Two hourly service Evening and Sundays service subsidised and continues to Hereford on route 38

Mondays to Fridays	Ten journeys per day
Saturdays	Eight journeys per day
Sundays	Five journeys per day operated by First Midland Red

### **33 Ross-on-Wye to Gloucester via Huntley**

*[operated by Stagecoach]*

Hourly service on weekdays with most journeys continuing as route 38 to Hereford

### **34 Ross-on-Wye to Monmouth**

*[operated by Stagecoach]*

Two hourly service

**35 Ross-on-Wye to Coleford**

*[operated by Dukes Travel]*

Mondays to Fridays Four journeys per day of which one runs on from Ross to/from Rank Xerox at Mitcheldean on work days  
Saturdays Six journeys per day

**36 Ross-on-Wye Town Service: Tudorville-Cantilupe Road-Greytree-Overross**

*[operated by H&H Coaches]*

Every 30 minutes between Ross and Greytrees and three journeys between Ross and Tudorville and two journeys extended from Greytrees to Overross

**36A Ross-on-Wye Town Service: Cantilupe Road-Greytree**

*[operated by H&H Coaches]*

Mondays to Fridays Three journeys  
Saturdays Six journeys

**37 Ross-on-Wye to Hereford via Hoarwithy and Little Dewchurch**

*[operated by George Youngs Coaches]*

Four journeys (three on Saturdays) one of which diverts to Kings Caple on Thursdays

**38 Ross-on-Wye to Hereford**

*[operated by Stagecoach]*

Weekdays Hourly  
Sundays Five journeys per day operated by First Midland Red

**39 Ross-on-Wye to Worcester**

*[operated by George Youngs Coaches]*

**51 Gloucester to Tewkesbury via Staunton and Haw Bridge**

*[operated by Swanbrook]*

Five trips on weekdays plus a short journey from Gloucester to Apperley. Plus an additional journey from Gloucester to Course Lawn on Wednesdays, which diverts to serve Wickeridge Street, Hasfield, Forthampton and Chaceley. Also two additional journeys on Wednesdays from Forthampton to Tewkesbury. Three journeys extend from Tewkesbury to Twyning

**59 Ross-on-Wye to Worcester via Ledbury**

*[operated by George Youngs Coaches]*

One journey on Mondays only

**66 Newent to Ross-on-Wye via Bromsash**

*[operated by George Youngs Coaches]*

One return journey on Thursdays and one from Cliffords Mesne to Ross on second and fourth Tuesdays only

**68 Pontshill to Ross-on-Wye**

*[operated by George Youngs Coaches]*

One return journey on Thursdays only

**82 Ross-on-Wye to Cinderford via Mitcheldean and Drybrook**

*[operated by Cotterell's Coaches]*

One return journey on Thursdays only plus an extra positioning run from Ross to Cinderford

**83 Ross-on-Wye to Longhope (Zion Hill) via Lea Bailey, Mitcheldean and Drybrook**

*[operated by Cotterell's Coaches]*

One return journey on Thursdays only

**132 Ledbury to Gloucester via Newent**

*[operated by Stagecoach]*

Two hourly service combining with route 32 to give an hourly service from Newent to Gloucester

**377 Malvern Link to Cheltenham via Staunton and Gloucester**

*[operated by Astons of Kempsey on Wednesdays and by Boomerang Bus Co on Saturdays]*

One trip in each direction on Wednesdays and Saturdays

**456 Newent to Hereford via Dymock, Much Marcle and Fownhope**

*[operated by George Youngs Coaches]*

One return journey on Saturdays only

**457 Newent to Hereford via Gorsley and Fownhope**

*[operated by George Youngs Coaches]*

One return journey on Wednesdays only

**458 Fownhope to Ross-on-Wye**

*[operated by George Youngs Coaches]*

One return journey on Thursdays only

**459 Bromyard to Ross-on-Wye via Ledbury, Much Marcle and Brampton Abbots**

*[operated by Bromyard Omnibus Company]*

One return journey on Thursdays only

Also **Much Marcle to Ross-on-Wye**

*[operated by George Youngs Coaches]*

Tuesdays and Saturdays only

**643 Redmarley to Gloucester via Upleadon**

*[operated by Newbury Coaches]*

One return journey on Fridays and Saturdays only

**651 Ledbury to Gloucester via Redmarley and Staunton**

*[operated by Swanbrook]*

One return peak our journey on Weekdays

**652 Ledbury to Cheltenham via Staunton and Boddington**

*[operated by George Youngs Coaches]*

One return journey on Thursdays only

**670 Sledge Green to Ledbury**

*[operated by George Young]*

One return journey on Fridays only

**671 Sledge Green to Ledbury**

*[operated by George Young]*

One return journey on Tuesdays only

**677 Much Marcle to Gloucester via Newent, Cliffords Mesne and Huntley**

*[operated by George Youngs Coaches]*

One return journey on Tuesdays and Fridays only

**678 Newent to Gloucester via Taynton and Tibberton**

*[operated by Newbury Coaches]*

One return peak our journey on Mondays to Fridays only

**679 Ledbury and Bromsberrow Heath Circular via Redmarley  
also Ledbury to Lowbands**

*[operated by Newbury Coaches]*

One trip on the circular route in each direction on Tuesdays and one return trip from Lowbands to Ledbury on Fridays

**Highleadon to Newent via Compton Green**

*[operated by David Field Travel]*

One return journey on Mondays and Thursdays only

**Upper Kempley to Newent via Dymock and Four Oaks**

*[operated by George Youngs Coaches]*

One return journey on Thursdays only

Developments during the period included the introduction of Stagecoach 45 between Ross and Ledbury in September 2003. 33944 and 33947 arrived at Ross at this time to provide a vehicle for new route 45 and to displace 33602

October saw the arrival of a pair new Transbus Pointer bodied Darts. These were 34402 and 34403 (VX53 LCV/W) which displaced 30842 and 33944

February 2005 saw the arrival of a new Transbus Trident for use on route 38 using funding from Herefordshire Council. It was 18200 (VX54 NNK) and enabled the transfer out of 16441.

Service changes in April 2005 saw routes 32 and 132 enhanced in frequency to hourly on each route thus giving a combined half hourly service between Newent and Gloucester. Route 132 was transferred to Gloucester Depot along with 33947. Gloucester gained two former Stagecoach London Darts to operate this route. These were 34144 and 34145 (V144/5MVX) and were rebuilt to 31-seater single door buses

before entering service. They only stayed for a year, as larger vehicles were soon needed.

In June 2005 many Herefordshire Rural Bus Grant funded bus services were withdrawn.

March 2006 saw the acquisition of most of Duke's services by Stagecoach, which caused route 35 to become part of the Stagecoach network. In September 2006 route 31 from Gloucester to Coleford was transferred to the former Dukes Travel base at Berry Hill along with a number of the Leyland Olympians. In its place, Ross regained its work on route 132 and gained 32319, 33947 and 33966 for the purpose although all but 33947 soon left again

In March 2007 another new type arrived at Ross for use on route 38. This was Alexander-Dennis Trident 2 19108 (VX07 HCH)

Further changes in April 2007 saw route 35 extended on to Monmouth whilst route 33 from Ross to Gloucester was threatened with withdrawal. Herefordshire responded by tendering for the service, which was retained by Stagecoach however the through journeys to Hereford were lost. This problem was blamed on traffic delays meaning that the combined 33/38 service could no longer be maintained by three vehicles.

Route 33 was converted to operation by Dennis Dart SLFs and extended at the Gloucester end to the Hospital. These changes resulted in Ross gaining 33944 and 33967 and dispatching 16203 to Coleford.

The Ross allocation was now as follows

16204	R904 DHB	Volvo Olympian, Alexander H47/32F
18200	VX54 NNK	Transbus Trident 10.5m, Transbus ALX400 H47/28F
19108	VX07 HCH	ADL Trident 2, ADL Enviro 400 H47/33F
33944	V944 DFH	Dennis Dart SLF, Alexander B37F
33947	V947 DFH	Dennis Dart SLF, Alexander B37F
33967	X967 AFH	Dennis Dart SLF, Alexander B37F
33978	VX51 NXR	Dennis Dart SLF, Alexander B37F
33979	VX51 NXS	Dennis Dart SLF, Alexander B37F
33980	VX51 NXT	Dennis Dart SLF, Alexander B37F
34402	VA53 LCV	Transbus Dart, Transbus Pointer B38F
34403	VA53LCW	Transbus Dart, Transbus Pointer B38F

Details of the changes in the 2003 to 2007 period were as follows

- 1<sup>st</sup> September 2003* Route 30 transferred to Dukes Travel on Thursdays and extended to Coleford  
New route 45 introduced by Stagecoach between Ross and Ledbury: Four journeys per day on weekdays  
Morning peak journey and Saturday evening journey on route 33 from Ross to Gloucester and return transferred from H&H to Dukes
- 11<sup>th</sup> November 2003* Saturday service introduced on route 678 by Beaumont Travel consisting of one journey in each direction
- 2<sup>nd</sup> December 2003* Tuesday service on route 643 introduced by George Young

20<sup>th</sup> December 2003 Saturday service on route 678 withdrawn  
 25<sup>th</sup> April 2004 Sunday service on routes 32 and 38 transferred from First to Stagecoach  
 30<sup>th</sup> May 2004 Malvern Flexi-Link Scheme introduced  
 Route 377 withdrawn on Wednesdays and Thursdays and transferred to first Midland Red on Saturdays.  
 Route 51 renumbered 351 and extended from Twyning to Upton-on-Severn. The extra Tewkesbury to Forthampton journeys withdrawn, Deerhurst no longer served and journey via Corse Lawn now numbered 353, The Wednesday journey via Wickeridge Street and Hasfield withdrawn without replacement  
 New flexilink route 977 (Great Malvern to Tewkesbury via Staunton) Saturdays Only operated by First Midland Red  
 3<sup>rd</sup> August 2004 677 no longer operates via Upleadon, Taynton and Tibberton on Tuesdays  
 6<sup>th</sup> September 2004 Route 377 transferred from First to Astons of Kempsey  
 Route 132 diverted via Tillers Green between Greenway and Dymock  
 David Field's route between Highleadon and Newent withdrawn and replaced by Newent Association for the disabled and numbered 693. The latter organisations other routes from Cliffords Mesne to Newent and from Huntley to Newent became 691 and 692 respectively  
 9<sup>th</sup> September 2004 George Young's route from Upper Kempsey to Newent numbered 682  
 24<sup>th</sup> April 2005 Route 32 frequency increased from two hourly to hourly  
 Route 45 diverted via Leadon Road and Lower Road  
 Route 132 frequency increased from two hourly to hourly and extended to Tesco in Ledbury  
 12 June 2005 Several services were withdrawn as a result of end of rural bus grant funding. These were as follows  
 Route 30 Tuesday service on route 30 withdrawn  
 Route 31 withdrawn on Tuesdays and Saturdays.  
 Thursday service continues  
 Route 39 withdrawn  
 Route 59 withdrawn  
 Route 66 withdrawn on Tuesdays.  
 Thursday service continues  
 Route 68 withdrawn  
 Route 458 withdrawn  
 Route 459 George Young operation withdrawn  
 4<sup>th</sup> August 2005 route 66 renumbered 666 and transferred to H&H  
 Route 682 withdrawn  
 6<sup>th</sup> September 2005 route 736 withdrawn  
 6<sup>th</sup> March 2006 Dukes Travel operations acquired by Stagecoach  
 by April 2006 Route 45 withdrawn  
 11<sup>th</sup> June 2006 Route 389 transferred from First to Astons



*3<sup>rd</sup> September 2006* Route 670 withdrawn and route 671 transferred to Bromyard Omnibus Co  
Route 37 no longer diverts via Little Birch on Thursdays  
Route 30 withdrawn and replaced by diverting one journey on route 35 via Howle Hill on Thursdays and numbering it 35A  
All journeys on route 38 no longer operate via St Owens Cross  
Route 45 reinstated with 4 or 5 journeys on weekdays

*25<sup>th</sup> February 2007* Route 389 withdrawn on Saturdays

*22<sup>nd</sup> April 2007* Stagecoach operations revised following ceasing commercial operations on route 33. Stagecoach retained the route on tender but through working to and from Hereford ceased  
Route 35 linked at Coleford to route 722 to provided through route from Ross to Monmouth

Operations from 22<sup>nd</sup> April 2007 were as follows

**31 Ross-on-Wye to Llangrove via Llangarron**

*[operated by George Youngs Coaches]*

One return journey on Thursdays only

**32 Ross-on-Wye to Gloucester via Newent**

*[operated by Stagecoach]*

Hourly service Two hourly evening and Sundays service subsidised and continues to Hereford on route 38

Mondays to Fridays	16 journeys per day. One journey in each direction serves Brampton Abbots on schooldays
Saturdays	15 journeys per day plus one from Ross to Newent
Sundays	6 journeys per day

**33 Ross-on-Wye to Gloucester via Huntley**

*[operated by Stagecoach]*

Hourly service on weekdays with most journeys continuing beyond Glos Bus Station to Gloucestershire Royal Hospital

Mondays to Fridays	11 journeys per day plus two from Ross to Lea. Seven journeys extend to Gloucester Royal Hospital
Saturdays	10 journeys per day plus one from Ross to Lea. Nine journeys extend to Gloucester Royal Hospital

**34 Ross-on-Wye to Monmouth**

*[operated by Stagecoach]*

Two hourly service subsidised by Herefordshire Council

Mondays to Fridays	six journeys per day
Saturdays	five journeys per day

**35 Ross-on-Wye to Monmouth via Ruardean, Lydbrook and Coleford**

**35A Ross-on-Wye to Monmouth via Howle Hill, Ruardean, Lydbrook and Coleford**

*[operated by Stagecoach]*

Approximately two hourly service subsidised by Herefordshire Council

Five journeys per day of which one commences from Vantage Business Park at Mitcheldean on Mondays to Fridays, three continue from Coleford to Monmouth and one operates as route 35A on Thursdays and Saturdays

**36 Ross-on-Wye Town Service: Tudorville to Cantilupe Road then Greytrees Circular**

*[operated by H&H Coaches]*

Every 30 minutes between Ross and Greytrees and four of five journeys on the Tudorville section. Two journey operate via Overross. All but one journey operates in clockwise direction

**36A Ross-on-Wye Town Service: Cantilupe Road and Merrivale Lane Circular**

*[operated by H&H Coaches]*

Mondays to Fridays Three journeys

Saturdays Six journeys

**37 Ross-on-Wye to Hereford via Hoarwithy and Little Dewchurch**

*[operated by George Youngs Coaches]*

Four journeys (three on Saturdays) one of which diverts to Kings Caple on Thursdays

**38 Ross-on-Wye to Hereford**

*[operated by Stagecoach]*

Hourly service plus two hourly evening and Sunday service

Mondays to Fridays 17 journeys per day

Saturdays 14 journeys per day

Sundays 6 journeys per day

**45 Ross-on-Wye to Ledbury**

*[operated by Stagecoach]*

Two hourly subsidised service

Mondays to Fridays 4 journeys per day

Saturdays 5 journeys per day

**82 Ross-on-Wye to Cinderford via Mitcheldean and Drybrook**

*[operated by Cotterell's Coaches]*

One return journey from Cinderford to Ross on Thursdays only plus an extra morning positioning run from Ross to Cinderford

**83 Ross-on-Wye to Longhope (Zion Hill) via Lea Bailey, Mitcheldean and Drybrook**

*[operated by Cotterell's Coaches]*

One return journey on Thursdays only from Longhope to Ross

**132 Ledbury to Gloucester via Newent**

*[operated by Stagecoach]*

Hourly service on weekdays

Mondays to Fridays 11 journeys per day

Saturdays 9 journeys per day plus one journey from Newent to Ledbury

**351 Gloucester to Upton-upon-Severn via Staunton, Haw Bridge and Tewkesbury**

*[operated by Swanbrook]*

Four journeys per day on weekdays over the full route plus one from Gloucester to Twynning and one from Gloucester to Apperley. Four journeys serve Twynning and three Ripple and Naunton

**353 Gloucester to Upton-upon-Severn via Staunton, Corse Lawn and Tewkesbury**

*[operated by Swanbrook]*

One journey per day on weekdays in one direction only

**377 Malvern Link to Cheltenham via Staunton and Gloucester**

*[operated by Astons of Kempsey]*

One trip in each direction on Saturdays

**456 Newent to Hereford via Dymock, Much Marcle and Fownhope**

*[operated by George Youngs Coaches]*

One return journey on Saturdays only

**457 Newent to Hereford via Gorsley and Fownhope**

*[operated by George Youngs Coaches]*

One return journey on Wednesdays only

**459 Bromyard to Ross-on-Wye via Ledbury, Much Marcle and Brampton Abbots**

*[operated by Bromyard Omnibus Company]*

One return journey on Thursdays only

**643 Redmarley to Gloucester via Upleadon**

*[operated by Newbury Coaches on Fridays and Saturdays and by George Youngs on Saturdays]*

One return journey on Tuesdays, Fridays and Saturdays only. The return journey continues to Ledbury

**651 Ledbury to Gloucester via Redmarley and Staunton**

*[operated by Swanbrook]*

One return peak hour journey on Weekdays

**652 Ledbury to Cheltenham via Staunton and Boddington**

*[operated by George Youngs Coaches]*

One return journey on Thursdays only

**666 Newent to Ross-on-Wye via Aston Ingham and Bromsash**

*[operated by H & H Coaches]*

One return journey on Thursdays

**671 Sledge Green to Ledbury**

*[operated by Bromyard Omnibus Co]*

One return journey on Tuesdays only

**677 Much Marcle to Gloucester via Newent, Cliffords Mesne and Huntley**

*[operated by George Youngs Coaches]*

One return journey on Tuesdays and Fridays only

**678 Newent to Gloucester via Taynton and Tibberton**

*[operated by Newbury Coaches]*

One return peak our journey on Mondays to Fridays only

**679 Ledbury and Bromsberrow Heath Circular via Redmarley  
also Ledbury to Lowbands**

*[operated by Newbury Coaches]*

One trip on the circular route in each direction on Tuesdays and one return trip from Lowbands to Ledbury on Fridays

**691 Clifford's Mesne to Newent**

*[operated by Newent Association for the disabled]*

One return journey on Wednesdays only

**692 Huntley to Newent via Tibberton**

*[operated by Newent Association for the disabled]*

One return journey on Fridays only

**693 Highleadon to Newent via Compton Green**

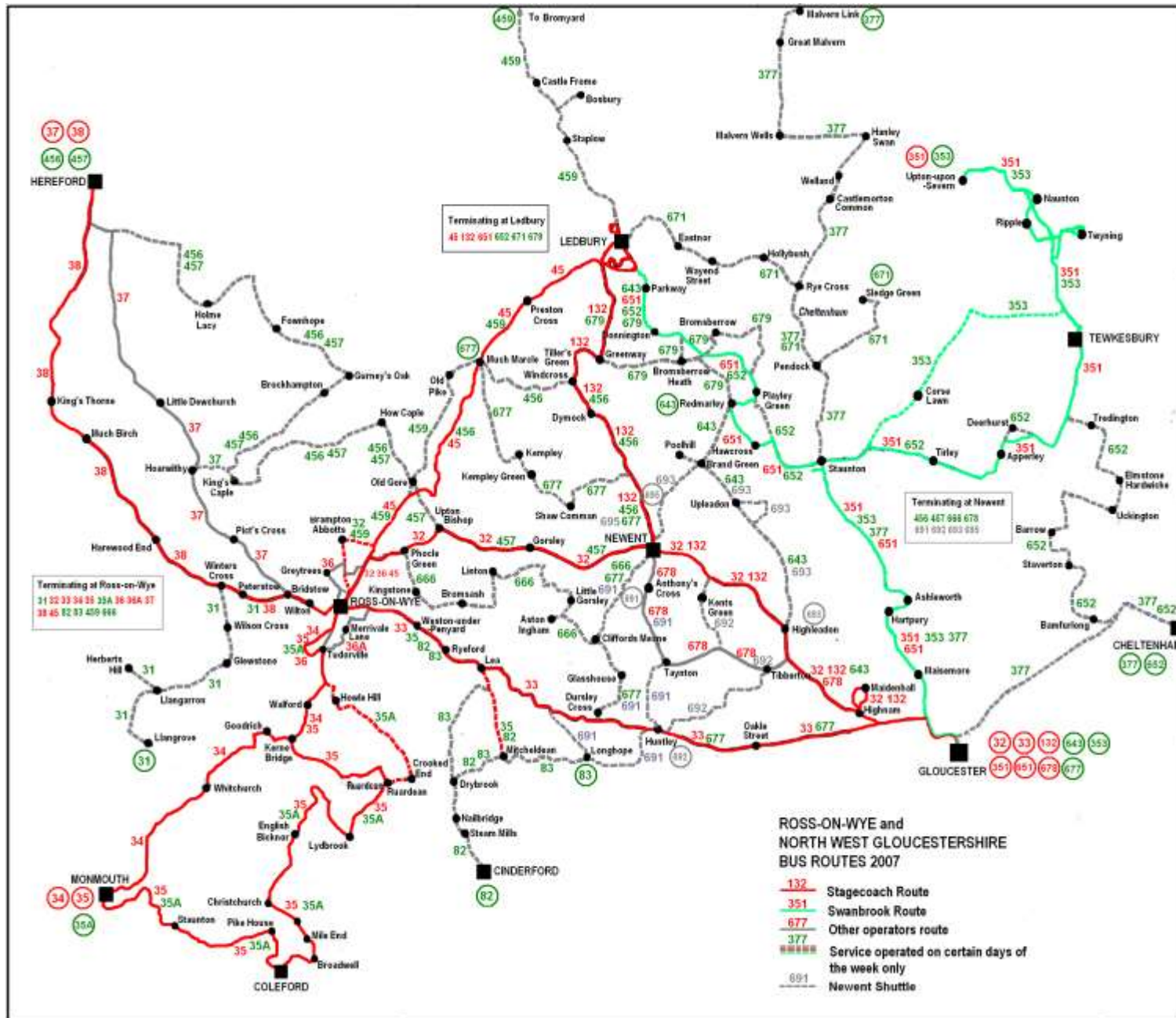
*[operated by Newent Association for the disabled]*

One return journey on Mondays and Thursdays only

**695 Newent to Hazlefields Garden Centre**

*[operated by Newent Association for the disabled]*

One return journey on Tuesdays and Thursdays only





*Stagecoach Volvo Olympian 16204 (R204 DHB) is seen at Ross en-route to Hereford on the 38*



*Also seen at Ross is Dennis Trident 18200, Gloucester bound on route 33. It is now normally operated on route 38 to Hereford*





*Trident 2 19108 is seen when newly delivered, running into Gloucester.  
This also now regularly used on route 38*



*There are three 2001 Alexander bodied Dennis Darts at Ross. This is 33978, the first of the batch waiting to take up a working on route 34 to Monmouth*





*There are also three Plaxton Pointer bodied Darts at Ross.  
This is 34403 heading for Gloucester on route 32*



*Route 35 is operated by Coleford Garage using former Dukes Travel Dennis Darts or the Optare Solo(47434) which had been partially repainted in Stagecoach livery by March 2007 as shown here*



*The Ross-on-Wye Town Service is operated by H&H coaches who use this Optare Solo which is registered VU52PZC*



*Route 37 from Ross to Hereford via Hoarwithy is operated by George Youngs, again with an Optare Solo. This is YN04LXP in Ross*