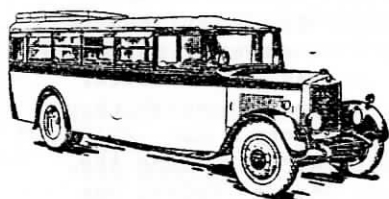
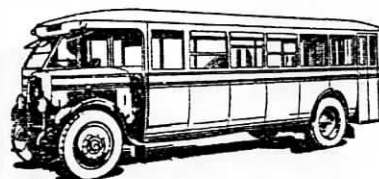


BRENNAND ALFRED E., motor engineer and bus proprietor,
Chipping to Longridge bus service. Tel. 7 ; Brabin's house



WHAT SERVICE!
 THOSE WERE THE DAYS!



ALF BRENNAND'S BUS

Alf Brennand started the first bus service from Chipping to Longridge about 1921. He lived at Brabin's House where his wife Ann ran the Post Office there. It would be about that time that the petrol pumps were placed in front of the building. (These pumps were removed about 1976). Mr Brennand also ran a taxi service.

The bus carried 14 passengers, 7 seats down each side, with the door at the back. It ended its days as a greenhouse at the bungalow at Three Lane Ends. The present Chipping Garage was specially built for the bus, in partnership with the Leagram Estate which provided the land. The Premier Bus Co. took over many small firms, and in its turn was taken over by the Ribble Bus Co., but the garage continued to be the Chipping terminus until the 1940's. The terminus at Longridge was at the Townley Arms next to the railway station.



THE "PREMIER" MOTOR (Brennand, Chipping). DAILY MOTOR OMNIBUS SERVICE *between* CHIPPING & LONGRIDGE.

TIME TABLE, COMMENCING MONDAY, APRIL 3rd, 1922, AND UNTIL FURTHER NOTICE.

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N—Not Saturdays.

S—Saturdays only.

ONE SENIOR CITIZEN REMEMBERS

When I used to be taken, in the late 1920's, on occasional visits to Chipping - a rare treat - the bus was often very full indeed when it left the terminus at the Townley Arms, by Longridge railway station. On one occasion the bus could take no more, and our family walked to the Derby Arms. Presumably the bus made a second journey to collect the stranded passengers.

However, on one return trip from Chipping we had the bus to ourselves. Father, grandfather and an uncle - all fairly weighty characters - took the best seats at the rear, where there was a good view. But before he started up, the driver made a polite request - "Please, chaps, move a bit further forward. If I get too much weight at the back, I can't steer this bus!