

INTRODUCTION

HISTORY, HOW TO USE THE SITE and GENERAL NOTES

Doe's Directory of Bus Timetables was published twice-yearly from 1984 until 1999. It had 32 editions and was sold, with a cover-price reaching £5. The last five editions - from late 1997 - were entitled *Doe's Directory of Bus & Rail Timetables*. References to web sites and enquiry offices were added as the site progressed and, in 2010, the title became *Doe's Directory of Printed Bus & Rail Timetables, Web Sites and Enquiry Offices*, to avoid confusion with timetables and maps shown only on-line. This site now permits users to access the data with the advantage that it is updated every few days and is free of charge, thanks to the sponsors. The date of the last change is shown at the top of each section.

HOW TO USE THE DIRECTORY

The Rail section is self-explanatory and all that follows refers to bus information.

Look up the part of the British Isles in which you are interested. This will appear in one of two sections: 'English Counties' or 'Welsh Counties, Scottish Councils, Northern Ireland, Republic of Ireland, Isle of Man and Channel Islands.'

This web site is produced directly from Word 2007 originals and as the transformation to HTML format tends to result in tabs and some line spacing not being as accurate as in the original, every page (other than the Home page) is now in Acrobat (pdf) format. This allows better formatting and also permits readers to more-readily save and/or print a copy. Email and web hyperlinks still work straight from the pdf files in the usual way.

In England geographical county sub-headings are in alphabetical order, with any unitary councils within them similarly listed - though unitary councils are not relevant for transport purposes in the Metropolitan Counties (PTEs) and Greater London. For further details regarding counties see below.

Each County, Council or PTE is shown with its relevant postal and email address, telephone and fax number and web site details, following which appear details of its enquiry line and the names of the principal bus operators that provide services within it - each of the latter also having its enquiry line quoted. (All dialling codes are those applicable from the UK).

Any enquiry number in black is a full timetable service. **Any number in red** means that the facility is only for fares and general information such as ordering timetables, and for times Traveline (0871 200 2233) must be used (calls from landlines cost 10p per minute). A few Counties, Councils and PTEs in England have no enquiry number shown. In these cases the main telephone number must be used.

The postal and email address, telephone and fax number and web site details for each of the operators is shown in the 'Bus Operators in the British Isles' section. This also lists any fleetnames the operator uses where they differ from the normal company name. For further details regarding company names see below.

Note that all information listed for an authority's or operator's publications refers ONLY to its *printed* material and *not* anything available on its web site. It may well be, for example, that a county shown as having only a few leaflets and no map has full timetables and maps on its web site.

County, Council & PTE timetables are comprehensive unless specified, but some are not updated between publication dates and so may be accompanied by supplements, or, indeed, be out-of-date!

An 'Index' refers to an Index of Places Served, *not* just a list of routes. In many cases operators do not publish a System Map because the relevant county, council or PTE

produces one for which there is no need for duplication. Where the publication is actually joint this is indicated under all respective entries, but otherwise when an operator is shown as not having a map always check the relevant county, council or PTE to see if it publishes its own instead.

No price includes postage unless stated. Do not assume that items marked free are also post-free.

COMPANY and FLEETNAMES

This matter causes a good deal of confusion, particularly to those who, for example, look first at the English Counties section and wonder why, for example, 'Bournemouth Transport' is shown for my home town rather than 'Yellow Buses'.

The Directory's prime function is to allow people to know whom to contact for publicity. To assist the cross-referencing, therefore, the Bus Operator section only contains 'Company Names' (of which more in a moment) with all the local trading options then listed as Fleetnames - and this implies that the County, Council & PTE sections must only show the Company Names, otherwise people would have to do a search in the Bus Operator section to find where the fleetnames appeared, rather than be able to look them up in alphabetical order.

By 'Company Name' I do not mean the legal title. Only the bus enthusiast is interested in the fact that Stagecoach in Devon is still legally Devon General. Ordinary users want to know the normally-used company name - the one under which one would expect to look up an operator in a phone book, for example.

The 2002 FirstGroup changes presented a special problem as they dropped all company names and, indeed, all have a common Fleetname of plain 'First'. Here an 'area descriptor' is shown, such as First in Dorset, and these match the areas shown on the First web site.

COUNTY NAMES

Many misunderstand these. Several users have asked why, for example, I do not show Bournemouth under 'B' and Poole under 'P' rather than show both under Dorset. The reason is simple: both unitary authorities remain in Dorset.

The Local Government Commission advised me that unitary authorities remain in their previous geographical counties. So Dorset includes Bournemouth and Poole with the latter two places merely being towns within Dorset not administered by Dorset County Council. Similarly Berkshire has not disappeared - only its County Council disappeared.

This is not nostalgia and must not be confused with attempts by some people to insist Westmorland still exists or, worse still, Middlesex. Middlesex was truly abolished as a county some 40 years ago and transferred to Surrey, Hertfordshire and Greater London. Similarly Bromley is in Greater London not Kent - and the abolition of the GLC made no difference. Again, forget Royal Mail which couldn't care less what you put on an envelope so long as you use the postcode: Southport is in Merseyside and Bolton is in Greater Manchester even though the Metropolitan County Councils were abolished. Like Berkshire, their administration was broken up but the towns within them were not moved to other counties or left outside of a county altogether - and they were certainly not put back into pre-1974 counties either.

So my geographical listings are not nostalgic but accurate 21st Century listings - and where people would really expect to find those entries. Do holiday-makers really believe they have left Devon when they enter Torbay?

Finally one point further about our structure. The Directory covers the British Isles. This is an archipelago frequently misunderstood. The counties in England and Wales and the Councils in Scotland form Great Britain. Great Britain plus Northern Ireland form the United Kingdom. The Republic of Ireland, the Isle of Man and the Channel Islands are added as they are part of the archipelago even though they are not in Great

Britain or the UK. The Channel Islands may have British postcodes but they are not even full members of the European Union! I hope that explains the logic behind the order in which the entries appear.

PLEASE NOTE:

Whilst this is a private web site and the Operators, Councils and PTEs listed herein have no obligation to keep me informed, nevertheless users will appreciate that the accuracy of the content is wholly dependent on their doing so, and I cannot be held responsible for any information shown which is out-of-date. **Many updates are offered by users and it will be much appreciated if all readers – private, operator, council or PTE - will notify me of any errors.**

Please email me at:
update@barrydoe.co.uk

Barry Doe FCILT, MIMA

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