



A nice manufacturer's photograph of a simple design – a Park Royal body on a Leyland Atlantean chassis for Stockton Corporation. A15 (NPT 215D) was new in 1966 and passed with the Stockton operation to the newly-formed Teesside Municipal Transport undertaking two years later. Local Government reorganisation saw TMT become Cleveland Transit in 1974 and the Atlantean was withdrawn and sold for scrap in 1980 – a pretty good innings (Park Royal Vehicles, ref PR01/79708).

IN THIS ISSUE

The Merits and Demerits of London United Tramways
Coach Travel 1930s style
Driving the Dennis Lancet UF
The Most Challenging Questions of the Day

Health Emergency Update

At the time of publication, unfortunately our Centres remain closed to visitors due to the requirement to maintain social distancing within buildings. We have a restricted number of volunteers coming into Walsall, Droitwich and our storage facility at Telford to keep things ticking over, and at Acton we are not yet able to gain access.

We realise that many people would like to visit us, to do research and to look at the tremendous collections we hold, but quite clearly the health of our staff and volunteers comes first, particularly as many are in the 'at risk' age group.

Any change to the situation will be advertised on our website and Facebook page, and we are keeping a list of people who would like to be notified direct – contact us by one of the usual ways (see page 12).

Thank You for Being a Friend

Many thanks to those people who have joined the ranks of The Friends of The Bus Archive in response to our appeal last time. Just a reminder that if you would like to support us financially, details are on our website or get in touch with us.

Railway Corner

Here we have The Great Eastern Railway Magazine, of which we have an excellent run of bound volumes from 1911 to 1921. It is really a staff newspaper.

This edition is from exactly 100 years ago - September 1920 - and the lead feature is on Carriage Trimming, "By Our Own Correspondent".

There are illustrations of the Cutting-Out Room, the Machinists' Room, and even the Hair Carding Room.

The feature is quite fascinating in its own right, but the Magazine is a high quality publication - very informative and professional.

GREAT EASTERN RAILWAY MAGAZINE
Vol. 10. SEPTEMBER, 1920. No. 117.
CARRIAGE TRIMMING.
BY OUR OWN CORRESPONDENT.

THE Yankee at the Court of King Arthur, when given the choicest suite of apartments in the palace, after a little hocus pocus regarding an eclipse of the sun, bewailed the fact that the stone floors had nothing but rushes on them for a carpet, and they were misfit rushes at that, being not all of one breed. The big oaken chairs, graced with rude carvings, were well enough, but there was the stopping place. This little Twainistic picture of the age of chivalry reminds one of the blessings conferred on mankind by the upholsterer, a tradesman, as a learned encyclopaedia informs me, who supplies the coverings, cushions, padding and stuffing for chairs, sofas and beds; also carpets, curtains and furniture. But when you recline on the cushions of a railway carriage it is incorrect to bless (whatever you may mean by that) the upholsterer. A rail train is not upholstered: it is trimmed and he who does it is a trimmer.

The obscure reason thereof is, that the upholstering of a railway carriage has to be done from the face, and the principal part of the work is done away from the carriage; whereas the upholsterer does his work on the frame of his chair or sofa. Therefore, that section of the carriage shops at Stratford which deals with what is, to the passenger, the most essential part of the carriages, is known as the trimming shops. As the aforesaid learned encyclopaedia has no information about trimmers, it may be the *G. E. R. M.* is the first to convey this information to the general public: if so, encyclopaedias please copy. Also they can note that the term for the complete trimmings of a carriage is the lining. After cutters and machinists have finished, as hereinafter to be disclosed, everything necessary, which is the lining, no more no less, is handed over to the trimmer for the carriage he is to adorn and he completes the job, the costing out of which is on a fixed tariff according to the class of carriage.

Under the courteous guidance of Mr. Hyde, the foreman of the Trimming Shops, I have seen something of the work done in those shops and it is prodigious. In the course of a year there may be over 600 new passenger carriage compartments to line and some 4,000 to be renovated, not including restaurant cars, royal saloons, and mail cars. A job lately performed was the entire upholstering of three of our Continental steamers. There is a staff of about one hundred men and women who do this work, besides a multitude of other tasks. They upholster all the furniture of the system, buses and trams, provide all the blinds, renew hides of desks, cover all carriage and road van roofs with canvas, line carriage ceilings with lincresta, cover artificial limbs with leather, make axle box packings and shields, back maps with linen, etc., etc., and were even engaged in pasting on the boards the notices for the new West Side suburban services, all of this surprising variety of turn-out being associated in some way with the knowledge acquired in the craft of Trimming.

The work commences in the cutting-out room. Here the cutters fashion all the pieces of canvas, calico, felt, leather, hide, rep, laces, linen and blind-cloth which go to the furnishing of the carriages. With short knives having wicked edges and points,

or large shears, they extract countless rectangles from the piles of material which line the room. Their labours to exhaust the piles, however, seem in vain for the never failing providence of the Stores Department ensures thorough replenishment.

At one table, or bench, a man slices leather into glass strings, commonly known as door straps. This he does with a knife having a gauge attached to it which ensures the right width of strap. The straps are then pulled through a neat little contrivance consisting of a keen plane blade adjustable against a holding face, and are shaved to a specified thickness. A particular responsibility of the chief cutter, Mr. Jackson, is the estimating of the marking for the button holes in the lining for cushions, backs, and other padding. A pattern of cross lines forming a series of diamonds is made on the back piece of canvas, the intersecting points marking the places for the holes. A similar pattern is made out on the front canvas which has to cover the stuffing, but this must be proportionately larger than the first one to allow for the thickness required in the cushion and for the folds, or creases, of the leather with which the buttoned diamonds are outlined in padding. The space allowed for the stuffing must contain

sufficient hair to form a good cushion, but the cushion must not exceed the required height—the dimensions of suburban stock for instance are calculated to fractions of an inch—and the final appearance must be that of a set of perfect diamonds of seductive plumpness. The proportion is worked out of the experience in the brain of the chief cutter and no material is wasted. He has many problems of this character to work out. One piece of canvas having been patterned a pile can be patterned by puncturing through with a dibber—not of the allotment variety—and all the holes are then plainly marked with ink. To make the buttons more secure, where there is not a duplicate button at the back, an extra piece of canvas is cut for the back of the cushion or padding. The buttons have to stand great strain in the wear.

It is considered that the G.E.R. suburban stock has the hardest wear of any railway carriages in the world. I have some verification of this statement in my journey from the works. I noticed a number of buttons had been torn off one back of a carriage, in spite of the strong way in which they had been fastened.

The cut-out shapes are passed to the room of the machinists. There are a number of "Singers" in this room—I refer to the sewing machines not to the smiling (they smiled on me, at least) young women who manipulate them. Their action is of incredible swiftness. Would that I could think so quickly in moments of difficulty. The head

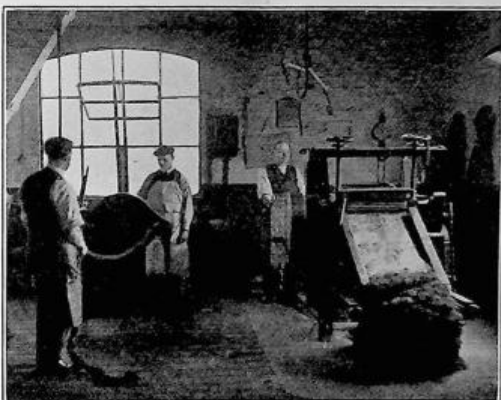
machinist was binding the edges of green carriage blinds with green tape, known as Paris binding. The tape passes through a small accessory before the needle which folds it round the selvedge and at the rate of 1,200 stitches a minute is fastened on each side of the blind before one can say Jack Robinson or any other nice exclamation. In one carriage blind, the machinist told me, are exactly 375 stitches. Passengers are requested not to take the blinds down to test this statement.

The next machinist was fastening the ends of circular axle box leathers.

The machine is fed with oiled twine, and the needle is powerful enough to penetrate and stitch several thicknesses of leather. At another machine piping lace was being fastened over a cord. Lace is the term for the ornamental braid which lines the tops of seats, the under edges of elbows, etc. For tops it is pasted on laths which are secured to the carriage backs. Seam laces are a combination of two braids, two margins being tacked and a covering piece pasted over so that no fastening is visible save for one here and there for extra security. A subterfuge of workmanship to make one wonder how it is done! A new method is to insert piping into a gouged line in the wood. The machine last-mentioned folds the lace round the cord, stitches it together with a sufficient edging left for tacking, and rushes out curly yards of it upon the floor. The letters



MACHINISTS' ROOM.



HAIR CARDING MACHINE.



TRIMMERS' AND UPHOLSTERERS' ROOM.

BusMart



One of the ways you can support The Bus Archive is through the purchase of surplus material from our collections – mainly timetables and publicity but also books and other publications. It's a very important part of our income.

When we receive a donation, for example a timetable, we check whether we already have it in our collection. If we don't then it is quickly added, but if we do we compare the condition against the item we already have and then retain the one in best condition. The one not in best condition can mean only very slightly worn of course, we don't sell material which is falling apart!

These surplus items are sold through a variety of outlets. The first call is our 'BusMart' catalogue, published four times each year and distributed to Friends of the Archive and members of the Omnibus Society.

Items which remain unsold after a period are then placed on our new 'BusMart' website. The website is in its early stages at the moment, and carries only static lists, but we hope to improve upon this soon.

Go to www.busmart.org.uk

Photo Sales

You can also support us by purchasing photographs: Our very extensive collections are being marketed through the Omnibus Society at two websites:

<http://www.theomnibussociety.zenfolio.com/>
and
<http://www.thetransportlibrary.co.uk/>



London United Tramways – Merit and Demerit System

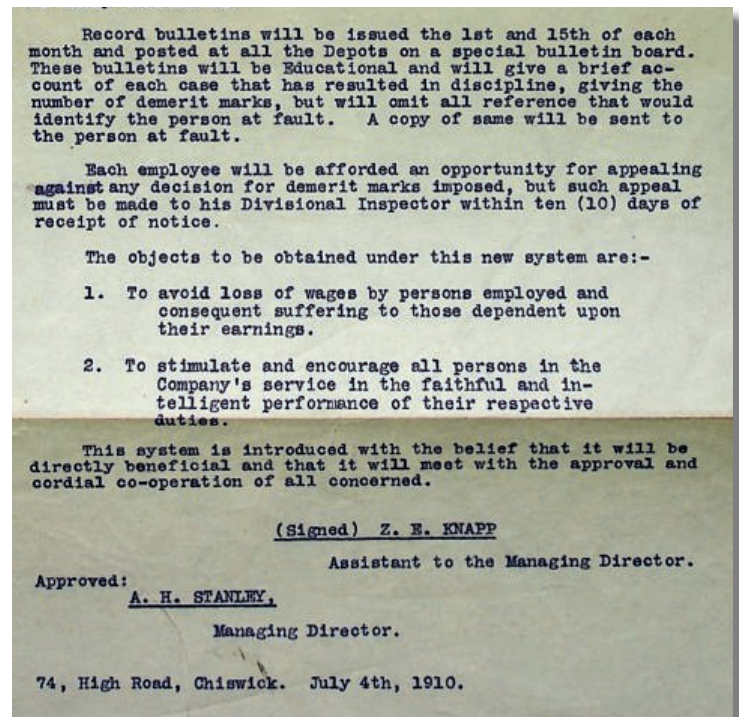
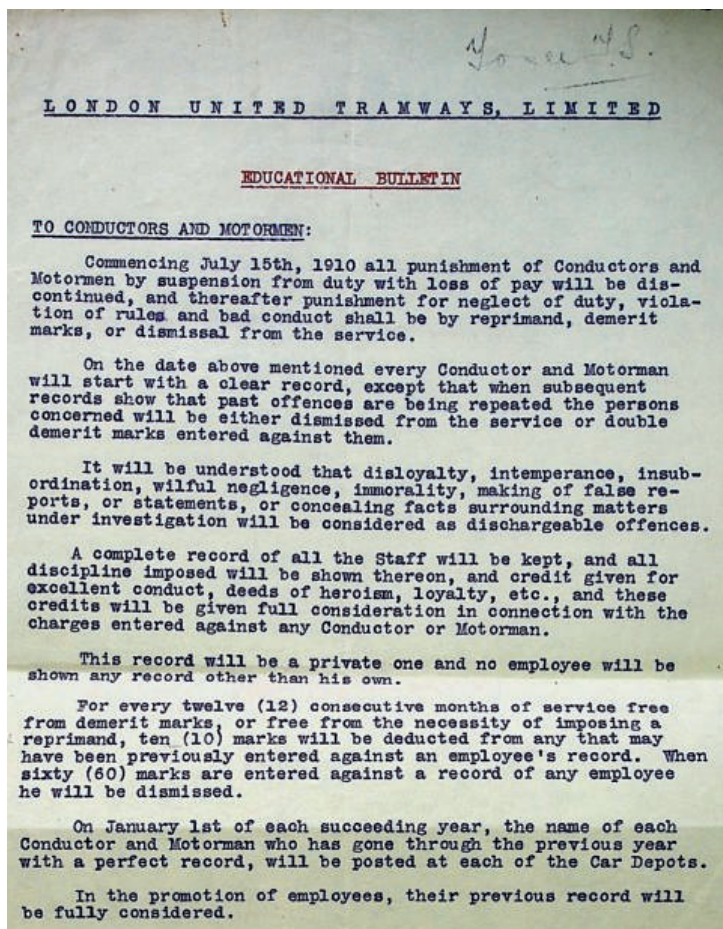
In a people-dominated industry such as buses, the question of how to reward and if necessary punish staff has been there from the start. Today, there is a legal requirement to have a formal disciplinary procedure but rather less attention on the issue of reward and praise.

In 1910, London United Tramways introduced a “Merit & Demerit System” to address these issues, a system “approved” by A H Stanley, Managing Director who of course, as Lord Ashfield, would go on to be first Chairman of London Transport. It deals with the merit side very quickly, it being noted that five merit marks would be given for every six month period when there are no demerits, in addition these could be earned by “a man doing an action which is of benefit to the Company” such as clearing the track and maintaining service in the event of a breakdown.

The Demerits are rather more fully described, and include entering a public house when on duty (20 marks), “consenting to another man signing Daily Time Sheet for him” (5), paying in short (1) and there seems to be particular focus on being “absent without leave on any day during [a] Bank Holiday period” (20).

There was inevitably a totting-up to be done, and if a balance of 60 demerit marks was accumulated in the first two years then dismissal would follow; you could get away with double for 8-10 years service.

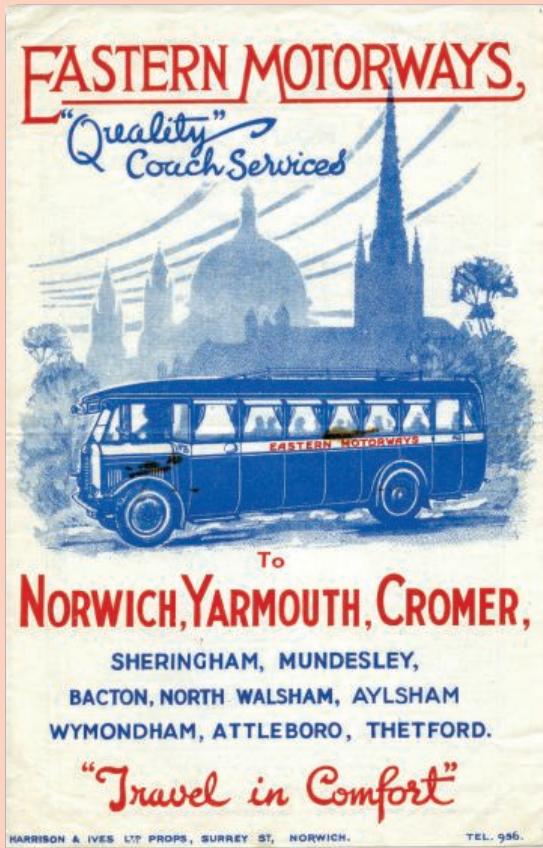
An interesting piece of social history.



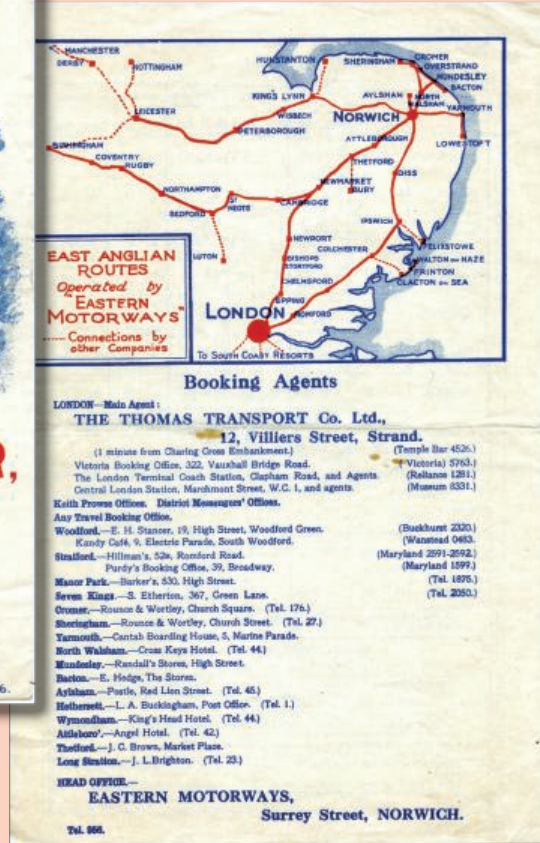
Express Services in the 1930s

When processing material to store in our collections, sometimes a theme emerges suddenly and a few weeks ago it seemed like 1930s coach services material was the thing.

The start was a series of official Brush photographs which includes this magnificent AEC Regal for Orange Bros. originally of Bedlington, Northumberland (not to be confused with Orange Luxury Coaches of Ewer Group fame), but by this stage it was a subsidiary of United Automobile Services. Coincidentally, an undated timetable for the Orange Bros London – Newcastle – Edinburgh – Glasgow service also came into our possession, featuring a simple line drawing of a much more basic vehicle. Both are reminders of a slower, perhaps more comfortable age of coaching.



And then we discovered a charming timetable leaflet for Eastern Motorways of Norwich – Quality Coach Services – proprietors Harrison & Ives.



This particular leaflet seems to be targeted at the London market, and in addition to the timings it shows a map of the company's quite extensive route network.

There are some famous names acting as London agents, including Keith Prowse which still exists today as a corporate events ticket outlet.

Facebook posts

We continue to post on Facebook three times each week (@thebusarchive, or if you aren't on Facebook you can still view our page on www.facebook.com/thebusarchive) and we now have around 3,200 followers.

Here are a few of the most popular posts from the last three months.



Two Austin K4s with Samlesbury bodies owned by Ashlunds of Great Harwood but in the livery of parent company Robinson of Great Harwood. They ran for Ashlunds for only two years – 1950 and 1951 – which again gives us a pretty accurate date for this charming period shot, believed to be at The Warren House Inn on Dartmoor. (Photographer Alan Townsin).



A great shot of Dingwall Station which we were able to date between 1946 and 1947, as that was the period when Strachans-bodied Guy Arab 38 (BST 326) and Albion PMA28 49 (ST 6198) were both in service. The Cowieson-bodied Albion PW141 is a bonus. (Photographer Alan Mace).



Alder Valley received a large batch of ECW bodied Bristol VRs which had originally been destined for South Wales. Here, 631 (HJB 451W) leaves Aylesbury's Friar Square for High Wycombe in April 1986, still wearing the Chilternlink marketing identity adopted joint with London Country for services in South Buckinghamshire. (Photographer Peter Taplin).



Against the familiar backdrop of Paragon Station, here is Kingston upon Hull Corporation Transport Metrobus 517 (SAG 517W). Behind is an older Roe bodied Atlantean, more typical of that fleet at the time. We understand that this bus ended its days in open-top form in Newcastle. (Photographer Peter Taplin).



The latest PSV Circle Fleet History is of the individualistic independent operator Hants & Sussex. FCG 523 was one of several Leyland PD1 double deckers with Northern Coach Builders bodies purchased in the optimistic days of the late 1940s. The envisaged commercial opportunities failed to materialise however and the 'deckers were soon sold off, although this example survived until 1955 when it passed to Stonier of Goldenhill. (Photographer V C Jones).



FTC 849J was a Willowbrook-bodied Ford R192 which was new to Bowman of Craignure, Mull and looks rather grand in sparkling paintwork and chrome. This body was popular on both Ford and Bedford chassis in the early days of New Bus Grant – but why the Lancashire registration? (Photographer Harry Hay).



Perhaps the most unusual vehicle to feature in Bus Archive News – KOM 150 was a Daimler CVD6SD with bodywork by Wilsdon of Solihull, a part of Associated British Foods. It was new to the Birmingham Post & Mail and was a mobile printing works – affectionately known as “Mabel”. It is seen here in May 1973 still hard at work and now is preserved with the Coventry Transport Museum. (Photographer Peter Nichols, copyright The Bus Archive).



An atmospheric shot of Rotherham, focusing on an East Lincs (centre entrance) bodied Bristol L5G of the municipal, 118 (FET 818) from the early postwar period when Bristol products were available on the open market (Photographer Roy Marshall).

A great London lineup at Stevensons of Uttoxeter – former London Transport RTL KLB 908 (which we suspect was then already in preservation), former Northern General Routemaster RCN 699 receiving attention and Daimler Fleetline THM 708M.



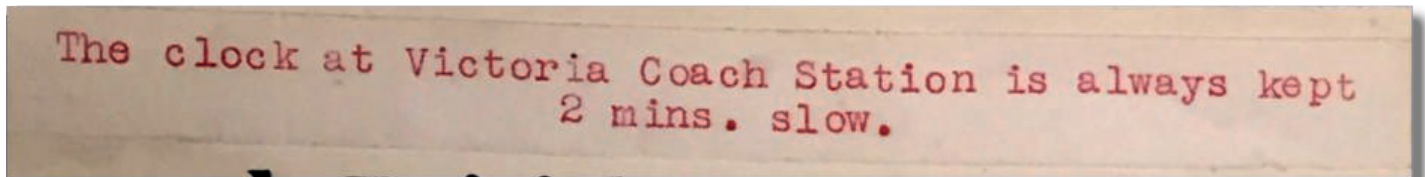
5th British Coach Rally

A very interesting – and revealing – ‘Route Card’ from the British Coach Rally held in 1959 at Brighton. This one is for Orange Luxury Coaches (registration WXC 342 – a Harrington bodied Bedford SB8) driven by Driver W Christmas.

The average speed of the route from Victoria Coach Station to the south coast resort is 24 miles per hour and the timings were made to the nearest half-minute, and 30 minutes was allowed for a refreshment stop en route.

Perhaps the most revealing piece of ‘unwitting testimony’ is on the top left corner of the scorecard, that the VCS clock is always kept 2 mins slow!

Incredibly, there is a film of the event on YouTube: <https://www.youtube.com/watch?v=8qOwkjfzYUQ>



The clock at Victoria Coach Station is always kept 2 mins. slow.

5th British Coach Rally

Competitor's No. 58

ROUTE CARD

Entrant ORANGE LUXURY COACHES Driver W. CHRISTMAS
 Class 2 Registration No. WXC 342
 REPORT AT VICTORIA COACH STATION AT 10.54 A.M.
 Start time 11.24 A.M. Time out _____

CONTROLS

FOR OFFICIAL USE ONLY

SUTTON CONTROL	WOTTON HATCH CONTROL	HOOKWOOD CONTROL	SPECIAL SECTION	FINAL CONTROL
TIME DUE <u>11.59</u>	TIME DUE <u>12.43 1/2</u>	TIME DUE <u>1.26 1/2</u>	1 <u>2.52.27</u> <u>-18</u>	TIME DUE 2.58.20
TIME IN <u>11.59</u>	TIME IN <u>12.44</u>	TIME IN <u>2.03 1/2</u>	2 <u>3.00.26</u>	<u>3.22.34</u> - 58
TIME OUT <u>11.59</u>	TIME OUT <u>12.44</u>	TIME OUT <u>2.34</u>	3 <u>3.10.04</u> <u>-14</u>	TIME IN <u>3.58 1/2</u>
MARKS LOST			<u>(-32)</u>	

+ 2

SPECIAL SECTION - The Time In and Time Out will be entered by the officials in charge of this section AFTER this route card has been handed in at Final Control.

Total Marks Lost on Road Section
200 - 30 = 170

ROUTE OVERLEAF

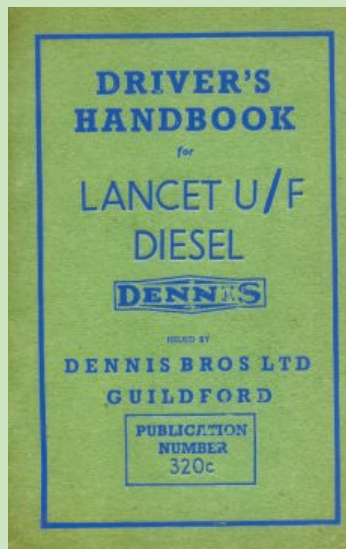
Progressive Mileage	Inter-mediate Mileage	Running Time	ROUTE : Average Speed — 24 m.p.h. *
		35	* Does not apply to first section : time allowed for 10.6 miles will be 35 minutes. S.P. - Signpost
10.6			STARTING CONTROL: VICTORIA COACH STATION Follow own route to Sutton By-Pass (A217) SUTTON CONTROL (100 yards north of railway bridge)
7.1	7.1		SUTTON CONTROL : Follow A217 to Kingswood : fork right B2032 : Dorking Road.
11.5	4.4	44 1/2 mins	Follow to Betchworth : turn right A25 : S.P. Dorking
17.8	6.3		Follow A25 through Dorking to Wotton Hatch Control
19.8	7.0		Follow A25 to Abinger Hammer : turn left B2126 : S.P. Horsham
26.6	6.8		Follow B2126 to Ockley : turn right A29 S.P. Horsham/Billinghurst
31.8	5.2		Follow A29 to roundabout : turn left A281 : S.P. Horsham/Brighton
35.3	3.5		Follow A 281 to Horsham : turn left A24 (Traffic lights) S.P. Dorking/London
35.9	.6		Follow A24 : turn right A264 S.P. Crawley
36.3	.4		Follow A264 to Horsham Station, turn left
42.8	6.5		Follow A264 to Crawley : turn left at roundabout : A23 : S.P. Gatwick Airport
49.2	6.4		Follow A23 to next roundabout beyond Gatwick Airport
49.8	.6	2 hrs. 4 1/2 mins	Straight on at roundabout, S.P. Reigate : follow A217 to Hookwood Cross Roads, Black Horse - Control point.
REFRESHMENT STOP - 30 minutes			
1.6	1.5		Black Horse Control : turn right S.P. Horley. Along unclassified road to Horley Row. Straight across at Chequers Public House: B2036 : S.P. Balcombe
7.1	4.5		Follow B2036 : straight on at roundabout
23.2	16.1		Through Cuckfield and continue to follow B2036 : S.P. Brighton
25.0	1.8		Turn left : B2116 : S.P. Hassocks/Keymer/Ditchling/Lewes
29.5	4.5		Turn right at cross roads (HALT SIGN) : B2112 : S.P. Brighton
33.7	4.2	1 hr. 24 1/4 mins	100 yards fork left : S.P. Ditchling Beacon
			Straight on at cross roads : Ditchling Road : S.P. Brighton and thence to FINAL CONTROL (Madeira Drive)
REGULARITY SECTION			
This section will be divided into two equal parts and competitors who complete both parts at an average speed of 24 m.p.h. (15 seconds early or late tolerance allowed) will lose no marks.			
If, however, the first part is completed at an average speed which is above or less than 24 m.p.h., to ensure that no further loss of marks is incurred, the time taken for the second part must be the same as the first part, to within the tolerance of 15 seconds early or late.			
It is important that no competitor stops anywhere within the Regularity Section, except for traffic conditions. To help navigators a yellow flag will be placed approximately 100 yards before each CONTROL, on the nearside of the road.			
DO NOT STOP AT THE CONTROLS ON THIS SECTION			

Dennis Lancet UF

Dennis was quite a popular chassis manufacturer up to the 1940s (and of course is now part of Alexander Dennis) but it was one of several which didn't manage the changing trends of the following decade well. The front-engined 'Lancet' chassis was popular, but its first attempt to satisfy the need for underfloor-engines (and so greater seating capacity) was the Dominant which was over-engineered and got no further than a prototype and a demonstrator.

There was then a reversion to a simpler product and in an attempt to reassure, the Lancet name was re-used but with a "UF" (underfloor) suffix. 171 were eventually built, but the glory days of the original Lancet were gone.

This is a Driver's Handbook for the Lancet UF, an edition printed for East Kent which was the biggest customer with 30. Although intended for drivers (and just look at that gearbox configuration) it also included what can only be described as a comprehensive lubrication chart.

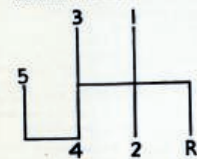


3. Turn on the fuel supply.
4. Depress the starter button and release it if the engine fails to start. When the engine has ceased to revolve depress the starter button again. If the engine fails to start after repeated attempts the fuel lines etc., should be checked.
5. After starting, do not race the engine to warm up.
6. Start off on the lowest gear that will move the vehicle.
7. Change gear at the speeds set out below for the gear ratios used on this type of vehicle:-

Overall axle ratio - 6.066:1

Change from 5th to 4th at 27 m.p.h.
" " 4th to 5th at 33 m.p.h.
" " 4th to 3rd at 18 m.p.h.
" " 3rd to 4th at 20 m.p.h.
" " 3rd to 2nd at 9 m.p.h.
" " 2nd to 3rd at 11 m.p.h.
" " 2nd to 1st at 5 m.p.h.
" " 1st to 2nd at 6 m.p.h.

An alternative ratio of 5.8:1 is also available



Changing Gears

The gearbox has five forward speeds and one reverse, with direct drive fourth and overdrive fifth. All five speeds can be operated by normal change speed methods; but the overdrive fifth has special advantages in that

Page 8

LUBRICATION CHART FOR LANCET UNDERFLOOR CHASSIS

TABLE OF QUANTITIES

Engine Sump	40 pints
Gearbox	16 pints
Rear Axle	4½ pints
Rear Hubs (in each)	2 pints
Steering Box	4 pints
Fan Drive	1 pint
Cooling System	64 pints

DAILY INSPECTION

ENGINE - Maintain Oil Level at full mark on Dip Rod

COOLING SYSTEM - Maintain Water Level at Filler

NOTE To lubricate the Change Speed Control Box, Steering Box, Clutch and Brake Pedals, and to fill the Clutch Fluid Reservoir it is necessary to remove the Drivers Footplates.

When leaving the works, this vehicle is filled with the correct grade of Shell oil as shown in the table on page 20

NOTE - It is inadvisable to mix different brands of lubricating oil and if a change is desired, the engine, clutch and gearbox and/or rear axle should be drained and flushed out and the company's recommendation followed closely.

Brainteaser text

We have just catalogued a very comprehensive collection of the Pontypridd municipality (including its later incarnation as Taff Ely) donated to us by Alex Wilson, its last General Manager. This includes a full run of Transport Department Minutes and many internal records, but we don't think anything can beat this "Examination for Appointment of Relief Inspector".

If you have a spare couple of days (not the 90 minutes allowed here) you may wish to tackle this. But don't bother to write in, we haven't found the answer sheet and we can't work out any of the answers!

It's quite an extraordinary piece of social history, that candidates were expected to work out these sorts of calculations.

PONTYPRIDD URBAN DISTRICT COUNCIL TRANSPORT

EXAMINATION FOR APPOINTMENT OF RELIEF INSPECTOR - FRIDAY, 16th NOV. 1956.

Q U E S T I O N S

Time allowed: $1\frac{1}{2}$ hours. (The five questions carry equal marks). All working must be shown on the paper provided.

PLEASE WRITE YOUR FULL NAME ON THE TOP OF EACH FOOLSCAP SHEET OF PAPER USED.

1. If you were given a roving commission at your own discretion to carry out a ticket check and an efficiency report over all routes operated by the Pontypridd U.D.C. Transport Department, state the plan you would follow for your first three days.

2. Complete column (e) in the following table, and the line of totals (answer to nearest second place decimal).

<u>(a)</u> Route	<u>(b)</u> Passengers Carried	<u>(c)</u> Revenue			<u>(d)</u> Mileage	<u>(e)</u> Average revenue per mile.
		£.	s.	d.		
A	250,037	3,251.	17.	11.	17,565.7	
B	114,099	2,041.	11.	9½	22,380.1	
C	18,196	966.	7.	1	7,012.0	
TOTALS	_____	_____	_____	_____	_____	(overall)

From the above table calculate what percentage of the total mileage is operated on route "B" (answer to the nearest whole number).

3. If the crew cost per mile is 12.58d on a service operated at an average speed of 7 miles per hour, what would be the crew cost per mile if the average speed were increased to 9 miles per hour? (Answer to second place decimal).

4. It is proposed to operate a service Treforest/Pontypridd/Glyncoch to provide for 2500 - 3000 inhabitants when the Glyncoch Site has been completed. Given the following information

(a) Treforest/Glyncoch $4\frac{1}{2}$ miles.
 (b) Average speed 12 miles per hour
 (c) Terminal time to be minimum of 5% journey time.

calculate the minimum number of buses required to operate....

(1) Sunday service of 12 minute frequency.
 (2) Monday - Friday service of 7 minute frequency.
 (3) Saturday service of 5 minute frequency.

5. Time 10.08.a.m., Tuesday. Place: Fountain.

You are the inspector on duty when the jumper conductor informs you there is a traffic hold up on the Rhondda Bridge. On investigation, you are faced with the problem that outside the County Cinema a container of a railway lorry has fallen off and completely blocked the road and, from enquiries, the road will be closed for at least $2\frac{1}{2}$ hours. This incident had occurred at 10.04.a.m., and the Police had diverted other vehicle traffic. At 10.15.a.m., another Inspector arrives, but you have already decided on your plan of reorganising services. Submit details in report form of what you would do in the circumstances.

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Odds and Ends

Local Opposition

Competition in the bus world is, of course, nothing new and in the pre-regulated world of 1930 (the Road Traffic Act of that year not coming into effect until 1931) there was constant vigilance.

The Birmingham and Midland Motor Omnibus Company Limited (BMMO) even had a form (reference NA 1343 for those interested) printed up to report on happenings. In this particular instance, it seems that a new Leyland Tiger operated by Messrs Allen of Mount Sorrel is being reported.

The Birmingham and Midland Motor Omnibus Company, Limited. Form NA 1343, 1930

LOCAL OPPOSITION. Day *Saturday* Date *June 7th 1930.*

Proprietor's Name	Vehicle No.	Time	Place Where Seen	Direction Travelling	Number of Passengers		Route Working		Remarks
					Picked up	Set down	From	To	
<i>Messrs Allen Mount Sorrel.</i>									
		<i>PM</i>							
	<i>UT 7343</i>	<i>5.35</i>	<i>Belgrave Road Leicester</i>	<i>to Loughboro</i>	<i>-</i>	<i>-</i>	<i>Leicester</i>	<i>Loughboro</i>	<i>110 Passengers</i>
<i>This is a new Leyland Tiger 2 1/2 type bus, 32 seats. Leather seats in leather, body built by the Willowbrook Loughborough.</i>									

NOTE.—When Reports relating to New Opposition are made, particulars of Type of Vehicle and Seating Capacity are required.

N. H. Spencer, Secy.

Disgruntled of Welshpool

We will be eternally grateful to the small band of Omnibus Society members who built the foundations of our current very comprehensive timetable library. In addition to collecting timetables on their travels, many of them also actively traced operators and wrote to them, requesting copies. Here, John Fielder of Wimbledon seems to have got a reply he wasn't bargaining for, from a highly suspicious Tudor's Garage of Welshpool!

Telephone 65 Charabancs & Cars for Hire.
TUDOR'S GARAGE, Motor & General Engineer,
 Proprietor: W. H. TUDOR, TYRES, PETROL, OIL & ALL ACCESSORIES
 WELSHPOOL.

*M. J. Fielder Esq; 46, Queens Road, Wimbledon 1933.
 Wimbledon, S.W. 19.*

*Dear Sir, I am in receipt of your P.6. of
 the 20th instant and should be glad to know
 on what authority you request a copy of
 my Line Tables.
 Yours faithfully
 W. H. Tudor*

How to Explore Our Collections

Our catalogue is available online at www.busarchive.org.uk

Why not use some time to look up what we hold on your favourite operators and manufacturers? You can then look at them in person at our centres when the health emergency is over.



the memory of the bus industry

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