

THE EARLY YEARS

The years prior to the Second World War

Bristol Tramways first appeared in Cirencester in October 1921 when route 61 from Cheltenham was introduced with a service of three journeys per day. A few months later in January 1922 route 66 started to link Cirencester to Swindon, also three times a day whilst in April 1923 links with Gloucester were provided on route 57. In December 1927 route 66 was extended twice a day from Cirencester to Bibury whilst the Cheltenham service was obviously a success as it was operating hourly by 1930.

Other operators were already on the scene in the town and as early as 1904 Cirencester & District Motor Services had been operating a service to Lechlade using a Clarkson Steam Bus. In 1928 Ives Coaches of Tetbury started a service from Cirencester to Bristol via Tetbury using a 20-seat Morris Viceroy coach. The 1930 Road Traffic Act resulted in Ives losing the licence for the route but he was successful in gaining authority to operate the route via Beverstone with a restriction that local passengers were not to be carried between Chipping Sodbury and Bristol

Routes operated by August 1930 were as follows

- 57 Cirencester to Gloucester**
Every three hours from 09:45 to 18:45 (21:45 Saturdays) and Sunday afternoons
- 61 Cirencester to Cheltenham**
Hourly (08:50 to 20:50) including Sunday afternoons
- 66 Bibury to Swindon via Cirencester**
Weekdays: Two journeys from Bibury to Swindon and one evening journey from Cirencester to Swindon
Sundays: Two journeys from Cirencester to Swindon

The timetable for route 61 would imply that one vehicle was outstationed in the town however the other requirements were provided by Gloucester, Cheltenham and Swindon Garages.

By January 1933 the frequency of route 61 had reduced from hourly to two hourly however by 1935 routes 61 and 66 had been merged to form a through Cheltenham to Cirencester service with Bibury no longer being served. Four journeys were provided throughout supplemented by six additional journeys between Cirencester and Cheltenham. Three journeys were operated throughout on Sundays with two extra on the Cheltenham end of the route.

In March 1935 Bristol Tramways acquired Ives' bus services (although he continued in business as a coach operator) and merged his route with its own route 32 from Tetbury to Bristol to create a through Cirencester to Bristol route. Three journeys per day (one extra on Thursdays and Saturdays and just two on Sundays) were provided between Cirencester and Bristol by June 1936, plus extra journeys on the Tetbury to Bristol section. All the journeys from Cirencester ran direct via Didmarton but one in the reverse direction served the former Ives route via Beverstone on Thursdays and Saturdays which was otherwise served by the short journeys to and from Tetbury.

It seems that the bus operations of Huxley of South Cerney were acquired by 1937 including a South Cerney to Cirencester service. Once acquired, this was linked with route 57 to form a through Gloucester to South Cerney route. By June 1938 an additional trip was operated from South Cerney to Cirencester and back on the first and third Fridays of each month

By January 1938 (probably from June 1937) the frequency on route 61 had been reduced to every four hours throughout with extra journeys providing for a two hourly frequency between Cirencester and Cheltenham. On Saturdays two of Cheltenham to Cirencester journeys extended to Swindon via Latton and Purton and ran as route 66

In September 1938 part of the business of G J Miller was acquired and it appears to have resulted in Bristol Tramways taking on three off peak Cirencester Town Services. These were numbered 190 to 192 and served Stratton and Watermoor. Although a Sunday service was operated, there was no service on Thursday afternoon presumably because it was early closing day. A former Aldershot and District Dennis HV double decker was acquired with the business and it became 3600 in the Bristol fleet for about two months before it was withdrawn

Routes operated by June 1939 were as follows

- 32 Cirencester to Bristol via Tetbury**
Weekdays: Four journeys
Sundays: Two journeys
- 57 Gloucester to South Cerney via Cirencester**
Weekdays: Five journeys
Sundays: Three journeys
- 61 Cheltenham to Swindon via Cirencester and Ashton Keynes**
Weekdays: Two hourly between Cheltenham and Cirencester with alternate journeys extending to Swindon
Sundays: Two hourly throughout apart from first journey which operated between Swindon and Cirencester only
- 66 Cirencester to Swindon via Latton and Purton**
Saturdays: Two journeys as an extension of journeys from Cheltenham on route 61
Works Services: Operated as required between Cirencester and RAF South Cerney
- 190 Cirencester Town Service: Market Place to Stratton (Rock Villas)**
Weekdays: Hourly (not Thursday pm or between 16:05 and 19:05 except Saturdays)
Sundays: Five journeys
- 191 Cirencester Town Service: Market Place to Stratton (Daglingworth Turn)**
Weekdays: Hourly (not Thursday pm or between 15:35 and 18:35 except Saturdays)
Sundays: Hourly pm
- 192 Cirencester Town Service: Market Place to Watermoor**
Weekdays: Hourly (not Thursday pm or between 15:50 and 18:50 except Saturdays)
Sundays: Five journeys

One vehicle for the town services and presumably the works services on the 66 would have been based in Cirencester at this time

THE SECOND WORLD WAR AND ITS AFTERMATH

1939-1947

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

By 1943 Routes 61 and 182 were operating every two-hours between Swindon and Cheltenham via alternate routes with the last journeys departing by 19:00. Three journeys were operated throughout on Sundays. Route 66 no longer served Cirencester by this time having been replaced by the extension of 182 through to Cheltenham. In addition route 185 operated between Cirencester and Kemble as necessary whilst town services 190 to 192 were suspended

By April 1945 route 32 to Bristol operated five times a day on weekdays at roughly two hourly intervals. No service was operated on Sundays whilst on Thursdays and Saturdays it ran via Beverstone running via Didmarton on other days (plus one journey on Thursdays).

Route 57 now operated four times a day on weekdays and twice on Sundays, having lost the evening journey

By April 1946 the evening journey on route 57 had been reinstated but only between Gloucester and Cirencester

By January 1947 two journeys Sundays had been reintroduced on route 32 whilst two feeder services to Tetbury were introduced. Service 32A operated a circular service via Tetbury Upton, Avening and Rodmarton twice a day on Tuesdays, Thursdays and Saturdays whilst route 32B ran to Didmarton via Kingscote twice daily on Mondays Wednesdays and Fridays.

Route 61 and 182 had been increased to combined hourly frequency throughout with four journeys on Sundays supplemented by three extra trips between Cirencester and Cheltenham. On route 57, on Saturdays seven journeys were operated to give a two hourly frequency

By July 1947 Tetbury local service 32A had been revised by rerouting it at Rodmarton to Cirencester. One journey operated from Tetbury through to Cirencester whilst the other ran between Avening and Cirencester only. By this time the local services in Cirencester had been reinstated as route 191 from Stratton to Chesterton and route 192 from Stratton to Siddington. Services operated on Mondays to Fridays and Saturday mornings. On Mondays to Fridays there were four trips to Stratton, six to Siddington and six to Chesterton

THE EARLY YEARS OF NATIONALISATION

1948 to 1952

The Transport Act, 1947, brought Bristol Tramways under the control of the British Transport Commission. The Great Western Railway which was one of the principal shareholders was nationalised as from 1st January 1948 and Thomas Tilling Limited, the other main shareholder sold all their interests in road transport to the British Transport Commission on 5th November 1948. The deal was backdated to 1st January, which became the effective date for Nationalisation.

By June 1948 there had been some relatively minor enhancements. These included an additional evening journey to Bristol had been added to route 32 whilst the Sunday service on routes 61 and 182 had been increased to hourly. Elkstone received its first service by diverting route 57 and a morning peak service was introduced on the 192 to Siddington

Routes operated by June 1948 were as follows

- 32 Cirencester to Bristol via Tetbury, Beverstone or Westonbirt**
Weekdays: Six journeys
Sundays: Four journeys
- 32A Cirencester to Tetbury via Avening**
Tuesdays, Thursdays and Saturdays: One journey to Avening and one to Tetbury
- 32B Tetbury to Didmarton**
Mondays, Wednesdays and Fridays: Two journeys
- 57 Gloucester to South Cerney via Cirencester**
Mondays to Fridays: Four journeys (one via Elkstone) plus one from Elkstone to Gloucester and one from Gloucester to Cirencester
Saturdays: Seven journeys plus one from Elkstone to Gloucester (one via Elkstone)
Sundays: Three journeys
- 61 and 182 Cheltenham to Swindon via Cirencester**
Weekdays and Sunday afternoons: Hourly via alternate routes
- 185 Cirencester to Kemble**
Journeys operated to meet traffic requirements
- 191 Cirencester Town Service: Stratton to Chesterton**
Mondays to Fridays: Stratton – four journeys
Chesterton – six journeys (three through from Stratton)
Saturday(a.m. only): Stratton – two journeys
Chesterton – two journeys (one through from Stratton)
- 192 Cirencester Town Service: Market Place to Siddington**
Mondays to Fridays: seven journeys
Saturday(a.m. only): two journeys

Four vehicles were based at the Ashcroft Road Depot at this time, one of which would have been used on route 191 and 192 whilst the others would have been on the 185 and works services to RAF South Cerney. The vehicles would have been exchanged with Swindon Garage for maintenance using morning peak runs to and from Swindon, crews being swapped over at Cricklade

By January 1949 routes 32A and 32B were revised to operate from Cirencester which resulted in new positioning journeys to Didmarton or Tetbury as necessary. The same vehicle was also used on new route 57A to Elkstone on Tuesdays, Thursdays and Saturdays via the Duntisbournes. This service replaced the recently introduced

diversion of route 57 and quite possibly utilised Bedford OWB 257 which was refurbished and allocated to Swindon about this time. By January 1950 route 57A was increased to weekday operation with the exception of the journey in the middle of the day. In order to continue to operate the 32B with the same vehicle, this route was retimed

In May 1950 the Stroud operations of Red & White and Western National were transferred to Bristol Tramways. This resulted in Red & White route 66 and Western National route 222 becoming Bristol Tramways 422. This at largely two-hourly intervals including and included Sunday afternoon journeys

By May 1951 there had been significant enhancements to the town services with the journeys to Stratton on route 192 being extended to Daglingworth Polish Camp, whilst seven new journeys were introduced on route 191 to the Beeches Estate. This was accompanied by the introduction of Saturday afternoon and evening services. Whilst the off-peak service continued to require just one vehicle, three were needed at peak times

Route Summary

- By 6/48 Route 32 (Bristol)
Additional evening journey to Bristol added
Sunday afternoon service now as weekdays
Route 57 (Gloucester to South Cerney)
One journey diverted via Elkstone and an early morning Elkstone to Gloucester journey introduced
Routes 61 and 182 (Cheltenham to Swindon)
Sunday service increased to hourly
Route 192(Siddington)
Morning peak journey introduced
- By 1/49 Route 57 (Gloucester to South Cerney)
Journeys via Elkstone replaced by new route 57A
Route 57A (Elkstone)
New route introduced three times a day on Tuesdays Thursdays and Saturdays
- By 1/50 Route 57A (Elkstone)
First and last journeys revised to operate on weekdays
- 5/50 Route 422 (Stroud)
Route transferred from Western National and Red & White with Stroud operations
Six journeys on weekdays and three on Sundays
- By 10/50 Route 32A (Tetbury)
Afternoon journey from Cirencester to Tetbury with drawn on Thursdays (early closing day)
Route 32B (Tetbury to Didmarton)
Extended from Didmarton to Sopworth
Route 182 (Cheltenham to Swindon)
Late evening journey from Cirencester to Cricklade was introduced on Wednesdays and Saturdays, where connections to and from Swindon were made
- By 5/51 Routes 191/2 (Town Services)
Journeys to Stratton extended to Daglingworth Polish Camp
Seven journeys to Beeches Estate introduced
Evening and Saturday afternoon services introduced

1953 to 1956

For the first part of the period things remained very quiet but 1954 there were significant alterations to the Tetbury local routes

By June 1954 the Tetbury Local Routes had been revised. Route 32A to Cirencester was revised to operate on Wednesdays, Fridays and Saturdays instead of Tuesdays Thursdays and Saturdays. Route 32B to Didmarton and Sopworth was completely revised and no longer served its former termini. On Saturdays, it ran no further than Kingscote whilst on Fridays it ran as far as Leighterton. On Wednesdays it was renumbered 32C and ran to Nesley Farm and missed out Kingscote all together. As part of the changes route 32B/C now had three trips on the days it operated and as part of the changes some associated positioning journeys on the 32 were withdrawn. Route 57A from Cirencester to Elkstone was operated by the same vehicle consequently the lunchtime journey which operated on Tuesdays, Thursdays and Saturdays was revised to run on Wednesdays, Fridays and Saturdays. Ewen also gained a service on Tuesdays by providing a morning journey to and from Cirencester and by diverting one journey in each direction that was working to or from RAF Kemble. The village was also served by one journey on the 185 on Saturdays

On 25th September 1954, route 32A was withdrawn between Tetbury and Avening so that it formed a Cirencester to Avening service that ran twice a day on Wednesdays and Saturdays only, whilst routes 32B and 32C were withdrawn entirely along with the positioning journeys on route 32.

Service 185 to RAF Kemble was shown in the timetable by 1954 and comprised four morning peak and three evening peak journeys. This service was suspended when the Maintenance Unit was closed but the Tuesdays only service to Ewen operated all year as did two Saturday journeys to the RAF station. Two Sunday journeys were provided between Cirencester and Kemble Railway Station instead of a train on the branch line.

On 2nd January 1955 Bristol Tramways made their last acquisition from an independent in the Cirencester area which resulted in the introduction of new route 187. This was the Cirencester to Lechlade and Faringdon service of G.J.Miller and Sons which provided a complex pattern of services between Cirencester and Lechlade and extended five times on Wednesdays, Fridays and Saturdays to Faringdon (plus two trips on Tuesday evenings). Connections were made at Faringdon with City of Oxford services to Oxford

By May 1955, new route 61A was introduced which provided two trips between Cirencester and Minety on Wednesdays and Fridays.

By May 1956 route 187 was completely revised as it was linked at with Swindon to Fairford route 67. Three journeys (five on Saturdays and all four on Sundays) ran through to Swindon out of the nine that were now operated. Route 187 continued to be used for journeys between Cirencester and Faringdon which ran three times a day on Wednesdays, Fridays and Saturdays (plus two short journeys from Lechlade to Faringdon)

Towards the end of 1956, the Suez Crisis caused the supply of crude oil to be restricted with resultant service cuts. As part of these changes route 32 only operated via Leighterton on Thursdays, the Saturday service following the pattern on other

days by running via Westonbirt. Route 32A to Avening was suspended on Wednesdays and the lunch time journey to Elkstone was also withdrawn on Wednesdays. On route 185 a recently introduced evening journey from Cirencester to Kemble Village was withdrawn as was an early morning journey from Cirencester to Watermoor on the 192.

Route Summary

- By 6/54 Route 32A (Tetbury to Cirencester)
 Operation changed to Wednesdays, Fridays and Saturdays
Route 32B (Tetbury to Sopworth)
 Mondays: withdrawn
 Wednesdays: replaced by 32C
 Fridays: increased from two to three journeys but withdrawn beyond Leighterton
 Saturdays: introduced between Tetbury and Kingscote – three journeys operated
Route 32C (Tetbury and Nesley Farm)
 New route introduced three times a day on Wednesdays only
Route 57A (Elkstone)
 Lunchtime journey revised to operate Wednesdays, Fridays and Saturdays
 Route 185 (Kemble)
 Service provided to Ewen on Tuesdays consisting of one Ewen to Cirencester journey and the diversion of one outbound and one inbound journey to or from RAF Kemble
 Two Sunday journeys to Kemble Railway Station introduced from Cirencester
Route 191 (Town Service)
 New early morning journey to Beeches Estate provided
- 25/9/54 Route 32 (Bristol)
 Positioning journeys for route 32A/B/C between Cirencester and Tetbury withdrawn
Route 32A (Tetbury to Cirencester)
 Withdrawn between Tetbury and Avening and reduced to two journeys on Wednesdays and Saturdays only
Route 32B/C (Tetbury to Kingscote/Leighterton/Nesley Farm)
 Routes withdrawn
- 2/1/55 Route 187 (Lechlade/Faringdon)
 Acquired from G.J Miller
 Mondays: Fairford – 1 journey Lechlade – 7 journeys,
 Tuesdays: Fairford – 1 journey Lechlade – 4 journeys, Faringdon – 2 journeys
 Wednesdays: Fairford – 2 journeys Lechlade – 3 journeys, Faringdon – 5 journeys
 Thursdays: Fairford – 1 journey Lechlade – 5 journeys,
 Fridays: Fairford – 2 journeys Lechlade – 3 journeys, Faringdon – 5 journeys,
 Saturdays: Fairford – 3 journeys Lechlade – 3 journeys, Faringdon – 5 journeys
 Sundays: Lechlade – 4 journeys
- By 5/55 Route 61A (Minety)
 New route introduced with two trips on Wednesdays and Fridays only
- By 5/56 Route 67 (Swindon to Fairford)
 Extended to Cirencester
 Mondays to Fridays: Cirencester to Fairford One journey
 Cirencester to Lechlade Four journeys plus two MTThO
 Cirencester to Swindon Three journeys
 Saturdays: Cirencester to Fairford One journey
 Cirencester to Lechlade Two journeys
 Cirencester to Swindon Five journeys
 Sundays: Cirencester to Swindon Four journeys
Route 187 (Faringdon)
 Lechlade journeys transferred to route 67. Withdrawn Tuesdays
 Wednesdays and Fridays: Cirencester to Faringdon Three journeys
 Lechlade to Faringdon Two journeys
 Saturdays: Cirencester to Faringdon Three journeys
 Fairford to Faringdon One journey
 Lechlade to Faringdon One journey
- By 11/56 Route 185 (Kemble)
 Evening journey to Kemble Village introduced

12/56

Route 32 (Bristol)

All journeys operated via Westonbirt except on Thursdays

Route 32A (Avening)

Withdrawn on Wednesdays

Route 57A (Elkstone)

Lunchtime journey withdrawn on Wednesdays

Route 185 (Kemble)

Evening journey to Kemble Village withdrawn

Route 192 (Town Service)

Early morning journey to Watermoor withdrawn

THE YEARS OF STABILITY

1957 to 1966

From 27th January 1957 there were major changes to early and late journeys on route 61 and 182 which saw both the Cheltenham duties and one of the two Swindon duties moved to Cirencester presumably as a result of the new garage in Love Lane opening. Cirencester also picked up one of the duties on route 32 to Bristol. The early morning Bristol to Cirencester journey was withdrawn as was the last Cirencester to Bristol journey. Both were replaced by runs from Cirencester to Tetbury and back.

By July 1957 the early morning Bristol to Cirencester journey had been reinstated throughout and the morning Cirencester to Tetbury service was extended through to Bristol. By this time then 17:20 trip from Cirencester to RAF Kemble and back had been withdrawn however Town Service 191 was extended from Beeches Estate to New Mills Estate. The Thursday's only diversion of route 32 via Leighterton and Calcot also ceased by this time being replaced by extending journeys on route 130 (Wotton-under-Edge to Hawkesbury Upton) from Hawkesbury Upton to Tetbury. The Wednesday operation on route 32A was not reinstated once the Suez Crisis was over but the lunchtime journey to Elkstone was reinstated on Wednesdays

Routes operated by July 1957 were as follows

- 32 Cirencester to Bristol via Tetbury**
Weekdays: Six journeys plus one evening journey to Tetbury
Sundays: Four journeys plus one evening journey to Tetbury
- 32A Cirencester to Avening**
Saturdays Only: Two Trips
- 57 Gloucester to South Cerney via Cirencester**
Mondays to Fridays: Five journeys (three hourly)
Saturdays: Seven journeys (two hourly)
Sundays: Three journeys
- 57A Cirencester to Elkstone**
Weekdays Two journeys plus a late morning journey on Wednesdays, Fridays and Saturdays
- 61 Cheltenham to Swindon via Cirencester, Ashton Keynes and Cricklade**
- 182 Cheltenham to Swindon via Cirencester, RAF South Cerney and Cricklade**
Weekdays and Sunday p.m.: Hourly via alternate routes
- 61A Cirencester to Minety**
Wednesdays and Fridays only: Two trips
- 67 Cirencester to Swindon via Fairford and Lechlade**
Mondays to Fridays: Three to Swindon, Four to Lechlade, one to Fairford
Saturdays: Five to Swindon, Two to Lechlade, one to Fairford
Sundays: Four journeys all to Swindon
- 185 Cirencester to Kemble**
Mondays to Fridays: Three to RAF Kemble, One to Kemble Railway Station plus one Tuesdays to Ewen
Saturdays: Two journeys to RAF Kemble
Sundays: Two journeys to Kemble Railway Station
- 187 Cirencester to Farringdon via Fairford and Lechlade**
Wednesdays and Fridays: Three journeys (plus two from Lechlade to Farringdon)
Saturdays: Three journeys (plus two from Fairford to Farringdon)
- 191 Cirencester Town Service: Market Place to New Mills Estate**
Weekdays: Eight journeys
Cirencester Town Service: Market Place to Chesterton
Weekdays: Eleven journeys

- 192 Cirencester Town Service: Market Place to Daglingworth**
Weekdays: Six journeys
- Cirencester Town Service: Market Place to Siddington**
Weekdays: Eight or nine journeys one extending to Ashton Keynes
- 422 Cirencester to Stroud**
Weekdays: Six journeys
Sunday p.m.: Three journeys

Four double deckers would have been needed for routes 61 and 182 (supplemented by a Swindon working) whilst two more double deckers would have worked on route 67 and 187 and another on route 191/2. An LS would have been scheduled for the 32 along with an example from Lawrence Hill whilst three other single deckers would have worked on the 57A, 61A and 185. The 422 would have been supplied using vehicles based at Stroud

By June 1963 the journeys on route 192 to Daglingworth Hostel and been diverted to Park View Estate on closure of the Polish camp

There were no other changes until 6th April 1964 when the Kemble to Cirencester and Tetbury rail service were withdrawn. This resulted in major changes to route 185 which was extended to Tetbury as a replacement whilst route 185A covering journeys via Ewen was introduced. The existing journeys to RAF Kemble were retained however six journeys on route 185A were introduced on Mondays to Fridays along with two trips from Cirencester to Tetbury. The Saturday service was more extensive with four trips to Tetbury and six to Kemble Station on top of the two existing journeys to RAF Kemble. Four journeys were also now operated between Cirencester and Kemble on Sundays

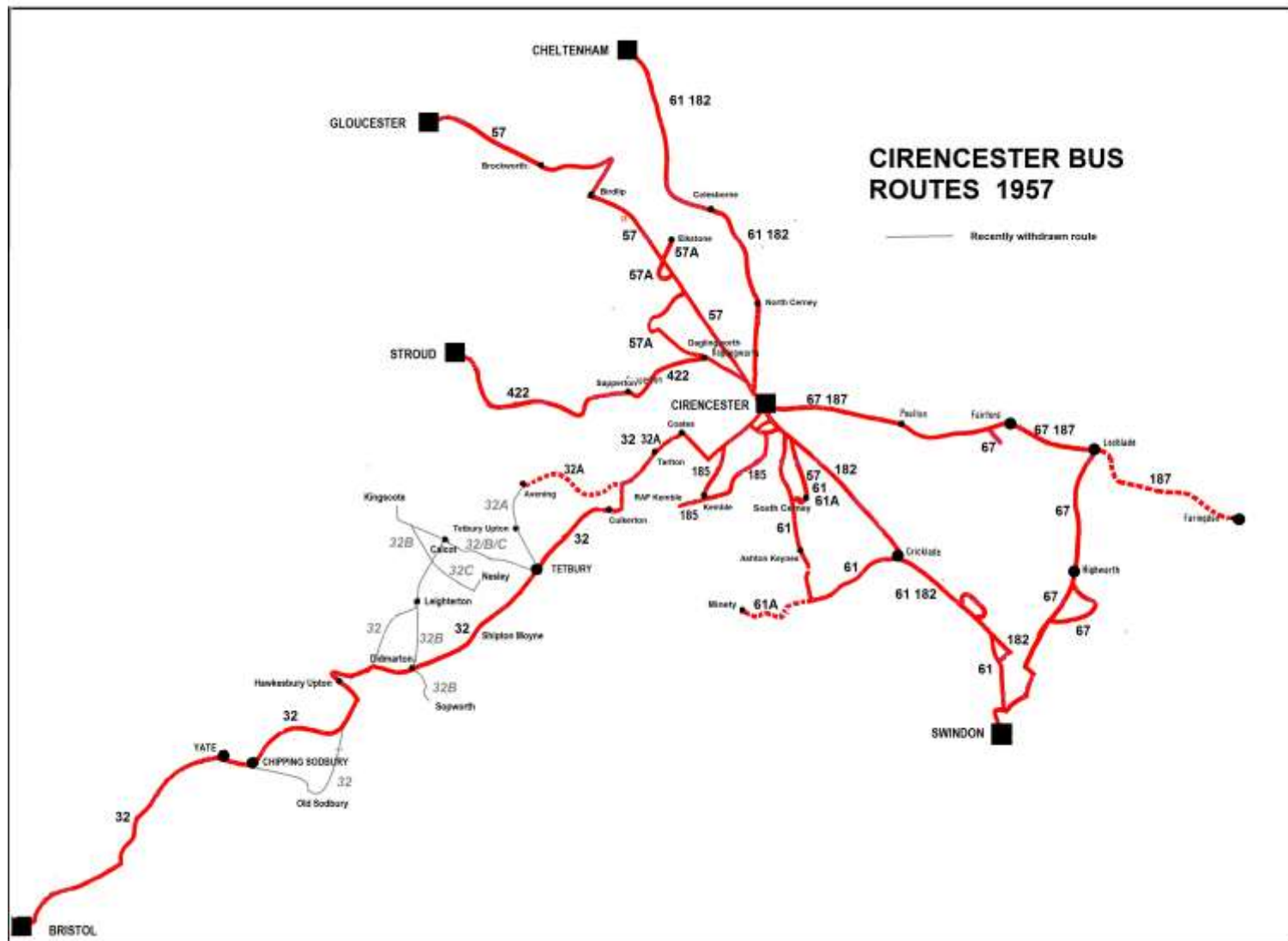
The 185/A had been further revised by June 1965

By June 1966 Route 187 to Farringdon had suffered a major cutbacks being reduced to two Lechlade to Farringdon journeys on Wednesdays and one Cirencester to Farringdon journey on Saturdays. The service was largely replaced by additional journeys on route 67 on the Cirencester to Lechlade section

The next change to occur was on 18th September 1966 when route 32 became the 432 as part of the Bristol Country area route renumbering

Route Summary

- 6/4/64 Route 185 (Kemble)
Route extended to Tetbury and additional journeys introduced
- By 6/65 Routes 185/A (Kemble)
The two historic Tuesdays only journeys to Kemble were withdrawn and replaced by a new Mondays to Fridays journey at 12:15 whilst the Saturday morning journey to Kemble was withdrawn.
- By 6/66 Route 67 (Swindon via Lechlade)
*Additional 10:10 Cirencester to Fairford journey introduced on Wednesdays and Fridays to replace route 187. Other 187 journeys were covered by extending matching route 67 journeys to operate on days when they were previously extended to Farringdon as route 187.
18:21 Cirencester to Swindon retimed to 18:40 and curtailed at Fairford, however a new through journey was introduced at 19:13*
Route 187 (Farringdon)
Reduced to two Lechlade to Farringdon journeys on Wednesdays and one Cirencester to Farringdon journey on Saturdays. The service was largely replaced by additional journeys on route 67 on the Cirencester to Lechlade section
- 18/9/66 Route 32 (Bristol)
RENUMBERED 432



THE YEARS OF CUT BACKS AND CHANGES

1967 to 1973

The period started with the renumbering of all services in the Cirencester Area in the 4XX and 5XX series along with the introduction of the first 36ft RELL and RELH vehicles to replace double deckers with single deckers suitable for one-man operation. At the same time vehicles in the Northern Area of Bristol Omnibus began to receive new all yellow fleetnumber plates.

By 1967 Cirencester, although a sub-garage of Swindon had a semi-permanent allocation made up of

2512	534 JHU	1961 Bristol MW5G, E.C.W. B45F
2566	923 RAE	1963 Bristol MW5G, E.C.W. B45F
2635	HHW 451D	1966 Bristol MW5G, E.C.W. B45F
2888	XHW 404	1956 Bristol LS5G, E.C.W. B45F
L8092	OHY 935	1952 Bristol KSW6B, E.C.W. L27/28RD
L8251	THW 741	1955 Bristol LD6B, E.C.W. H33/25RD
L8278	UHY 407	1955 Bristol LD6G, E.C.W. H33/25RD
L8289	UHY 418	1956 Bristol LD6G, E.C.W. H33/25RD
L8393	WHY 934	1956 Bristol LD6G, E.C.W. H33/25RD
L8498	858 CHU	1959 Bristol LD6G, E.C.W. H33/25RD
L8511	965 EHW	1959 Bristol LD6G, E.C.W. H33/25RD

1969 was to see the creation of the National Bus Company which from 1972 onwards would result in vehicles appearing in NBC leaf-green with wide waistband.

In October 1970 the fleetnumber plates on Cirencester based vehicles had the background of the last two digits painted brown to denote the allocation but these were soon repainted black when the allocation was remerged with that of Swindon. One man-operation of 36ft single-deckers started in the Cirencester area in 1970 and gradually all single deckers started to receive a revised livery with most of the area under the windows being painted cream.

By 1971 REs had put in an appearance and the allocation was as follows

1079	OHW 591F	1968 Bristol RELL6L, E.C.W. B53F
2052	NHW 306F	1968 Bristol RELH6L, E.C.W. DP47F
2060	WHW 372H	1969 Bristol RELH6L, E.C.W. DP49F
2922	YHY 80	1958 Bristol LS5G, E.C.W. B45F
2990	512 JHU	1960 Bristol MW5G, E.C.W. B45F
L8251	THW 741	1955 Bristol LD6B, E.C.W. H33/25RD
L8262	THW 752	1955 Bristol LD6B, E.C.W. H33/25RD
L8498	858 CHU	1959 Bristol LD6G, E.C.W. H33/25RD
L8511	965 EHW	1959 Bristol LD6G, E.C.W. H33/25RD

Plus another RELL

Initially service changes were limited but the need for economies was to make more dramatic changes towards the end of the period. At the beginning of 1967 there were some alterations to late evening services as a result of the introduction of revised drivers' hours.

The Gloucester Area routes were renumbered on 25th June which resulted in the 57 from South Cerney to Gloucester becoming 555

Things remained fairly constant until August when the Cirencester routes were renumbered into a new three-figure system largely using the 49x series. This was accompanied by the opening of the new Swindon Bus Station

The renumbered routes were now as follows:

473	ex 67	Cirencester to Swindon via Lechlade
491	ex 191/2	Cirencester Town Services
493	ex 57A	Cirencester to Elkstone
494	ex 61A	Cirencester to Minety
495	ex 185	Cirencester to Tetbury via Kemble
496	ex 185A	Cirencester to Tetbury via Ewen and Kemble
497	ex 187	Cirencester to Farringdon via Lechlade
498	ex 32A	Cirencester to Avening
561	ex 61	Cheltenham to Swindon via Cirencester and Ashton Keynes
562	ex 182	Cheltenham to Swindon via Cirencester and Latton

The other routes were

422		Cirencester to Stroud
432		Cirencester to Bristol via Tetbury
555		South Cerney to Gloucester via Cirencester

September 1967 saw services 495 and 496 revert to a timetable more akin to that operated prior to closure of the branch railway services with the result that these routes no longer ran to Tetbury and the service in the middle part of the day was reduced to operation on Tuesdays, Fridays and Saturdays only. All evening and Sunday services were also withdrawn,

September 1969 saw further reduction in evening and Sunday routes affecting the 432, 473 and 561/2. On the 561/2 the Sunday service was reduced from hourly to two-hourly whilst at the same time the 473 was renumbered 477 as 473 was now to be used for services between Highworth and Swindon via Lower Stratton.

1971 was to see much greater cuts to the most rural services with routes 493 (Elkstone), 497 (Farringdon) and 498 (Avening) all being withdrawn but the 493 was quickly reinstated as a Fridays only operation. One journey in each direction on the 432 was also diverted via Beverstone and Leighterton to replace the 410 (Wotton to Tetbury) which had been withdrawn earlier in the year.

1972 also saw two dual-door RELs allocated to Swindon for use on Cirencester Town Services. These were 1274 and 1277, however it would be 1973 before they actually put in an appearance in Cirencester

Further cuts occurred in 1972 with reduction on the 432 which now had just four journeys on weekdays, however new limited stop route 704 was introduced on Saturdays between Cirencester, Tetbury and Bristol

Route Summary

- 22/1/67 Route 61 (Swindon to Cheltenham)
21:10 Swindon to North Cerney (MTWFO) terminated at Cirencester
21:15 Cirencester to Cheltenham and return (SO) withdrawn
22:37 Cirencester to Cricklade (WSO) withdrawn on Wednesdays
Route 432 (Bristol)
21:00 Cirencester to Tetbury (SSuO) withdrawn on Sundays and curtailed at Coates on Saturdays
- 25/6/67 Route 57 (south Cerney to Gloucester)
RENUMBERED 555
- 6/8/67 Remainder of routes renumbered
- 17/9/67 Route 495/6 (Kemble/Tetbury)
Cirencester to Tetbury journeys withdrawn
08:35, 12:10 and 20:10 journeys from Cirencester to Kemble journeys withdrawn
Mondays to Fridays and replaced by two journeys on Tuesdays and one on Fridays.
Saturday evening and Sunday service withdrawn
- By 1/68 Route 432 (Bristol)
21:00 Cirencester to Coates (SO) extended to Rodmarton
- By 6/69 Route 432 (Bristol)
21:00 Cirencester to Rodmarton (SO) withdrawn
Route 473 (Swindon via Lechlade)
RENUMBERED 477
Service pattern revised and last evening Cirencester to Lechlade journey now terminates at Fairford. Sunday service reduced to two journeys
Routes 561/2 (Swindon to Cheltenham)
Sunday service reduced from hourly to two hourly
- 14/6/70 Route 555 (South Cerney to Gloucester)
Sunday and evening service withdrawn along with one Saturday afternoon journey
- 11/7/71 Route 497 (Farringdon)
Withdrawn
- 1/8/71 Route 493 (Elkstone)
Withdrawn
Route 498 (Avening)
Withdrawn
- By 31/10/71 Route 432 (Bristol)
One journey on Tuesdays and Fridays diverted via Beverstone and Leighterton to replace route 410
Route 493 (Elkstone)
Service reintroduced with two journeys in each direction on Fridays only
- By 2/72 Route 477 (Swindon via Lechlade)
Last evening journey extended from Fairford to Lechlade
- By summer 72 Route 432 (Bristol)
Early afternoon, evening and Sunday journeys withdrawn leaving just four journeys
Route 495/6 (Kemble)
Saturday service reduced to five journeys (all 496)
New Route 704 (Bristol Limited Stop)
Route introduced – one trip in each direction Saturdays only
- By 18/2/73 Route 422
Sunday service withdrawn

THE LAST DECADE - 1973 TO 1983

1973 to 1980

The last decade of Bristol Omnibus operations in Cirencester started with the opening of the town's bus station at the former town railway station on 18th November 1973. This was a rather bleak affair of eight nose in bays across the former station frontage.

Bays in the new bus station were allocated as follows:

A	spare	E	422, 493, 555 (Gloucester)
B	432, 495, 496, 704	F	477
C	494, 555(South Cerney), 561/2 (Swindon)	G	Independents
D	561/2 (Cheltenham)	H	Independents

Routes operated at this time were as follows

422 Cirencester to Stroud

Weekdays: two hourly (09:35 to 17:40)

432 Cirencester to Bristol via Tetbury

Weekdays: Four journeys (one via Beverstone on Tuesdays and Fridays)

477 Cirencester to Swindon via Fairford and Lechlade

Weekdays: Four to Swindon, Two to Lechlade, three/four to Fairford

Sundays: Two journeys all to Swindon

491 Cirencester Town Service: Market Place to New Mills Estate

Weekdays: Nine journeys

Cirencester Town Service: Market Place to Chesterton

Weekdays: Ten journeys

Cirencester Town Service: Market Place to Park View

Weekdays: Six journeys

Cirencester Town Service: Market Place to Siddington

Weekdays: Eight one extending to Ashton Keynes sand one to South Cerney

493 Cirencester to Elkstone

Fridays only: Two journeys

494 Cirencester to Minety

Wednesdays and Fridays only: Two trips

495 Cirencester to RAF Kemble via Main Road

Mondays to Fridays: One to RAF Kemble plus one to Kemble Railway Station on Tuesdays

495 Cirencester to RAF Kemble via Ewen and Kemble Railway Station

Mondays to Fridays: Three peak journeys to Kemble Railway Station plus one extra on Tuesday and Fridays during shopping hours

Saturdays: Two journeys to RAF Kemble and three to Kemble Railway Station

555 Gloucester to South Cerney via Cirencester

Mondays to Fridays: Four journeys

Saturdays: Five journeys

561 Cheltenham to Swindon via Cirencester, Ashton Keynes and Cricklade

562 Cheltenham to Swindon via Cirencester, RAF South Cerney and Cricklade

Weekdays: Hourly via alternate routes

Sundays Two Hourly via alternate routes

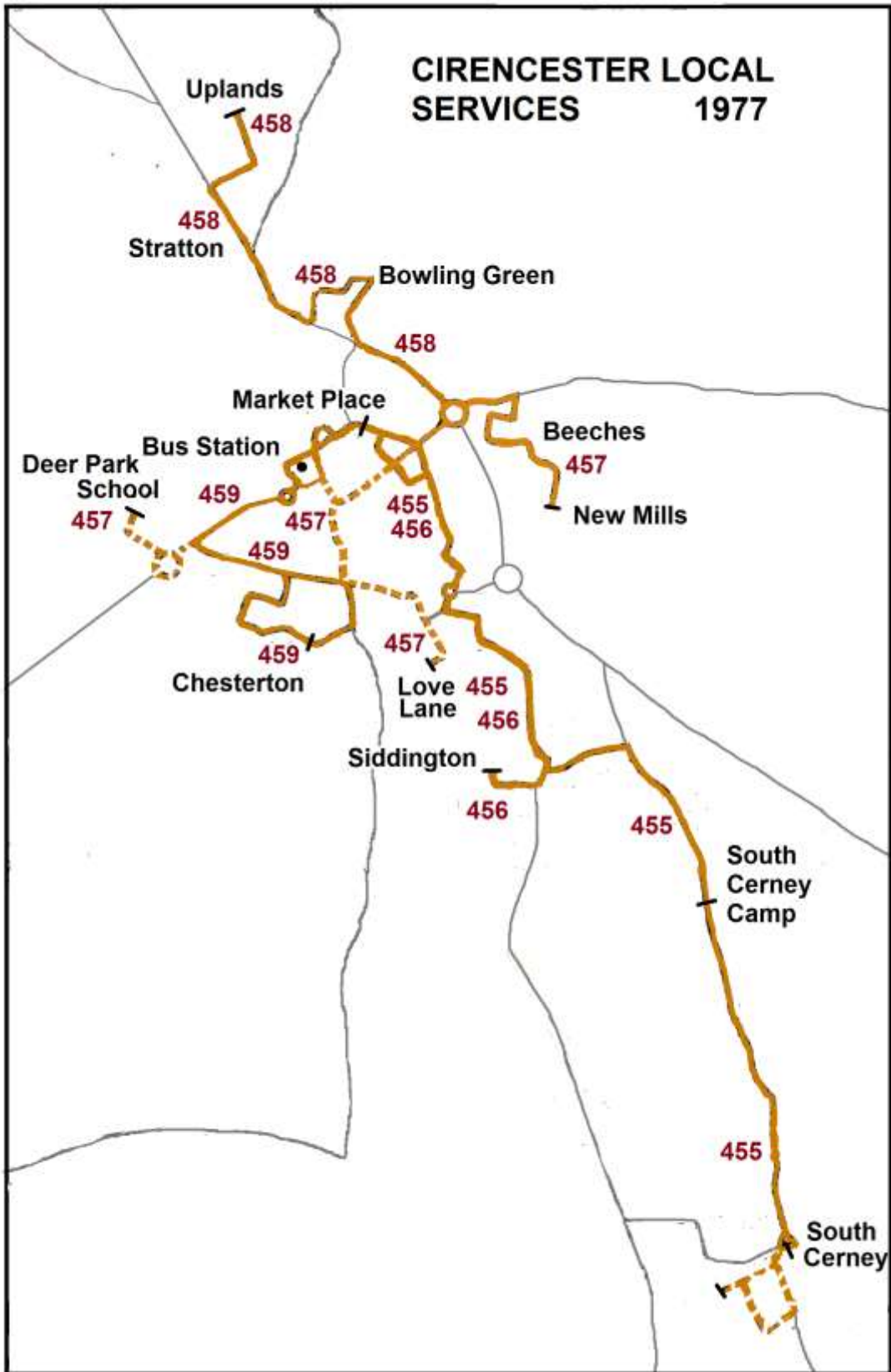
704 Cirencester to Bristol (Limited Stop)

Saturdays Only: One trip

By March 1974 route 494 to Minety was withdrawn but very significant changes and cutbacks were to occur on 16th October 1977 after which the service pattern was to remain largely stable until the early 1980s. As part of the 1977 changes most routes were renumbered between 452 and 459 and direct services to Bristol ended (with the exception of Saturday Limited Stop route 704. The 432 to Bristol was split at Tetbury with the section between there and Cirencester becoming the 452. Also split was the 555 from Gloucester to South Cerney which became the 455 between Cirencester and South Cerney. The service to Kemble was reduced to two trips two days a week whilst the Town Services were also heavily reduced and turned into separate services, The revised network which required seven Cirencester based vehicles was as follows:-

- 422 Cirencester to Stroud**
Weekdays: Four journeys
- 452 Cirencester to Didmarton via Tetbury**
Mondays to Fridays: Two journeys to Didmarton (each peak) and two to Tetbury
Saturdays: One journey to Didmarton and three to Tetbury
- 453 Cirencester to Elkstone**
Fridays only: Two journeys
- 454 Cirencester to Kemble via Ewen**
Tuesdays and Fridays: Two trips (morning on Tuesdays, afternoon on Fridays)
- 455 Cirencester to South Cerney via Siddington**
Mondays to Fridays: Four journeys
Saturdays: Three journeys
- 456 Cirencester Town Service: Market Place to Siddington**
Mondays to Fridays: Four journeys
Saturdays: Five journeys
- 457 Cirencester Town Service: Market Place to New Mills Estate**
Weekdays: Six journeys one in each peak to/from Love Lane on Mondays to Fridays
- 458 Cirencester Town Service: Market Place to Uplands via Park View**
Weekdays: Four journeys
- 459 Cirencester Town Service: Market Place to Chesterton**
Weekdays: Four journeys
- 477 Cirencester to Swindon via Fairford and Lechlade**
Weekdays: Four to Swindon and one morning peak to and from Lechlade
- 555 Cirencester to Gloucester**
Weekdays: Three journeys
- 561 Cheltenham to Swindon via Cirencester, Ashton Keynes and Cricklade**
562 Cheltenham to Swindon via Cirencester, RAF South Cerney and Cricklade
Weekdays: Hourly via alternate routes
Sunday p.m. Two Hourly via alternate routes
- 840 Cirencester to Bristol (Limited Stop)**
Saturdays Only: Two journeys

CIRENCESTER LOCAL SERVICES 1977



Route Summary

- By 17/3/74 Route 491 (Town Service)
Timetable completely revised with a slight reduction in the number of journeys
Route 494 (Minety)
ROUTE WITHDRAWN
- By 16/10/77 Route 422 (Stroud)
Frequency reduced from five to four trips
Route 432 (Bristol)
Withdrawn between Cirencester and Tetbury and replaced by 452
New Route 452 (Tetbury/Didmarton)
Replacing Cirencester to Tetbury section of 452
Four/ journeys per day two of which (one on Saturdays) extended from Tetbury to Didmarton
New Route 455 (South Cerney)
Replacing Cirencester to South Cerney sections of 491 and 555
Four/Five journeys per day
Route 477 (Swindon via Lechlade)
Frequency reduced to four journeys per day to Swindon and one early morning journey to and from Lechlade. Sunday service withdrawn
Service 491 (Town Service)
RENUMBERED 456 (Siddington) retimed
457 (New Mills) reduced from eight to five journeys
458 (Parkview) extended to Uplands but reduced from six to four journeys
459 (Chesterton) reduced from eight to four journeys
Service 493 (Elkstone)
RENUMBERED 453
Services 495/6 (Kemble)
RENUMBERED 454. Reduced to two journeys on Tuesdays and Fridays only
Route 555 (South Cerney to Gloucester)
Withdrawn between Cirencester and South Cerney and replaced by 455
Frequency reduced from four/five journeys to three per day
Route 561/2 (Cheltenham to Swindon)
Late Saturday evening Swindon to Cirencester journey curtailed at Cricklade
Route 704 (Bristol – LIMITED STOP)
Service now two journeys in each direction and renumbered 840
- By 30/7/78 Route 454 (Kemble)
Additional journey introduced but still Tuesdays and Fridays only
- 20/8/78 Route 452 (Tetbury/Didmarton)
The two shopping hours journeys extended from Tetbury to Leighterton on Mondays, Wednesdays and Thursdays. The even peak journey extended from Didmarton to Starveall Crossroads
- By 11/3/79 Route 477 (Swindon via Lechlade)
Two shopping hours journeys diverted via Stanton Fitzwarren on Mondays Wednesdays and Fridays and via Sevenhampton on Tuesdays, Thursdays and Saturdays
- 15/7/79 Route 477 (Swindon via Lechlade)
Most journeys diverted via RAF Fairford and 18:05 Swindon to Cirencester journey diverted via Down Ampney on Wednesdays and Fridays
Additional journey introduced at 22:35 on Wednesdays and Fridays from Fairford to Lechlade and return. This journey operated via Down Ampney
- By 16/11/80 Route 477 (Swindon via Lechlade)
22:35 on Wednesdays and Fridays from Fairford to Lechlade withdrawn, 18:05 Swindon to Cirencester journey no longer diverted via Down Ampney on Wednesdays and Fridays

1981 to 1983

The National Bus Company's Market Analysis Project was to have major consequences in the early 1980s as a result of the national economic situation. Cirencester was affected in two bites, the first being the Gloucestershire Country services review which took place on 26th July 1981 whilst the second phase affected the town services and the Swindon routes on 24th January 1982.

The 1981 changes saw the withdrawal of all services to Gloucester, Elkstone and those to Stroud and Kemble on Saturdays. On Mondays to Fridays Kemble was served by diverting Tetbury route 452 via the village. This route no longer operated on Saturdays so the Cirencester to Tetbury service was limited to the two journeys each way on route 840 to Bristol. A replacement service to Elkstone and surrounding villages was provided by an in-house operation by the County Council who provided one journey in each direction on Fridays between Brockworth Library and Cirencester.

The second phase of the MAP revisions was also dramatic in that the frequency of services between Cheltenham and Swindon was reduced to from hourly to two-hourly whilst evening and Sunday Service were withdrawn on the route. Route 561 was withdrawn entirely and a two hourly replacement via Purton was introduced but took 90 minutes to make the journey. Town Services were heavily reduced with Uplands being served by diversion of route 422 from Stroud whilst Siddington and Chesterton services were combined to form new route 450. Route 477 new no longer continued beyond Lechlade becoming a service between there and Cirencester whilst route 840 to Bristol was withdrawn between Cirencester and Tetbury and replaced by two Saturday journeys to Tetbury on route 452.

The vehicle requirement would have been have been just five vehicles with 450/460 operated from Swindon and 422 from Stroud.

There were obviously major problems with the new pattern of services as they were revised again on 24th June. Route 422 no longer served Uplands being replaced by a reintroduced 458. Service 561 reappeared running between Cirencester and Swindon every two-hours replacing route 460 whilst route 455 to Siddington and Down Ampney also reappeared whilst route 457 to New Mills received an enhanced frequency.

Another new initiative saw the introduction of route 845 from Cirencester to Gloucester with one trip in each direction on Tuesdays and Thursdays and an entirely new operation on Saturdays between Stroud and Oxford via Cirencester. This also consisted of one trip in each direction and was numbered 835.

1983 was the last year of operation by Bristol Omnibus in Cirencester as the Northern Area of the company was transferred to a new concern within the National Bus Company called the Cheltenham and Gloucester Omnibus Company Ltd. This was part of the NBCs policy of dividing its larger subsidiaries up into smaller locally managed units. This change took effect from 11th September 1983

Route Summary

- 26/7/81 Route 422 (Stroud)
Frequency reduced from four to three trips and withdrawn on Saturdays
Route 452 (Tetbury/Hawkesbury Upton)
Withdrawn beyond Tetbury and entirely on Saturdays
Off-peak service withdrawn on Tuesdays and Thursdays
Most journeys diverted via Ewen and Kemble
Route 453 (Elkstone)
WITHDRAWN
Route 454 (Kemble)
WITHDRAWN
Route 456 (South Cerney)
Extended from South Cerney to Down Ampney
Route 555 (Gloucester)
WITHDRAWN
- 24/1/82 Route 422 (Stroud)
Service diverted via Uplands and two additional Uplands to Cirencester journeys introduced
Two Saturday journeys now provided between Uplands and Cirencester
New Route 450 (Siddington via Chesterton)
Replacing route 455, 456 and 459
Three journeys per day
Route 452 (Tetbury)
Two journeys re-introduced on Saturdays
Route 455 (Down Ampney)
WITHDRAWN and replaced by 450
Route 456 (Siddington)
WITHDRAWN and replaced by 450
Route 457 (New Mills)
Reduced from six to five journeys – evening peak service no longer operated
Route 455 (Uplands)
WITHDRAWN and replaced by 422
Route 459 (Chesterton)
WITHDRAWN and replaced by 450
New Route 460 (Swindon via South Cerney and Purton)
Five journeys per day (two hourly off-peak) replacing route 561
Route 477 (Swindon via Lechlade)
Withdrawn between Lechlade and Swindon.
Route 561/2 (Cheltenham to Swindon)
Route 561 withdrawn leaving a two hourly service on route 562. Last departure from Swindon now at 19:30 and Cheltenham at 1850 except for a late evening Cheltenham to Cirencester service on Wednesdays Fridays and Saturdays.
Sunday service withdrawn
Route 840 (Bristol)
Withdrawn between Cirencester and Tetbury
- 21/6/82 Route 422 (Stroud)
Diversion via Uplands withdrawn along with associated short journeys
Two journeys re-introduced on Saturdays
Route extended from Cirencester Market Place to Chesterton Estate
Route 450 (Siddington via Chesterton)
WITHDRAWN and replaced by 457/8
Route 455 (Down Ampney)
Route reintroduced with two journeys from Siddington and two from Down Ampney
Route 457 (New Mills)
Frequency increased to two-hourly (seven journeys)
Route 458 (Uplands)
Service reintroduced
Two-hourly (six journeys on Mondays to Fridays and four on Saturdays)
Route 460 (Swindon via South Cerney)
WITHDRAWN
Route 477 (Lechlade)
Service via Down Ampney reduced to two trips in each direction
Route 561/2 (Cheltenham to Swindon)
Route 561 reintroduced but Cheltenham to Cirencester section still largely only two-

Hourly

New route 835 (Stroud to Oxford via Cirencester)

One trip each way on Saturdays

New route 845 (Gloucester)

One trip each way on Tuesdays and Thursdays

22/8/82

Route 835 (Stroud to Oxford)

Renumbered X35

Route 845 (Gloucester)

Renumbered X45