



News

No. 1 - JUNE 2018

(b) Yelloway Motor Services Ltd
 The recommendation of the Board of NBC Federation Ltd that the question of the purchase of the issued share capital of Yelloway Motor Services Ltd for approximately £750,000 be left to the Chairman and Chief Executive, subject to the consent of the Department of the Environment, was confirmed.

And Here We Are!

Welcome to The Bus Archive News, the first quarterly newsletter from the newly-created educational charity.

The Bus Archive came into being on 1st April – the culmination of two years’ detailed discussions between The Kithead Trust and the Omnibus Society to combine their collections. We have one of the largest and widest collections of material about the bus industry in the UK.

Our mission statement is:

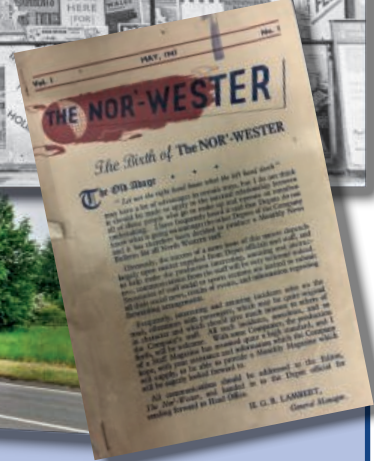
to collect and preserve original records, photographs, publications and publicity for the road passenger transport industries – bus, coach, trolleybus and tram – and make these freely available to the public for research and education.

Visitors can access our collections at three Research Centres – at Droitwich, Walsall and Acton – each of which has a unique range of material. So, whether it is company board minutes, Notices & Proceedings, or timetables you need to consult, The Bus Archive is a treasure trove of original information.

This first edition of Bus Archive News gives an overview of our activities and how the archive operates, along with a quick look in more depth at a few items.



Registration Number	Plant	Make	Model	Year	Chassis	Body	Notes
880 131	21-12-50	Sup	Arno	1951	1014	Brush	55 L
880 131	5-28-50	Sup	Arno	1950	1014	Brush	55 L
880 130	9-23-50	Bedford	060	1950	1014	Deputy/Triller	28u
880 133	13-1-51	Bedford	068	1951	1014	Deputy/Triller	28u
802 264	7- 5-57	Bedford	88	1956	1014	Duple	28u
802 215	28- 9-57	Bedford	88	1957	1014	Duple	28u
708 227	1- 6-58	Leyland	1079	1958	1014	Leyland	35
708 279	4- 2-57	Leyland	1079	1957	1014	Leyland	53 L
708 224	31- 3-57	Leyland	1079	1957	1014	Leyland	53 L
828 381	1- 8-50	Leyland	1079/12	1950	1014	Leyland	53 L
828 380	10- 9-50	Leyland	1079/12	1950	1014	Leyland	53 L
828 481	10- 1-50	Atkins	1079	1950	1014	Deputy	34
828 500	1- 8-50	Atkins	1079	1950	1014	Deputy	34



In this issue:

- East Kent Skyways
- Associated Coachbuilders
- VIP corner
- Geoff Lumb collection
- Kithead Transport Archive
- Final Word

Incorporating **THE KITHEAD** TRANSPORT ARCHIVE

How We Work

Governance

The Bus Archive is governed by seven trustees: Brian King (chairman), David Beaman, Leon Daniels, Tony Francis, Philip Kirk, Julian Peddle and Pat Russell. Day-to-day operations are in the hands of Philip Kirk (as Director & Archivist), Pat Russell (Treasurer) and Tony Francis (Secretary).

I. Walsall (The Alan Mills Library):

This Centre holds timetables and publications, Notices & Proceedings, and a library of more than 8,000 bus-related titles.

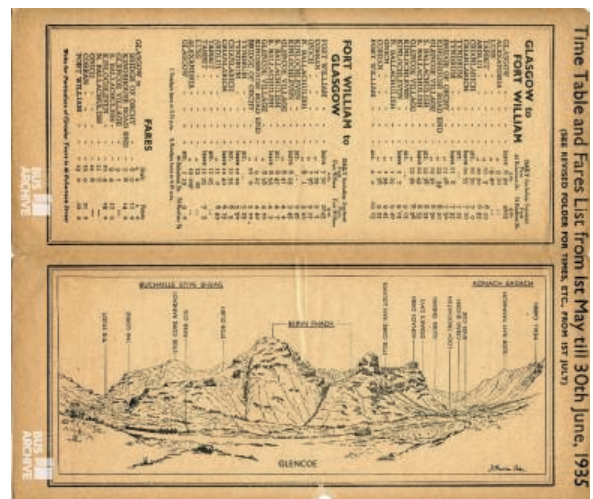
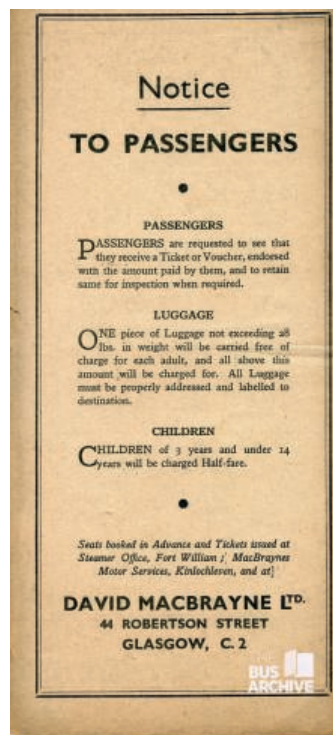
It is named for Alan Mills, who was Librarian to the Omnibus Society for 25 years until his passing in 2017, and who did so much to create the collections now housed at Walsall.

There are countless timetables and publicity items at our Walsall centre – from the very start of the industry right up to date.

The Collections

We collect archive and library material and once these are accessioned and catalogued they are conserved and kept under professional conditions – in temperature-controlled storage rooms, using low-acid or acid-free folders and boxes. Like all archives, it takes a little time after receipt of an item or collection for these to appear on the catalogue.

Our collections are kept at three Research Centres:



Here is a nice example from Macbraynes: a brochure (or is it a timetable?) for the Glasgow to Fort William via Crianlarich service. For a two-month period in 1935. In addition to the timings of two daily return journeys and details of the fares (22/- return), there is a lovely diagram of Glencoe, indicating the main features which could be seen from the coach. However, make sure you have properly labelled and secured your luggage!

2. Droitwich

Here we have most of our industry original papers, for operators, manufacturers and local authorities, as well as a further complete set of Notices & Proceedings.

We have many ledgers for lots of companies, and this is an extract from just one: Gosport & Fareham (which traded as Provincial) was primarily a tramway operator in 1923 and this ledger is for enquiries to its 'Motor Vehicle Department' for the private hire of vehicles. A 32-seater to Windsor would cost £13/10/- whilst Eastbourne would be £15. It looks like there was a high success rate of enquiries.

Gosport & Fareham Tramways. MOTOR VEHICLE DEPARTMENT.										
Date Booked	Veh. No.	Where and Address	Destination and Hours	Days		Rate Quoted		Cost Booked		Trip
				Day	Week	£	s.	Date	Price	
4/6/23	118	Mr Little, "Preston Arms", Sible Road, Gosport.	Gosport to Winton	1	13	10	-	19/6/23	1	13/6
"	119	Miss Gumble, 7, Clarence Square, Gosport.	Gosport to Bournemouth.	1	3	-	-	13/6/23	1	3/2
5/6/23	120	Miss Holmes, Elm Road, Bournemouth.	Gosport to Bournemouth.	2	15	-	-	17/6/23	2	3/6
7/6/23	124	Miss Johns, 52, Portland Road, Gosport.	Gosport to Eastbourne.	1	15	-	-	24/6/23	1	15/4
8/6/23	122	Capt. Baker, Portsmouth.	Portsmouth to	1	8	10	-	5/7/23	1	9/6

3. Acton

We keep material here for London Transport, its successor organisations and its main predecessor, London General. We are accommodated in the London Transport Museum premises opposite Acton Town tube station. So if you need to see timetables for Edgware or Golders Green in 1903, or to find out what vehicle types were running on a particular service then we have the answer.

We also have less usual records. For a public transport operator, London Transport certainly had quite a quantity of private vehicles for its managers and directors, some of which shared registration series with buses. Here is just a single page from 1960, with a range from the Austin Princess 'pool car' at 55 Broadway, through Daimler Conquests and Rover 90s to perhaps more mundane Fords – Anglia, Consul and Prefect.

From ACCOUNTANT OFFICER, Mr. [Name] to Mr. [Name] ACCOUNTANT
 LONDON TRANSPORT EXECUTIVE
 OFFICE OF THE HOLDING STOCK ENGINEER (ROAD SERVICES)
 27 SEP 1960
 PRIVATE CAR REGISTER
 26 SEP 1960

REG. NO.	MAKE	TYPE	YEAR	SERVICED BY	ALLOCATION
TKN 475	Austin	Princess	1954	Dagenham Motors	55, Broadway Pool
NLP 612	Daimler	Conquest	1955	Daimler Motor Co.	Mr. Harbour
NLP 613	"	"	"	"	Mr. Grainger
NLP 614	"	"	"	"	Mr. Hawkins
NXP 963	Rover	190	"	Rover Co. Ltd.	Mr. Hester
NXP 964	"	"	"	"	Mr. Maxwell
NXP 965	"	"	"	"	Mr. Sarnell
NXP 966	"	"	"	"	Mr. Ottaway
NXP 967	"	"	"	"	Mr. Durrant
NXP 968	"	"	"	"	Mr. Dunton
NXP 969	"	"	"	"	Mr. Ferryhough
SLT 21	"	"	"	"	Mr. Bull
TXV 871	Ford	Estate	1957	Dagenham Motors	Treasurer
TAV 572	"	"	"	"	"
XXV 146	"	"	"	"	"
XXV 147	"	Anglia	1959	"	Asst. Div. Engineer (B. Div)
401 ALH	"	Consul	1960	"	Works & Bldg. Engineer (A. Div)
402 ALH	"	"	"	"	Permanent Way Engineer
403 ALH	"	"	"	"	Broadway Pool
404 ALH	"	"	"	"	Chiswick & Acton Pool
405 ALH	"	"	"	"	Works & Bldg. Engineer
406 ALH	"	"	"	"	"
407 ALH	"	"	"	"	Chiswick & Acton Pool

The new website is now live at:
www.busarchive.org.uk

Here there are details of what we do and how we do it, plus helpful guides to using our Research Centres. You can also use the search facility to see what exactly we hold in our collections.



We are also on Facebook (@thebusarchive) where we regularly post new additions and highlights of the collections, as well as posing the occasional puzzle. Remember to 'like' us!

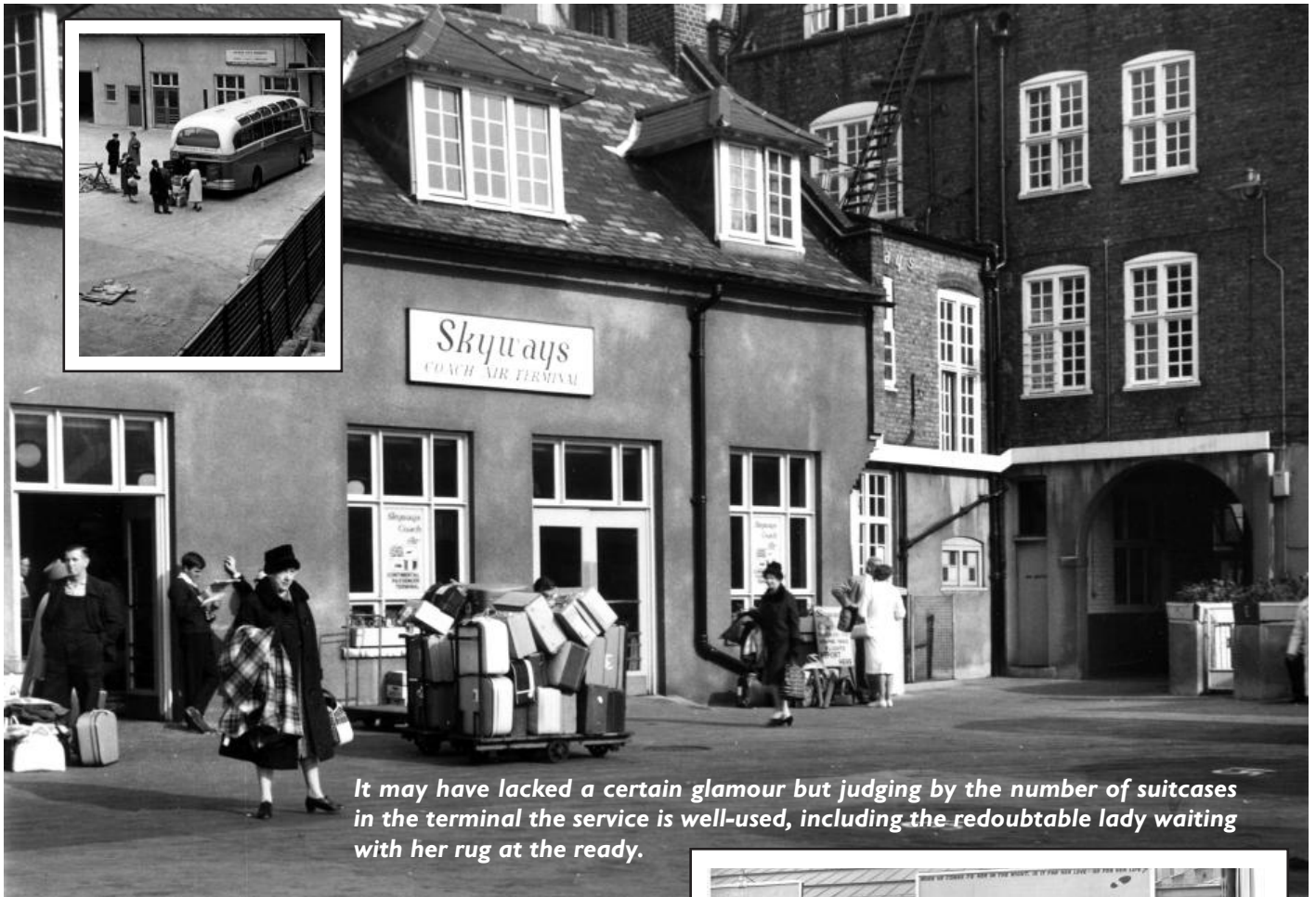


THE KITHEAD TRANSPORT ARCHIVE

Droitwich is also the home of the non-road passenger collections, which are retained under the 'Kithead Transport Archive' banner – see pages 10 and 11.



To give you the best experience, we need to prepare for your visit and places at all our centres are limited so please remember to book ahead at hello@busarchive.org.uk or by phone 01922 629358. Fuller details of all our Centres are on our website, or obtainable by ringing the usual number.



It may have lacked a certain glamour but judging by the number of suitcases in the terminal the service is well-used, including the redoubtable lady waiting with her rug at the ready.

East Kent and Skyways Coach-Air

These photographs are part of the photo archive of London Coastal Coaches, the company which originally ran Victoria Coach Station. There is a complete album of photographs of the Skyways operation, which offered a coach-air-coach service between London and Paris.

Launched in September 1955, the service started at Victoria Coach Station which had a dedicated 'Coach Air Terminal' where passengers were booked in. From there, they were taken by specially branded East Kent coach to Lympe Airport (later Ashford Airport) in Kent where they would transfer to a Skyways aircraft. The flight was a short-hop to Beauvais, and then a further coach link to Paris.

It all sounds rather complex today, but by reducing the expensive air component of the journey to a minimum, the price could be kept low and offered a real alternative to a direct flight. In the pre-motorways days, the journey to Lympe took up about three hours of the seven hour total trip.

This service was just the start of a series of such services, to Vichy, Lyons and Nice by the end of the decade. Perhaps surprisingly, the Transport Holding Company acquired a half-share in Skyways Coach-Air in 1967 but the changing nature of travel affected the company and it ceased in 1971.



The poster for film 'Footsteps in the Fog' dates this view to 1955 and may indeed have been the inaugural trip which included dignitaries and journalists. The East Kent Leyland Royal Tiger carries Park Royal body, decorated with headboard and flags.



A photograph from a later period, showing an AEC Reliance, again with Park Royal coach bodywork at Lympe alongside an Avro 748. Is that a service number being displayed?

Associated Coachbuilders of Sunderland

In addition to substantial collections of manufacturers such as Plaxtons, Charles H Roe and Roberts of Wakefield, we have quite a number of miscellaneous items from smaller, sometimes little-known companies.

One of these is a sales brochure from Associated Coachbuilders of Southwick in Sunderland which grew up in the years immediately following the Second World War (item 007002). Judging by the illustrations, it is from the late 1940s.

The limited company was formed in 1946, possibly through the acquisition of the assets of an undertaking named Blagg, & Co., which had been active locally before 1939. Its factory was in a disused shipyard. The brochure, however, speaks of a rather longer history, with formation "many years ago, when horse drawn vehicles were in vogue". Luxury coaches shown are a Foden for Crown of Birtley, a Guy for Cowell of Sunderland, and a Commer and a Bedford for unspecified customers.

This brochure was first shown on our Facebook page @thebusarchive. Remember to 'like' our page and get news about The Bus Archive direct to your timeline.

There are also service buses for Express of Durham (soon to be taken over by Durham District) and a rebodied Leyland for Hurst of Winlaton (which passed to Northern General) - and what can only be described as a Shooting Brake on an Alvis chassis.

Perhaps the most remarkable vehicle is the 1-ton van body built on a "Q" electric chassis, with "batteries positioned under the bonnet". The legal lettering on the van is "Q Vehicles Ltd., Scotia Works, Low Street, Sunderland", so presumably this was a demonstration vehicle.

For all the positive statements in the brochure, the company was not to have a long life. After a good start with local customers such as Sunderland Corporation, Cumberland Motor Services, Economic of Whitburn and Bee-Line of West Hartlepool, the lack of sustained orders made for a hand-to-mouth existence. Despite a surprising order for five double deck bodies again for Sunderland Corporation, the order book emptied and in the London Gazette of 26 March 1954 a notice was posted, advertising a creditors meeting at Mengs Restaurant, Fawcett Street, Sunderland on 6 April. It is believed that around 170 public service vehicle bodies had been constructed by the company.



ASSOCIATED COACHBUILDERS LTD.
 Southwick • Sunderland
 Telephone . Sunderland 4710

Since the formation of the Company many years ago, when horse drawn vehicles were the vogue, Associated Coachbuilders have always been abreast of the times, and during the past few years have concentrated on producing a standard "Luxury Coach" and a standard "Service Bus" body of composite construction, suitable for all leading makes of chassis. These bodies incorporate, wherever possible, the individual needs of the customer. Present day line assembly methods have enabled deliveries to be speeded up and production costs kept to a minimum, the

constant flow of bodies to the orders of an ever increasing number of satisfied operators being the finest testimony obtainable. The hall-marks of A.C.B. coachwork are "Quality and Craftmanship," and after bodies produced in the works have passed a rigid inspection a guarantee of ability to stand up to many years of hard and continuous service can readily be given. Some recent productions are illustrated in the following pages and after you have had an opportunity of looking these over it is hoped you will invite a quote for your future requirements, whatever these may be.

COACHWORK OF QUALITY

ASSOCIATED COACHBUILDERS LTD.



Standard Luxury Coach Body accommodating 33 passengers, incorporating Luggage Locker at rear, Sliding Roof, Interior Parcel Racks, Dunlopillo Cushioning, Clock and Mirrors, Heater, Floor covered with sheet rubber.



A further example of a Luxury Coach Body with similar specification to that on the opposite page.



COACHWORK OF QUALITY

ASSOCIATED COACHBUILDERS LTD.



Standard Service Bus Body accommodating 33/35 passengers, incorporating Interior Parcel Racks, Tubular Seating, Dunlopillo Cushions, Clock, etc.



Standard Service Bus Body—designed to suit special requirements of customer in relation to entrance door, roof side panels, side mouldings, destination box, etc.



COACHWORK OF QUALITY

ASSOCIATED COACHBUILDERS LTD.



Semi-Coach's body mounted on Commer chassis with accommodation for 29 passengers with coach type seating or 33 passengers with tubular seating according to customers' choice.





Luxury Coach Body on Bedford chassis accommodating 26 passengers, incorporating Sliding Roof, Dunlopillo Cushions, Parcel Rack, Luggage Locker at rear, Clock, Mirrors, etc.

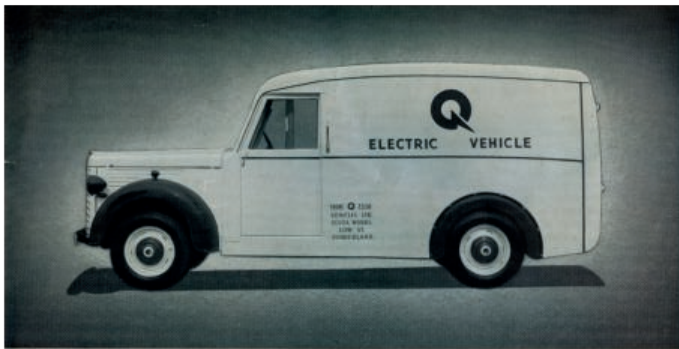


COACHWORK OF QUALITY

ASSOCIATED COACHBUILDERS LTD.



Special Utility Body of modern design on Alvis chassis, seating 8 Passengers, with luggage accommodation.



Standard 1 ton Van Body on "C" electric chassis. Sliding doors at front, Coach type doors at rear—Batteries positioned under Bonnet.



COACHWORK OF QUALITY



Three Examples of COMMERCIAL VAN BODIES on Conner & Boland Chassis



GENERAL SPECIFICATION

CONSTRUCTION

All main framework selected Hardwood, seasoned and braced with steel gusset plates.

Side pillars flitched full length with insert plates.

Chassis, special U-section channel with timber insert pinned before assembly.

FLOOR

2" T. & G. Board, covered in cross-hatch and impregnated linoleum, ramped in required to suit chassis and seating requirements.

BULKHEAD

Rigid construction, finished and lined with steel angle, painted inside and iron plate. Eyebolt mounting welded in facing angle ensuring rigid attachment to chassis.

CAB

Body integral with body, positioned on offset. Engine window fitted canvas, carriage type door fitted offside. Door fitted with sliding window for signalling purposes.

Two steel winders of safety glasses in chromium plated frame, upper half hinged at top to open forward.

ROOF

Centre portion close boarded with F. T. & G. Board covered heavy quality waterproof canvas hinged in lead gutter. Side rails, front canopy and rear door made of 1/2" S.W.G. Aluminium.

Panels to shape, finished with heavy section garter mending.

EXTERIOR PANEL

Body finished in aluminium, all parts overlapped, covered with suitable non-ferrous, bonded to plastic compound.

ENTRANCES

Main entrance positioned on rear side at front, fitted with sliding door. Emergency exit positioned on offside at front, fitted with carriage-type door and flow-point locking attachment.

INTERIOR FINISH

Woodwork french polished without alkali. Continuous panelled with aluminium brackets fitted on each side over main windows, the underside of same covered with padding cloth to match sitting panels. Side panels below main windows covered with top to match seating, rear door covered in requisite.

LUXURY COACH

CONSTRUCTION

Luggage locker incorporated with access doors in rear panel.

FLOOR

Covered with sheet rubber and suitable wearing strips.

ROOF

Sliding panel approximately 6 ft. x 4 ft., incorporated.

VENTILATION

Five main side windows fitted with half drop windows. Three overhead side and entrance ventilators fitted in release seat.

SEATING

Arranged to accommodate 31/3 passengers. Seats of heavy type with Dunlopillo cushions. Leather pads, ashtrays, seat numbers, back wiring notices, etc. provided.

COACHWORK OF QUALITY

GENERAL SPECIFICATION (continued)

HEATING

Clifton Dewarhe Heating Unit incorporated on bulkhead.

DESTINATION

Illuminated panel fitted in recessed canopy with blind lettered to customer's requirements.

LIGHTING

Illuminated comic panels fitted above windows in cab, below rear window. Illuminated panel incorporating signposting

canopy, stop and tail lamps provided in rear waist panel. Interior lighting by means of pillar and foot lamps.

GENERAL

The following fittings are included as standard:

- Electric Windscreen Wiper
- Two Fire Extinguishers
- Two Licence Holders
- Driving Mirror
- Bulkhead Mirror
- First Aid Box
- Ash Tray
- Driver's Blind
- Clock
- Motor

SERVICE BUS

FLOOR

Covered with linoleum and suitable wearing strips.

VENTILATION

Three overhead side and entrance ventilators fitted in centre of roof. Five main side windows fitted with sliding windows of "Moscow" type. Continuous metal bars fitted above main side windows.

SEATING

Arranged to accommodate 30/5 passengers, seats of cabriolet construction with Dunlopillo cushions. Ashtrays, match holders, back wiring notices, seat numbers, etc. are provided.

DESTINATION

Illuminated destination box with blind lettered to customer's requirements arranged in front canopy panel.

LIGHTING

Rear number plate recessed in rear panel and illuminated by tail and stop lamps. Interior lighting by means of pillar lamps and roof lamp at entrance door.

GENERAL

The following fittings are included as standard:

- Electric Windscreen Wiper
- Two Fire Extinguishers
- Two Licence Holders
- Driving Mirror
- First Aid Box
- Ash Tray
- Driver's Blind

ASSOCIATED COACHBUILDERS LTD.



VIP Corner

Visit of Sir Peter Hendy

We were delighted to welcome Sir Peter Hendy to our Droitwich Research Centre earlier this month. Peter is a lifelong bus and rail enthusiast and has worked all his life in the transport industry, starting from cleaning coaches for Continental Pioneer in his youth, through successive jobs with London Transport, managing director of privatised CentreWest Buses, Commissioner of Transport in London and now chairman of Network Rail.

Sir Peter said “I am passionate about recording the history of transport, and bus history in particular is also the history of urban growth and development. But it is not only about what happened but about why things happened. By studying the original records held here we can piece together details of the key decisions and understand why the people involved took the steps they did. Things can look very different if we take time to understand the context of these decisions.

That is why The Bus Archive is so important. By collecting and making available so many original records, enthusiasts and researchers can gain so much more understanding – the strapline of ‘the memory of the bus industry’ is highly appropriate. We all need to give the archive as much support as we can – the industry, enthusiasts and academics.”



Sir Peter inspects Aldershot & District minutes on the Aldershot & District board room table which is the centrepiece of the Search Room at Droitwich – a piece of furniture which he donated!

Donation by OS Branch

We were delighted to receive a significant cash donation from the Omnibus Society North Western and Yorkshire Branch in memory of their late member, David Dodd (pictured).



David was a long-standing member until his death in 2017, and the Branch donation of £1,000 will purchase 250 low-acid boxes for the archive, so that we can house even more archive papers under professional conditions.

Low-acid boxes are the lifeblood of our work, as they allow us to store valuable items in the right environment. We are very grateful to the North Western and Yorkshire branch for their generous donation.



The Geoff Lumb Collection

Geoff Lumb is well known and highly respected as an author, historian and collector of both vehicles and historic records. We are honoured that a significant part of his collection of records is passing to The Bus Archive.

Geoff was born in Huddersfield in 1937 and his passion for large motor vehicles was apparent from an early age – during the war his father would often arrive home driving vehicles such as a radar van! He began taking photographs from 1952, and was always particularly interested in local manufacturer Karrier which built both motorbuses and trolleybuses. Indeed, along with Liverpool, local operator Huddersfield Corporation had the largest fleet of Karrier vehicles. Through local contacts, Geoff got to know many former employees of Karrier and gained a lot of knowledge from them.

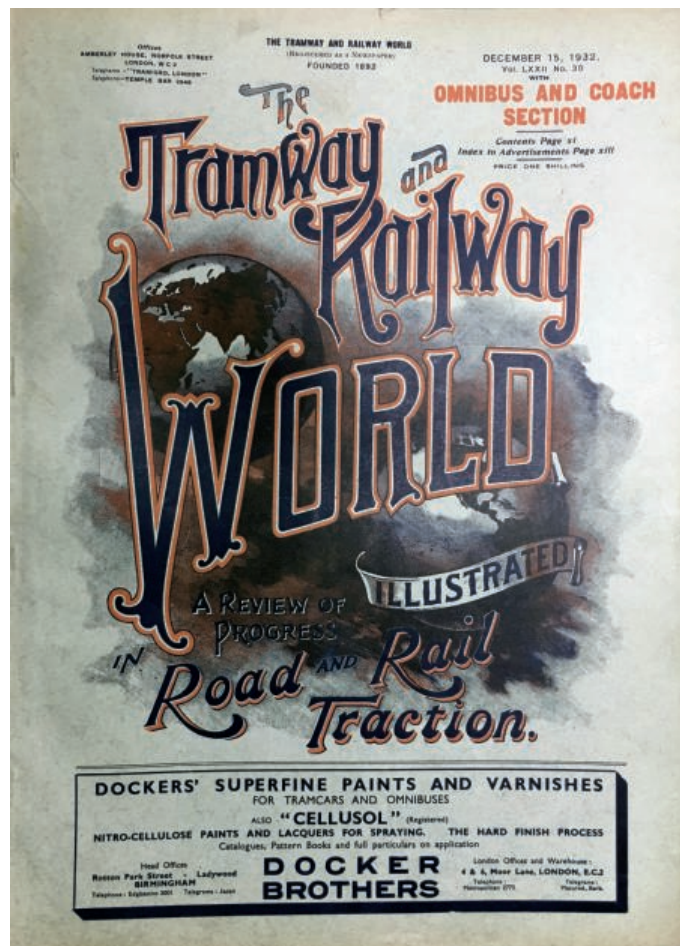
This interest resulted in him securing a number of vehicles for preservation: a 1928 6-wheeler Karrier, which last ran in service with Ashton-under-Lyne in 1933; a Guy Wolf, formerly with Llandudno secured in 1966 and a Commer Centaur. There are four others - including a Karrier allweather coach with body by London Lorries - awaiting restoration.

As if that wasn't enough Geoff was simultaneously collecting original records and information from a wide range of manufacturers, municipal undertakings and bus companies. He was instrumental in saving many records from being destroyed, and where the originals could not be secured he obtained copies. In some cases, Geoff knew better than the professional archivists where the records were being kept and, crucially, which were about to be destroyed. This was particularly important with the creation of the West Yorkshire Metropolitan County Council in 1974.

Amongst the notable archives which have been preserved through Geoff's efforts are the records of Clayton & Co., the first parent company of Karrier, Karrier Motors itself and also many individual vehicle records of Huddersfield County Borough. He also facilitated the saving of the West Riding Motor Taxation records by pointing out their significance to the county archivist, and these are now with the West Yorkshire History Centre.

Having had the vision to build up a very substantial collection of records, Geoff's foresight is undimmed and he has recognised that The Bus Archive is the appropriate repository. "I am not getting any younger", commented Geoff, "and I am extremely keen that my collection goes to a trusted archive which will provide a safe home for it. I have been very impressed with the work first of The Kithead Trust and now The Bus Archive and I am very pleased to be moving much of the collection there."

We are receiving the Lumb collection in batches, and cataloguing is underway. It will appear in the interactive catalogue (see page 2) in a few months.



One of several significant runs of rare publications which are included in the Geoff Lumb collection, Railway and Tramway World, Omnibus and Coach section from December 12, 1932.

Correction

In the final issue of Kithead News, we stated that Geoff was solely responsible for saving the glass plate negative collection of Charles Roberts of Wakefield.

With characteristic modesty, Geoff has pointed out that the work of saving and reassembling the collection was a team effort, involving The Wakefield Collection of Roger Carpenter, Peter Fidezuh and Terry Walsh, along with Paul Fox.



The fruits of the work of the Wakefield collection, a splendid Morris-Commercial bodied by Charles Roberts for a grocer in Leeds.

In addition to the road passenger transport collections – bus, coach, tram and trolleybus – we also have a quantity of archives and publications on other modes – rail, canal, haulage and vehicle licensing. These we keep under the banner of ‘The Kithead Transport Archive’ but otherwise the material is kept under the same conditions as the other collections.

We decided on this title because firstly they weren’t related to bus and second that the Kithead name carries a very good reputation in particular with regard to vehicle licensing.

This part of the archive has seen a great deal of attention recently, with a photograph collection of some 10,000 views being donated and a significant quantity of books to add to the 8,000 titles already held.

The Caledonian Canal

One of the major donations was the historic library of the Department of Transport over 20 years ago. Included in this was a run of Annual Reports of the Canal from 1803 to 1920. Here, Droitwich Lead Volunteer Bob Carr takes a look.

Reputedly, the canal was built to provide work for soldiers returning from the Napoleonic Wars, but there had already been an Act in 1803 granting “...£20,000 towards defraying the Expense of making an Inland Navigation from the Eastern to the Western Sea by Inverness and Fort William ...”, later saying “...in that Part of the said United Kingdom called *Scotland* ...” (their italics).

At that time the North Sea was known as the German Ocean.

Naturally enough the spelling looks interesting with “From the fteepnefs of the fides of Loch-Lochy ...”, and the Moray Firth was written as the Murray Firth.

As you might expect from the great civil engineer Thomas Telford there are beautifully detailed drawings, but even he could not determine the depth of Loch Ness and allows its dark depths to fade away at the bottom of drawings.

Glen Morrison is described as “In this Valley there is a great quantity of Fir Timber”, and Glen Gary has “A Large Forest of remarkable fine Birch Timber”, both presumably pillaged during the construction.

Reports in great detail were submitted annually. The number of employees (7 different categories) for each site or activity (building a bridge, quarrying, digging the canal, etc.) are listed, the weather on every day is reported, as is expenditure to the nearest farthing.

The Canal finally opened in 1822 some 12 years late (there’s nothing new in the building trade!) and cost around £910,000. The Commissioners continued to report annually to Parliament.



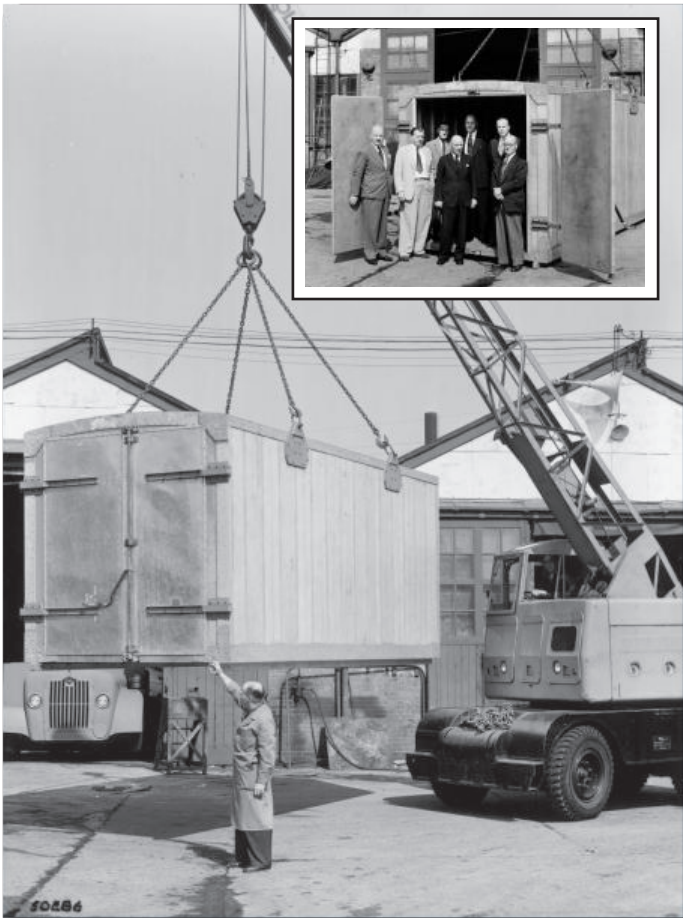
The Kithead Transport Archive

Park Royal diversity

Park Royal were well-known as bodybuilders of buses and coaches, but there were other activities. This railcar was constructed by Park Royal in 1951 for its parent Associated Commercial Vehicles to demonstrate to overseas railways. Do any readers know of any orders resulting from this?

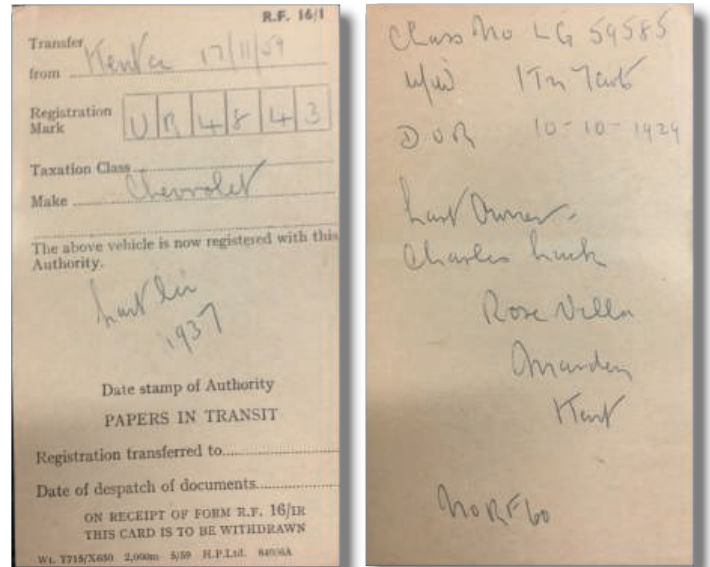


As well as railcars, Park Royal also had a market in the construction of goods containers, as exemplified here. Whether each came with a complete set of young executives – 1950s style – is unknown.... As is whether they were in the container when it was being winched in by the crane!



Vehicle registration records

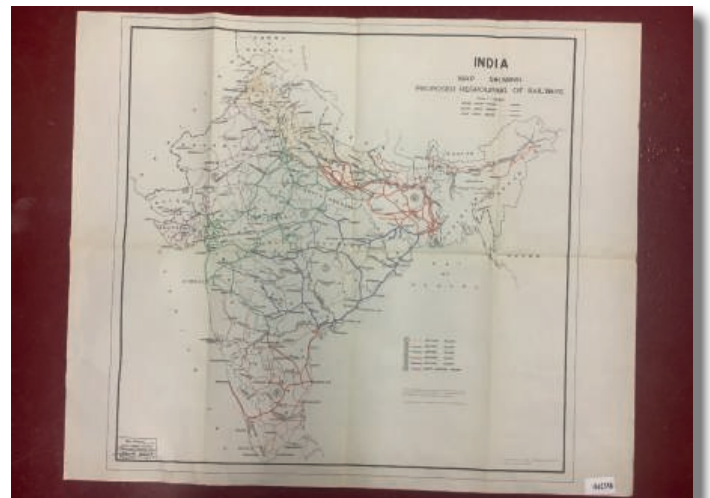
We hold approximately two million - we haven't actually counted them! - vehicle record cards. These typically are 'last user' cards which in some cases give details of the chassis number and engine number of a vehicle. This one is for a Chevrolet, last licensed in 1937 in Kent. We are one of the few organisations which can issue a letter of authority which the DVLA may look upon sympathetically to restore an original registration number.



And Lots of Maps...

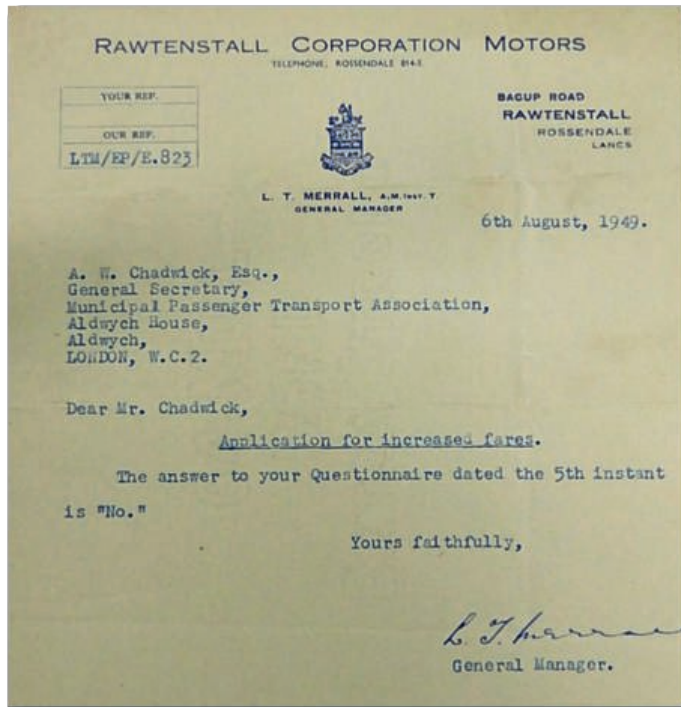
As we catalogue more of the collection, so new riches are discovered. We have recently dealt with a large collection of maps. Including:

- Underground Map of London (actual routes)
- Settle and Carlisle detailed route map
- Detailed Southern region track layouts
- Detailed maps of Central Birmingham
- Eurostar routing from St Pancras through East London
- Regrouping of Indian Railways (see below)



And Finally....

L.T. Merrall was General Manager of three municipal bus undertakings simultaneously: Rawtenstall (1945-69), Haslingden (1949-67) and Ramsbottom (1952-67) which perhaps explains his concise response to the General Secretary of the Municipal Transport Association, although in 1949 he was GM of merely two undertakings. This is part of the MPTA archive which is currently being catalogued at Droitwich – the files are generally much more informative than this!



From a batch of recently-donated material of West Yorkshire Road Car Company from the West Yorkshire Information Service. This looks like a demonstration of the 'ease' of use of individual offset seats on a lowbridge ECW body – or is it an instruction manual on how to use a bus?



Thanks for reading about The Bus Archive and The Kithead Transport Archive. We hope you will visit one of our Research Centres, or like us on Facebook or even donate some material – perhaps all three!

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