

## BUS STOP PROPER NAME MODELS AND MODELLING PROCESS

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### Abstract

This paper presents the bus stop proper name modelling process and models in Banská Bystrica city and Banská Bystrica district. The term A1 model refers to models mapping the bus stop proper name content/meaning. The data set consists of 326 bus stop proper names. These were acquired during a research period in the field and online in June and July 2024. Bus transport in Banská Bystrica city is dominated by  $A1 = (U) + BT$  two-component model and  $A1 = (U) + BT + BT$  three-component model (1). In Banská Bystrica district,  $A1 = (U) + BT + BT$  three-component model is most frequent. The BT functional component was dominant in all models. This component underlines the bus stop's relation to a specific place and narrows its location. The numeric value (NV) and characteristic (CH) functional components are rarely used. When used, they include a reference to a number or a certain characteristic in the bus stop proper name.

**Keywords:** onomastics, bus stop proper name, modelling, models

This study focuses on bus stop proper name models and their modelling process in Banská Bystrica city and Banská Bystrica district. Transport in Banská Bystrica city and Banská Bystrica district is provided by SAD Zvolen company.

### 1. Definition of modelling

Bus stop proper names are modelled according to the established methodologies in chrematonym, toponym, and cosmonym modelling (Odaloš, 2015, 2021, 2023, 2024a, 2024b, 2024c; Magda-Czekaj, Odaloš, 2022). The work of Rožai (2024), Gondeková (2024) and other linguists from Banská Bystrica also serve as the modelling process basis.

#### 1.1. Model approach explained

The model approach aims to grasp proper nouns on the basis of agreed-upon symbols as certain elements and certain types within the onomastic system. Blanár (1996: 168) and

Odaloš (2015: 464–472) constructed a model based on anthroponomastic and chrematonomastic signs. Šrámek (1999: 37) works with generic content-semantic categories in the framework of oikonomatics and Pleskalová (1992) uses them in the framework of anoikonomatics. Blanár uses the term “content model”, Šrámek the “relational model” and Odaloš the “A1 model”. Blanár elaborated the model approach in Slovak onomastics using semantic signs to model animate personal nouns. In Czech onomastics, the model approach was elaborated by Šrámek, who modelled oikononyms using content-semantic categories (1972). Pleskalová (1992) applied Šrámek’s models to all Moravian and Czech anoikononyms, which allowed her to record not only the basic models, but also combined models. The model approach in Slovak onomastics was further elaborated by Odaloš, who based it on semantic signs in chrematonyms.

### 1.2. Definition of a “model”

The term A1 model (Odaloš 2015) refers to models mapping the bus stop proper name content/meaning. It can also be considered a conceptual equivalent of Blanár’s content model and Šrámek’s relational model. The A1 model is profiled as a model mapping semantic signs of bus stops, which translate into functional components with onymic value. In the A1 model, the functional components encompass:

- a functional component expressing a semantic sign signalling the type of onymic relation: U – urbanonym (a bus stop is a type of urbanonym),
- a functional component expressing other semantic signs: BT – belonging to a territory, NV – numeric value, CH – characteristic.

### 1.3. Related terminology

The onymic model in proper names is a true onymic structure containing specific onymic signs recorded in the model’s functional components. For example, in the *Banská Bystrica-Štefánikovo nábrežie* bus stop name the model has the form  $A1 = (U) + BT + BT$ .

A proper name’s semantic field is a combination of semantic signs in the proper name. It is expressed through the model’s functional components. For example, in the *Banská Bystrica-Štefánikovo nábrežie* bus stop name there is a semantic field  $(U) + BT + BT$ . A proper name’s semantic field has a structuralist summative character. It is a base concept with its variations used for generalization.

An onymic model type is determined by the semantic field of signs’ usage in multiple models. An onymic model type contains a semantic field created by different combinations of semantic signs. The onymic model type is represented by the most frequent onymic model’s form with the semantic field used.

### 1.4. The modelling technique

Proper names are categorised based on the number of functional components in a model, not the number of words present, because a functional component need not be expressed

by a word. Bus stop models are classified into two-component, three-component, four-component, and five-component models based on the number of functional components. The U functional component in a bus stop model denotes a proper name of an urban object, specifically the bus stop proper name. It is either expressed or unexpressed. If the U functional component is not explicitly expressed in the model, it is added in round brackets at the front of the model. Thus, it is clear it is an urbanonym.

## 2. Bus stop proper names

### 2.1. Bus stops names and their place in the onymic system

A bus is a large motor vehicle for mass transportation (Short Dictionary of Slovak Language, later abbreviated as KSSJ, 2003: 54). A bus stop is a place where public transport vehicles stop regularly (KSSJ 2003: 925).

A bus stop is a place where a public transport bus within Banská Bystrica city or Banská Bystrica district regularly stops. From the onymic point of view, bus stop proper names belong to urbanonyms, because the bus stop's location falls within the urbanized area's cadastral territory (city or municipality).

After specifying and subsequently analysing a new onymic term, a bus stop name can take its place among other types of toponyms present in the *Basic system and terminology of the Slavonic Onomastics* (Svoboda et al. 1973): choronyms (proper names of larger uninhabited and inhabited units), anoikonoms (proper names of inanimate natural objects such as hydronyms, oronyms, speleonyms), oikonoms (proper names of man-made objects, unmovable and intended for habitation, including the names of buildings in these units), and urbanonyms (proper names of man-made, unmovable objects not intended for habitation within the city, where the author includes the bus stop names, as well as railway station and stop names) (see also Odaloš 2024).

### 2.2. Bus stop proper name spelling

Bus stop proper names have not yet been analysed in Slavic linguistics, nor have they been mentioned in onomastics as a separate kind of proper names. Railway station proper names have been analysed (Mitter 2015).

In African onomastics, Puleng Makholu Letsoelu (2015) analysed the background of bus stop names in Basotho communities. In Asian linguistics, Shaun Tyan Gin Lim and Francesca Perono Cacciafoco (2020) published a paper on the names of Singapore MRT lines. The authors looked at the naming strategy, motivation, and languages used for MRT lines station names. Both non-European contributions focused factors influencing the chosen names and did not address the modelling process.

Bus stop proper name spelling of is not even recorded in the Slovak Spelling Rules (later abbreviated as PSP, 2000). Bus stop names within Banská Bystrica city are constructed in the form *Partizánska cesta* or *Námestie Eudovíta Štúra, Kaufland*. Longer names and other names with this pattern, e.g., *Zvolenská cesta, juh*, connect two parts of the bus stop name with a punctuation mark – a comma. The problem is that the Slovak language does not accept

commas as merging tools, therefore they cannot connect parts of compound proper names. Consequently, a comma is replaced with a hyphen, which in Slovak may work as merging tool (PSP, 2000: 111). A similar case appears in railway station proper name spelling, e.g., *Poprad-Tatry* (PSP 2000: 112). Compound bus stop proper names mentioned in this paragraph then have the correct spelling in the form *Námestie Eudovíta Štúra-Kaufland* and *Zvolenská cesta-juh*.

As there are no recorded bus stop names in PSP (2000), there is no pattern for how a bus stop name should be created and what components should it contain. Bus stop names within Banská Bystrica city do not contain the name of the city where they are located. Components of bus stop names present are street names, names of city parts (formerly mostly separate municipalities) or street names highlighting a specific part of the given street. This specification is based on a certain sign, such as *Námestie S. H. Vajanského*, *Okružná*, *Mičinská-Kazačok*, *Kollárova-rázcestie*, *Jakub-ibrisko*, *Uľanka-otočka*. Bus stop names within Banská Bystrica district always indicate the town or municipality with the bus stop location, e.g., *Banská Bystrica-okresný úrad*, *Kynceľová-Múzeum máp*, *Tajov-č.d. 155*, *Banská Bystrica-Poľná-rázcestie*, *Poniky-Ponická Huta-pri moste*, *Môlča-Dolná Môlča I*.

Bus stop names reflect two approaches used in the naming system, as shown above.

1. Bus stop names within Banská Bystrica city do not contain the name of the city. The name is based on a street name or a city part, which, if specified, uses the street part or the city part as a point of reference.
2. Bus stop names within Banská Bystrica district contain the name of the city or a separate municipality, which specify the bus stop name. Any further specification, if present, immediately follows the city or the municipality name.

### 2.3. Bus stop proper name profiling system

The word “stop” does not appear systematically in bus stop names, except in the bus stop *Podkonice-dolná zastávka*, or names with ellipses such as *Turecká-dolná* and *Turecká-horná*. These probably omit the word stop. Similarly, *Rudohorská-horná* and *Rudohorská-dolná* also do not include the common noun denoting a stop.

A bus stop name has identifying and differentiating functions. Since there are several bus stops within a city or a separate municipality, or even several bus stops on one long street, a bus stop name includes one or more differentiating adjectives. Clarification is unnecessary in bus stop names such as *Tatranská*, *Cementárska cesta*, *Kyjevske námestie* or such as *Povrazník*, *Poniky*, *Oravce*, because these are based on a street name or a city name. Clarification by means of a differentiating attribute is necessary in names such as *Zvolenská cesta-sever*, *Zvolenská cesta-stred*, *Zvolenská cesta-juh*, because there are several stops on one street. A similar case appears when observing several stops in a separate municipality: *Badín-základná škola*, *Badín-Dorotovič*, *Badín-Danko*, *Badín-Hliny*, *Badín-Vršok*, *Badín-rázcestie*, or when observing names such as *Horná-Prior* or *Riečka-Nevolné* with only one stop on a street within the city or a separate municipality. Here it is necessary to specify the location for orientation purposes, so that residents/visitors can find the bus stop.

### 3. Bus stop proper name modelling and models

#### 3.1. Banská Bystrica city bus stop models

Banská Bystrica city bus stop models (148 models) contain an unexpressed or expressed generic name and an expressed semantic attribute relating to a territory, a numeral, or a certain characteristic.

##### 3.1.1. Two-component models

Two-component models (72 models) contain an unexpressed generic name and an expressed semantic attribute relating to a territory.

A1 model = (U) + BT (72), e.g., *29. augusta, Partizánska cesta, Námestie slobody, Štefánikovo nábrežie, Úsvit, Wolkerova, Úrad PV SR* (Úrad Priemyselného vlastníctva Slovenskej republiky), *Plážové kúpalisko, Rooseveltova nemocnica; Vozovňa, ZVT* (Závody výpočtovej techniky), *Sládkovičova, Poľná, Tulská, Nad Tulskou, Nad Moskovskou, Kyjevské námestie, Nové Kalište; Okresný úrad, Námestie Ludovíta Štúra, Pivovar; Internátna; Karpatská, Tatranská, Ďumbierska, Rudlovska cesta, Námestie slobody, Železničná stanica, Autobusová stanica. Pieninská, Magurská, Cesta k nemocnici, Kremnička, Krematórium, Rakytovce; Cesta k Smrečine, RSC* (Regionálna správa ciest), *Majerská cesta, STK* (Stanica technickej kontroly); *Na Karlove, Komenského, Severná, Lazovná, Strieborné námestie, Úsvit, Mládežnícka; Sásovská cesta, Podlavická cesta; Garbanka, Hlboká; SAD* (Slovenská autobusová doprava), *Partizánska cesta, Okružná, Zelená, Na Stráni, Povstalecká cesta, Buková; THK* (Trieda Hradca Králové), *Námestie Svetozára Hurbana Vajanského, Jesenský vršok, Burgmaier, MED-ART, Cementárenská cesta; Majer; Srnková, Pod Rybou, Skuteckého, Uľanská cesta; Bellušova, Hviezdoslavova, Viestova; Pod Hôrkou.*

##### 3.1.2. Three-component models

Three-component models (75 models) contain an unexpressed or expressed generic name, two expressed semantic attributes relating to a territory, a semantic attribute relating to a numeral or to a certain characteristic.

The bus station and bus stop model type A1 = (U) + BT + BT represents the most frequent model, which is a combination of the semantic field (U) + BT + BT in models A1 = (U) + BT + BT and A1 = BT + BT + U.

A1 model = (U) + BT + BT (69 models), e.g., *Švermova-ESC* (Europa Shopping Center), *Tajovského-školy, Podháj-SZU* (Slovenská zdravotnícka univerzita), *Moskovská-rázcestie, Tulská-stred, Tulská-záhradky, Tulská-školy, Internátna-Astra, Starohorská-rázcestie, Sásová-ihriško, Námestie Ludovíta Štúra-Kaufland, Zvolenská cesta-TESCO, Zvolenská cesta-sever, Zvolenská cesta-stred, Iliáš-pri moste, Zvolenská cesta-juh, Pršianska terasa-Medená, Pršianska terasa-Mosadzna, Hviezdoslavova-Alpinka, Mičinská-Kazačok, Horná-Prior, Ďumbierska-ZŠ* (základná škola), *Rudlovska cesta-kpt. Nálepku, Rudlovska-rázcestie, Rudlovska cesta-podjazd, Dolný Harmanec-jaskyňa, Kráľova studňa-hotel, Rudohorská-stred, Ďumbierska-ŠZŠ* (špeciálna základná škola), *Mičinská-parkovisko, Rakytovce-PD* (poľnohospodárske družstvo), *Rakytovce-ihriško, Starohorská-otočka, Mládežnícka-otočka, Tajovského-UMB* (Univerzita Mateja Bela),

*Tajovského-pod nemocnicou, Podlavice-Gaštanová, Kynceľová-rázcestie, Partizánska cesta-čerpacia stanica, Partizánska cesta-tlačiareň, Partizánska cesta-Mýto, Starohorská-Pod Bánošom, Skubín-otočka, Skubín-Jednota, Poľná-rázcestie, THK (Trieda Hradca Králové)-otočka, THK (Trieda Hradca Králové)-rázcestie, Komenského-PF UMB (Právnická fakulta Univerzity Mateja Bela), Kollárova-rázcestie, Partizánska cesta-SVP, Šalková-rázcestie, Šalková-centrum, Šalková-Hronská, Šalková-otočka, Priemyselný park-most, Cementárska cesta-rázcestie, Senica-Jednota, Senica-otočka, Kostiviarska-železničná stanica, Kostiviarska-Jeľšová, Kostiviarska-rázcestie, Jakub-ibrisko, Jakub-kostol, Jakub-rázcestie, Jakub-Nový Svet, Špania Dolina-rázcestie, Uľanka-otočka, TESCO-hypermarket, Radvaň-Park, EURÓPA-SC (Shopping Center).*

A1 model = BT + BT + U (2), e.g., *Rudohorská-horná, Rudohorská-dolná*. This is a model with the generic name in ellipsis.

A1 model = (U) + BT + NV (3), e.g., *Iliaš I., Iliaš II., Pršianska terasa I.*

A1 model = (U) + CH + BT (1), e.g., *Stará Sásová*.

### 3.1.3. Four-component models

The four-component model (1 model) contains an unexpressed generic name and two expressed semantic attributes relating to a territory and one expressed semantic attribute relating to a numeral.

A1 model = (U) + BT + BT + NV (1), e.g., *Jakub-Nový Svet I.*

## 3.2. Banská Bystrica district bus stop models

Banská Bystrica district bus stop models (176 models) contain an unexpressed or expressed generic name and an expressed semantic attribute relating to a territory and an expressed semantic attribute relating to a numeral.

### 3.2.1. Two-component models

Two-component models (10 models) contain an unexpressed generic name and an expressed semantic attribute relating to a territory.

A1 model = (U) + BT (10), e.g., *Povrazník, Oravce, Dolná Mičiná, Horná Mičiná, Horné Pršany, Baláže, Podkonice, Moštenica, Brusno, Slovenská Ľupča*.

### 3.2.2. Three-component models

Three-component models (137 models) contain an unexpressed or expressed generic name, two expressed semantic attributes relating to a territory, and one semantic attribute relating to a numeral.

The bus station and bus stop model type A1 = (U) + BT + BT represents the most frequent model presented as (U) + BT + BT semantic field combination in A1 models = (U) + BT + BT and A1 = BT + BT + U.

A1 model = (U) + BT + BT (130), e.g., *Malachov-kopanice, Malachov-Mazúch, Malachov-Strelec, Malachov-Jednota, Malachov-hostinec, Malachov-pred Určinou, Banská Bystrica-Poľná, Banská Bystrica-obecný úrad, Banská Bystrica-Štadlerovo nábrežie, Banská*

*Bystrica-Národná, Banská Bystrica-Štefánikovo nábrežie, Banská Bystrica-Námestie slobody, Banská Bystrica-SAD (Slovenská autobusová doprava), Kynceľová-OcÚ (obecný úrad), Kynceľová-Múzeum máp, Nemce-bytovky, Nemce-Nemčianska cesta, Nemce-OcÚ (obecný úrad), Nemce-otočka, Badín-základná škola, Badín-Dorotovič, Badín-Danko, Badín-Hliny, Badín-Vršok, Badín-rázcestie, Vlkanová-pri ceste, Vlkanová-železničná stanica, Vlkanová-otočka, Vlkanová-priemyselný park, Hronsek-pohostinstvo, Hronsek-bytovky, Hronsek-železničná stanica, Hronsek-hotel GALA, Môlča-bytovky, Môlča-OcÚ (obecný úrad), Špania Dolina-Rudné bane, Špania Dolina-námestie, Banská Bystrica-Uľanská cesta, Harmanec-papiereň, Harmanec-OcÚ (obecný úrad), Harmanec-ubytovňa, Harmanec-Strelnica, Dolný Harmanec-pamätník, Dolný Harmanec-kostol, Dolný Harmanec-ibrisko, Dolný Harmanec-jaskyňa, Dolný Harmanec-Horný Harmanec, Staré Hory-Polkanová, Staré Hory-OcÚ (obecný úrad), Staré Hory-kaplnka, Stará Hory-Turečianska, Turecká-OcÚ (obecný úrad), Lučatín-RSC (Regionálna správa ciest), Ľubietová-Huta, Ľubietová-dolný koniec, Ľubietová-námestie, Ľubietová-Zábava, Strelníky-Fibek, Strelníky-OcÚ (obecný úrad), Strelníky-otočka, Poniky-RD (roľnícke družstvo), Poniky-škola, Poniky-Jednota, Poniky-Pelc, Poniky-Hlinka, Poniky-Ponická Lehôtká, Poniky-pri moste, Poniky-Ponická Huta, Dúbravica-basičská zbrojnica, Dúbravica-Kmeť, Čerín-OcÚ (obecný úrad), Čerín-rázcestie, Horná Mičiná-bytovky, Horná Mičiná-Strelnica, Banská Bystrica-Mičinská cesta, Selce-ZŠ, Selce-Jednota, Selce-štadión, Priechod-farma, Priechod-rázcestie, Priechod-Pod Novou ulicou, Priechod-OcÚ (obecný úrad), Priechod-hájenka, Hrochoť-Obnova, Hrochoť-Súdenica, Hrochoť-U Zátrocha, Hrochoť-Jednota, Hrochoť-močiare, Slovenská Eupča-Príboj, Slovenská Eupča-priemyselný park, Slovenská Eupča-Pod Skalou, Podkonice-kaplnka, Lučatín-mlynček, Moštenica-rázcestie, Moštenica-vápenka, Lučatín-železničná stanica, Lučatín-OcÚ (obecný úrad), Lučatín-horný koniec, Hiadeľ-dolný koniec, Hiadeľ-Pod závozom, Hiadeľ-OcÚ (obecný úrad), Hiadeľ-škola, Medzibrod-OcÚ (obecný úrad), Brusno-Kováč, Brusno-Oremlaz, Pohronský Bukovec-horáreň, Pohronský Bukovec-dolný koniec, Pohronský Bukovec-dolný koniec, Pohronský Bukovec-OcÚ (obecný úrad), Riečka-rázcestie, Riečka-mlyn, Riečka-garáž, Riečka-Jednota, Banská Bystrica-Skubín, Tajov-mlyn, Tajov-OcÚ (obecný úrad), Tajov-osada, Tajov-ibrisko, Riečka-Nevofné, Kordíky-vápenica, Kordíky-Pod dedinou, Kordíky-stred, Kordíky-OcÚ (obecný úrad), Tajov-Biela Hlina, Tajov-Rôtovo, Králiky-garáž, Králiky-Pažiť, Králiky-OcÚ (obecný úrad), Králiky-Rovne, Králiky-Rusko.*

A1 model = BT + BT + U (3), e.g., *Podkonice-dolná zastávka, Turecká-dolná, Turecká-horná*. The model contains an expressed generic name or an ellipsis of a generic name.

A1 model = (U) + BT + NV (4), e.g., *Badín-Kukučka č.d. 365, Staré Hory-č.d. 21, Dolná Mičiná-č.d. 77, Tajov-č.d. 155*.

### 3.2.3. Four-component models

Four-component models (28 models) contain an unexpressed generic name and three expressed semantic attributes relating to a territory, or two expressed semantic attributes relating to a territory and one expressed semantic attribute relating to a numeral.

A1 model = (U) + BT + BT + BT (26), e.g., *Banská Bystrica-Stupy-otočka, Banská Bystrica-Stupy-Jednota, Banská Bystrica-Stupy-rázcestie, Banská Bystrica-Námestie Ľudovíta*

*Štúra-Kaufland, Banská Bystrica-Partizánska cesta-Mýto, Banská Bystrica-Partizánska cesta-tlačiareň, Banská Bystrica-Partizánska cesta-čerpacia stanica, Banská Bystrica-Kynceľová-rázcestie, Banská Bystrica-Majer-otočka, Banská Bystrica-Šalková-Hronská, Banská Bystrica-Šalková-otočka, Banská Bystrica-Šalková-mlyn, Banská Bystrica-Uľanka-otočka, Banská Bystrica-Uľanka-hlavná cesta, Banská Bystrica-Uľanka-križovatka, Staré Hory-Uľanka-železničná stanica, Eubietová-Podlipa-rázcestie, Banská Bystrica-Šalková-farma, Poniky-Ponická Huta-pri moste, Poniky-Ponická Huta-rázcestie, Čerín-rázcestie-MŠ, Čerín-Čačín-sklady, Sebedín-Bečov-Bečov, Sebedín-Bečov-OcÚ, Sebedín-Bečov-Ostrolucký, Slovenská Lupča-rázcestie k železničnej stanici.*

A1 model = (U) + BT + BT + NV (2), e.g., *Môlča-Dolná Môlča I., Môlča-Dolná Môlča II.*

### 3.2.4. Five-component models

Five-component models (3 models) contain an unexpressed generic name and four expressed semantic attributes relating to a territory, or three expressed semantic attributes relating to a territory and one expressed semantic attribute relating to a numeral.

A1 model = (U) + BT + BT + BT + BT (2), e.g., *Banská Bystrica-Uľanka-Špania Dolina-rázcestie, Čerín-Čačín-Hrochoť-rázcestie.*

A1 model = (U) + BT + BT + BT + NV (1), e.g., *Čerín-Čačín-rázcestie-č.d. 31.*

## 4. Bus stop type and model analysis

### 4.1. Model formalisation

Bus stops names are not formalized because out of 326 models, only 1 model (0.31%) has a formalized form, 5 models (1.54%) have an assumed formalized form with the generic name in ellipsis, and 320 models (98.15%) do not have a formalized form. Formalization and assumed formalization took place in the A1 model = BT + BT + U (5), e.g., *Podkonice-dolná zastávka a Rudohorská-horná.*

### 4.2. Functional component frequency

In the 326 models, there are 600 functional components with semantic value.

The most frequent functional component used 589 times is BT. The BT functional component's semantic spectrum is formed by:

1. A semantic attribute relating to a street (or a place above that street), a square and a road, where the stop is located. Street names are abbreviated without expressing the generic appellative "street"; e.g., *Sládkovičova, Nad Tulskou, Nad Moskovskou, 29. augusta, Partizánska cesta, Námestie slobody, Štefánikovo nábrežie.*
2. A semantic attribute relating to a contemporary or a historical institution, place of business, or a facility marked by a common noun, e.g., *Vozovňa, Okresný úrad, Pivovar,* or by a proper noun, e.g., *Úrad PV SR (Úrad priemyselného vlastníctva Slovenskej republiky), Rooseveltova nemocnica, ZVT (záводы výpočtovej techniky).*

3. A semantic attribute relating to a municipality where the bus stop is located (the municipality is part of the town or separate from it), e.g., *Kremnička, Majer, Povrazník, Oravce, Dolná Mičiná*.
4. A semantic attribute that specifies the basic semantic attribute:
  - (a) If the basic semantic attribute is a street, then it is specified by a common noun or a proper noun attribute, e.g., *Starohorská-rázcestie, Tajovského-školy, Mládežnícka-otočka, Internátna-Astra, Hviezdoslavova-Alpinka, Mičinská-Kazačok*.
  - (b) If the basic semantic attribute is a part of town having previously been a separate municipality, then it is specified by a common noun or a proper noun attribute, e.g., *Skubín-otočka, Sásová-íhrisko, Jakub-kostol, Skubín-Jednota, Šalková-Hronská, Jakub-Nový Svet*.
  - (c) If the basic semantic attribute is a separate municipality, then it is specified by an appellative, e.g., *Nemce-bytovky, Turecká-OcÚ (obecný úrad), Kordíky-garáž*. It may be specified by a proprial anthroponymic attribute, such as *Brusno-Kováč, Badín-Dorotovič* (named after a citizen, by whose house the bus stop stands), a toponymic attribute, such as *Badín-Hliny, Poniky-Ponická Lehôtka* (named after location within a town/municipality), or a chrematonymic attribute, such as *Malachov-Jednota, Špania Dolina-Rudné bane* (named after a shop, or a place of business).

The NV functional component was used 10 times. The numeric attribute either expresses the order of the stop, e.g., *Iliaš I, Iliaš II*, or numerically identifies a particular house, e.g., *Staré Hory-č.d. 21*, or a specific owner's home, e.g., *Badín-Kukučka č.d. 365*. The CH functional component was used once in the bus stop name *Stará Sásová*.

### 4.3. Bus stop model frequency

Bus transport in Banská Bystrica city (148 models) is dominated by three-component models (75 models). The most frequent model type is  $A1 = (U) + BT + BT$ , the  $A1 = (U) + BT + BT$  (69) model being quite frequent, and the  $A1 = BT + BT + U$  (2) model being not frequent. Other three-component models are less common. These are the  $A1 = (U) + BT + NV$  (3) model and  $A1 = (U) + CH + BT$  (1) model. The two-component  $A1 = (U) + BT$  (72) model is frequent and the four-component  $A1 = (U) + BT + BT + NV$  (1) model is rare.

Transport within Banská Bystrica district (178 models) uses mostly three-component models (137 models). The  $A1 = (U) + BT + BT$  model type is most frequent, along with the quite frequent  $A1 = (U) + BT + BT$  (130) model. The  $A1 = BT + BT + U$  (3) model is not frequent. Another three-component  $A1 = (U) + BT + NV$  (4) model is not frequent. Four-component models  $A1 = (U) + BT + BT + BT$  (26),  $A1 = (U) + BT + BT + NV$  (2), as well as two-component models  $A1 = (U) + BT$  (10) are also used. Five-component models  $A1 = (U) + BT + BT + BT + BT$  (2) and  $A1 = (U) + BT + BT + BT + NV$  (1) are rarely used.

The total number of recorded models is 326 models. Three-component models dominate (212), while two-component, four-component, and five-component models

(114) are less frequent. The higher occurrence of three-component models within Banská Bystrica district (137 models) compared to Banská Bystrica city (75) is related to the systemic recording of the city and the municipality name into the bus stop name within Banská Bystrica district.

## Conclusion

There is a tendency towards localisation and a tendency towards quantification in the creation of bus stop proper names. The tendency towards localisation was manifested by including a reference to a place in a bus stop name. The dominance of this tendency was based on one or more semantic attributes marking a territory. One semantic attribute marked a street, square, road, business, or an institution. More semantic attributes marked a street, city part, a former municipality, or a point, which specifies a certain location. The tendency towards quantification was manifested by numerically identifying the bus stop and a house as part of the bus stop name. The subdominant tendency towards quantification was related only to the bus stop order and house number.

Based on the formation of bus stop names determined by selected criteria, three-component models with the BT functional component were dominant. The NV functional component is rarely used and the CH functional component is rare. The most frequent model is  $A1 = (U) + BT + BT$ , while  $A1 = (U) + BT$  and  $A1 = (U) + BT + BT + BT$  are also frequent. Other models are rare. By referencing a location, the communicative function of bus stop proper names is strengthened, because the passenger can identify it according to the landmark in the name when getting on and off the bus.

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## Notes

- (1) Abbreviations: BT – belonging to territory; U – urbanonym; NV – numeric value; CH – characteristic.

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### **Accessible summary**

The paper focuses on bus stop proper names models in Banská Bystrica city and Banská Bystrica district. The models record the semantic characteristics of bus stop names. The models contain characteristics related to the location, a numeral, and to the other properties of bus stops. The models represent a contemporary view of bus stop naming system and reflect the communicative and cultural preferences of the creators of bus stop names.