

The Company's letter concluded that the Directors believed that they could "give a better service to satisfy the needs of the travelling public day by day than is possible in any form of municipal service of tramways or trolley omnibuses...."

After much discussion it was moved "that the offer of the Eastern Counties Road Car Company, having been carefully considered by the Council, be not entertained." It was passed unanimously. See Appendix IV for full debate.

Early in 1925, the Council held a referendum to see if the ratepayers were in favour of the Corporation Bill or not. The ratepayers voted in favour of trolley buses operating by 3,780 votes to 2,156 votes. As a result the Corporation promoted their Bill and acquired another trolleybus (a Tillings Stevens 30 seat single decker). Trolleybuses superseded the trams completely by July 1926 and continued as the form of public transport in Ipswich until 1950 when six double deck motor buses were acquired. (Ipswich must be the last Corporation to begin motor bus operation in Britain). Thereafter, there was a gradual withdrawal of trolleybuses so that by August 1963, the changeover to motor bus operation was complete.

Between 1928 and 1937, the Corporation continued to exercise their endeavours against extensions in the operations of the Eastern Counties Road Car Company (after 1931 Eastern Counties Omnibus Co) where it appeared that there would be adverse effects to the Corporation's trolleybus services. At the same time, they were active in extending their own services. Since 1937 Eastern Counties have not sought to introduce any new routes in Ipswich and all major development has been met by the provision of services by the Corporation Transport Undertaking.

The current position with regard to Corporation and Eastern Counties operation in the town is this. There is an informal understanding that has been developed between the two undertakings about fares. There is a common fare level within the borough of Ipswich and the Corporation suggest that is very seldom that any conflict arises in connection with various changes in the operation of services which either they or Eastern Counties want to make from time to time. At the present time Eastern Counties operate only two services in the Borough boundary. They are 233, Circular Route via Henley Road, Valley Road, Westerfield Road and Tuddenham Road, which does not operate on Sundays, and 239 Ipswich Circular Service Woodbridge Road - Tuddenham Road which some residents call the "By-pass Service". Both services operate around the By-pass and until recently it was an area on which the Corporation did not operate along in any great length, only crossing it on three occasions. (nb the By-pass is the main A12 road, originally planned to by-pass the town in the 1930s, but now the town has expanded beyond this point). Today however, (1970), the Corporation only works one route along part of the By-pass.

Eastern Counties operate from Ipswich a number of services to various parts of Suffolk, Essex and Norwich. They all start from the Old Cattle Market as they have always done since 1919. Apart from the Stage Carriage services, a number of Express services operate from or via Ipswich. Up until 1968 Eastern Counties operated its own Express Services in competition with George Ewer's 'Grey Green coaches' and also competed for traffic with Eastern National. They operated from Ipswich:

- (1) Service A Felixstowe - Ipswich - Colchester - London
- (2) Service Q Great Yarmouth - Southwold - Ipswich - London

Whilst over the years Summer operation increased the routes and these Service letters may have changed from time to time this was basically the two major routes.

In 1968, Eastern Counties, Eastern National and Grey Green pooled their Express routes in East Anglia and the result was 'East Anglian Express'. Service A became X1 and Service Q became X3, X2 being the Great Yarmouth - Bury St Edmunds - London route. Services X1 and X3 operate mainly from the Grey Green coach station