



2020 has thrown enough problems our way, without snow! Hoping for a dry Christmas and New Year, we look back to a time when snow was such a regular occurrence that some operators had their own remedies! Here is Birmingham City Transport 44 (OA 1572) a Daimler Y type with Brush body with a snowplough temporarily affixed. It was in the Birmingham fleet from 1916 to 1927, subsequently serving with Southdown. (Birmingham City Transport collection, ref BC01/0261, copyright The Bus Archive).

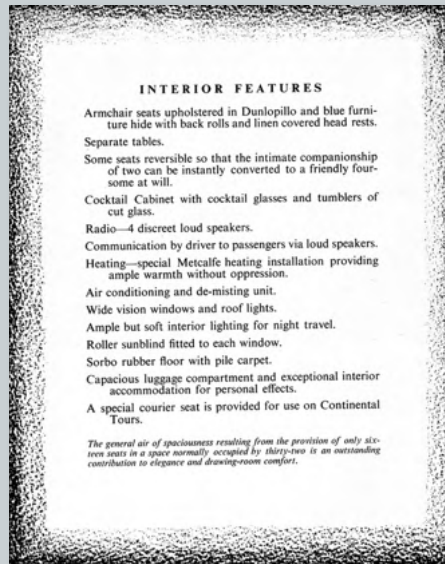
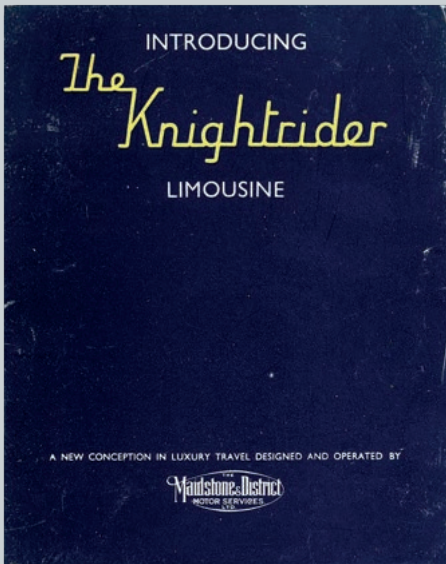
IN THIS BUMPER CHRISTMAS ISSUE!

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Knightrider

Maidstone & District had this one-off coach built in 1951 as the last word in luxury travel. NKN 650 was a Harrington bodied Commer Avenger, given the catchy name 'The Knightrider Limousine', presumably after the company's head office which was Knightrider House, Knightrider Street, Maidstone.

Here we see the four-page brochure which was issued to potential clients, describing the latest features – a radio, loud speakers and even a cocktail cabinet! It had only sixteen seats in a body shell which would normally take twice that amount.



It was also launched to the trade press, as revealed in this photo from Charles F Klapper. The vehicle survives today in preservation.

The Clive King collection

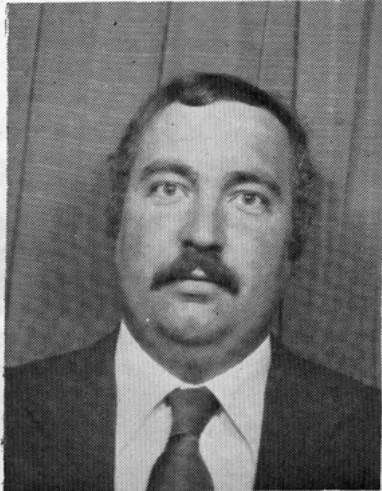
Clive King was a lifelong enthusiast and transport professional – a native Londoner, his career took him to East Midland and East Kent before ‘returning home’ to London Country in 1978. He was a member of the London Country (North West) management team which bought the company in

1987 under the National Bus Company privatisation scheme. When it was subsequently sold to Luton & District and then in turn to British Bus (which of course became Arriva), Clive was retained for his deep knowledge of its operations. Latterly as Commercial Manager at Arriva The Shires, he specialised in concessionary fares negotiations with local authorities and the surviving ‘Green Line’ express services into London from the Home Counties. Indeed, he took great pride in allocating stands to coach services in Buckingham Palace Road on behalf of the local authority!

He was, above all, an enthusiast in the literal sense of the word.

He was to be found at bus rallies and events with a camera round his neck and he built up a tremendous collection of books and magazines – and always insisted on pristine copies.

Sadly, Clive died very suddenly last year and we are honoured that his family have donated his collections to The Bus Archive. Clive had previously donated his professional papers to us. There are almost 37,000 colour slides alone and we are taking the winter to digitise and catalogue these. When the collection has been processed, it will stand as a monument to a larger than life character who was popular in the professional and enthusiast worlds alike.



New man in North-West

NEW District Traffic Superintendent for the North-West, based at Garston, is 27-year-old Clive King.

Mr. King comes to LCBS from East Kent, where he held a similar position in charge of services in the Deal and Sandwich areas. He joined the bus industry in 1972 as a senior management trainee with East Midlands at Chesterfield.

He succeeds Bob Howells, who moved to Crosville on 1 June as Area Manager (East)

Clive's arrival as District Traffic Superintendent (North West) is announced in London Country Matters staff newspaper.



Clive 'in action' (Andrew Braddock)

The Clive King collection

Clive was particularly interested in small operators, and here are three examples of his work.



Here is a Leyland PD3 with Massey body for Lloyd, Bagillt.

A bit of an enigma. TET 101J was a Plaxton bodied Seddon Pennine IV new to Powell, Rotherham but it seems to be masquerading as a Leyland Leopard in this view with Mid Devon Coaches.



This Plaxton bodied Leyland Panther was an unusual choice for a small independent – Bevan Bros. (Soudley Valley Coaches), Gloucestershire.



Collections Updates

The restrictions imposed due to the health emergency means that far fewer donations have been received than usual, apart from the Clive King collection noted on the previous pages, but our volunteers have been busy behind the scenes scanning and cataloguing photographs for sale.

Both photo websites – which we share with our sister organisation The Omnibus Society – have new material.

At the Transport Library (www.transportlibrary.co.uk) we have uploaded the first 350 photos from the Peter Taplin collection and these are now available.



Derby 71 (RTO 1R), an Alexander bodied Ailsa is seen at Egginton Bridge on 11th May 1977.



South Yorkshire PTE 1649 (XWG 649T), a Roe bodied Leyland Atlantean is seen at Harmer Lane, Sheffield on 9th April 1991.

Meanwhile, at the Zenfolio site (<https://theomnibussociety.zenfolio.com>) there are now over 29,000 photos available for purchase. Recent additions are Halifax Corporation, Colwyn Bay, Isle of Thanet, Oldham, Great Western Railway and many more.



Scania/East Lancs demonstrator EMJ 560Y on hire to Blackpool Corporation.

Facebook Digest

With the heightened level of restrictions in November due to the health emergency, we posted daily photographs on our Facebook page and direct to all our volunteers. These came mainly from the camera of the late Peter Nicholls, as they were readily available to us. Thanks go to Dave Stevenson for sourcing and improving the images, and to Fred Ward at The PSV Circle for providing the information for the captions.

It's amazing the reaction that some of the photos receive, and here are the 'Top Twenty' by popularity, in reverse order as tradition demands.



20
LONDON TRANSPORT MERLIN - Not quite what it appears. Here is London Transport Metro Cammell-bodied AEC Merlin MB17 (VLW 17G) on hire to London Country in Clarendon Road, Watford. It was new in November 1967 (with registration SMM 17F) but did not enter service until August 1968, hence the re-registration. It was designed as a 'standee' vehicle (only 25 seats but 48 standing) and was numbered MBA 17 for central area and 'Red Arrow' services but was only used for about a year in that role. It was then re-seated (and re-designated MB 17) in 1970 and used at Poplar garage for a couple of years before being placed in store as LT vehicle policy changed to favour double decks. Its loan period at London Country (Garston garage) was in 1975/6 after which it was sold through a dealer to an operator in Mauritius - a long way from Watford! We initially posted that this was a Strachans body but were soon corrected; indeed Acton volunteer John Marshall was able to produce a scan of the LT vehicle card for the very vehicle!



19
COVENTRY DAIMLER - Coventry City Transport fleet number 4 (CKV 4D) is seen at the Pool Meadow Bus Station in the city on 5th April 1970. It was a Neepsend bodied Daimler Fleetline new in March 1966, and passed to West Midlands PTE with the Coventry undertaking in 1974. It was withdrawn at the end of 1979, passing to a dealer and breaker the following year.



18
MAYNE OF MANCHESTER AEC - This Mayne's of Manchester Park Royal bodied AEC Regent V turns into Stevenson Square in its home city, the terminus of service 213. The destination blind has already been changed for the return trip to Droylsden. The AEC chassis code tells us that this bus was 30 feet long with four-speed synchromesh gearbox and air brakes. It was powered by a 9.6 litre AEC engine. UNF 12 was new in July 1957 and is seen here on 28th October 1971, looking very smart for its age. It would pass to Ward of Epping in June 1974, from where it was withdrawn in January 1978. We have no details of any subsequent life.



17
MAIDSTONE & DISTRICT LEYLAND - Willowbrook-bodied Leyland Panther JKK 169E was new in January 1967 as fleet number S69, renumbered to 3069 in 1968. It is seen here in service in Hastings on 3rd April 1979 in the last year of its life; it would be sold to a dealer in 1980 and there is no record of further use.



16
KENFIG MOTORS BEDFORD - This one from the Clive King collection (see pages 3 and 4). Clive's interests were varied and the collection includes a significant number of shots of small operators such as this Bedford SB8 with familiar Duple 'Vega' body, with Kenfig Motors but new to Whittle of Highley in 1958. It served Kenfig from 1960 to 1972 before passing to a dealer.

15



HIGHLAND SCOTTISH FORD - In the 1970s, Scottish Bus Group operating companies were able to retain some individuality through their liveries. The Highland livery was particularly attractive, as worn here by a Ford R1114 with Alexander bus bodywork against a dramatic backdrop at Fort William. T99 (CST 709N) was new in September 1974 and gave ten years service before passing to Ripley, the Carlton-based dealer. We have no information on any subsequent operator.

12



WESTERN WELSH LEYLAND - A rather down-at-heel looking Western Welsh Leyland PD2A/27 with Weymann body is seen at Cardiff in the last few years of its life. It had been new in July 1963 as fleet number 908, being renumbered as here H1963 in August 1974. It was withdrawn in 1979 and passed straight to Booth, the Rotherham dealer.

14



DARLINGTON DAIMLER - Darlington 6 (306 VHN) was a Daimler CCG5 with Roe bodywork new in 1964; it is seen here in 1971 or 1972 in Houghton Road in the town just outside its home depot. It was withdrawn in 1981 and passed to a dealer. A number of these Darlington Daimlers survive in preservation although not this one.

11



CHESTERFIELD LEYLAND - Chesterfield 229 (229 LRB) was a Leyland PD2/30 with Weymann body new in March 1960. The PD2/30 was 27 feet long, had synchromesh gearbox and vacuum brakes. It is seen here at Stevenson Place in the town on 28th October 1971, with a conversation taking place between the driver and a colleague. It passed to well-known independent operator Mulley of Ixworth in June 1976 and gave five years service before becoming a caravan in Colchester. The original registration was retained by Mulleys and subsequently used on several coaches.

13



MANCHESTER DAIMLER - SELNEC (South East Lancashire and North East Cheshire) PTE 4571, is a Daimler CVG5 with Burlingham body which had been new to Manchester City Transport (same fleet number) in January 1958, passing to the PTE on its formation in November 1969. It was withdrawn and sold in September 1973. The location is Parker Street, Piccadilly.

10



EAST KENT AEC - RjG 203G, a Marshall-bodied AEC Swift was new to East Kent Road Car in June 1969 at a time when the company did not use fleet numbers, highly unusual for a company of its size. However, as East Kent worked closer with Maidstone & District, fleet number 1203 was allocated in 1977. The bus was withdrawn in May 1983 and passed to a dealer the following year. It is seen here on 6th July 1980 operating the Sealink contract from Eastern Docks in Dover to Priors Station. East Kent kept a small fleet of liveried vehicles for the contract and a few others such as this in National White (!) as back-up. There is no such link today; passengers are advised either to walk or take a taxi.

9



LANCASHIRE UNITED GUY

- A rather splendid Northern Counties bodied Guy Arab V loads in Wigan Bus Station followed by a brace of Ribble Leyland Leopards. WTE 163D (fleet number 240) was new to Lancashire United in October 1966 and withdrawn at the start of 1980 when it went to Booth, the Rotherham dealer. It doesn't appear to have had an afterlife.

6



SOUTHEND DAIMLER - A Southend NCME-bodied Daimler Fleetline climbs Pier Hill in the town; one-year-old 361 (WJN 461J) is on a service 7 journey on 30th June, 1972. It was withdrawn when only ten years old and stripped for spares before passing to Ripley, the Carlton dealer in 1985.

8



UNITED BRISTOL - An early ECW-bodied Bristol RELL for United on the seafront at Scarborough. AHN 103B was new in September 1964 as fleet number BR3, renumbered to R3 two months later and again to 4103 at the start of 1969. It was actually part of a diverted order from sister company Durham District Services. Unfortunately, we have no details of its withdrawal date or subsequent life.

5



EASTBOURNE LEYLAND - You can almost smell the sea air! Eastbourne Corporation 83 (DHC 783E) was a Leyland PD2A/30 (synchromesh gearbox, vacuum brakes) carrying an East Lancs rear entrance body. It was new in June 1967 and was withdrawn and sold to a dealer in October 1981. It is seen on Royal Parade by the entrance to Princes Park on 16th June 1979, still looking very smart.

7



ORANGE BEDFORDS - Entering service in March 1969 Duple Viceroy bodied WLT 587-9G were the last Bedford VAMs for the Orange Luxury Coaches fleet. Fitted with Bedford's own 466 engines they were the first new vehicles for the fleet since a batch of 17 Leyland engined VAMs in 1966. This was the last year the Ewer Group (parent of Orange) purchased the front engined chassis, the Bristol LH being the favoured 'lightweight' choice from 1970-1972. Two (587/9) are seen here waiting on the forecourt of the Brixton garage - with magnificent archway - waiting to depart on afternoon tours. Situated in a prime location opposite Brixton Town Hall on the A23 the booking office, to the rear of the vehicles, was one of the busiest in south London.

4



ALEXANDER (NORTHERN) LEYLAND - A well-loaded Leyland Titan PD3/3 of W Alexander (Northern) reverses in Dundee Seagate Bus Station bound for Ashludie, part of Monifieth. It had an Alexander lowbridge body and was new in August 1958.

3

HULLEYS BEDFORD - The Bedford VAL was quite unusual with bus bodywork but here is a Willowbrook bodied example, which had been new to Wigmore of Dinnington in June 1968. It was sold to Gem Luxury Coaches of Colsterworth in 1971 then to Henry Hulley & Sons of Baslow in 1975, and is seen here in Beetwell Street, Chesterfield on 12th August, 1978.



CROSVILLE BRISTOL - This is a Charles F Klapper view of Crosville Bristol LDS6G (actually it was the prototype of the flat-floor FS type) with ECW body. 285 HFM was new in 1958 as fleet number DLG949; this 'number' indicates a Double-deck vehicle, with an L-type Bristol chassis (in Crosville classification) and a Gardner engine. The location is quite a way from Crosville country – it is the works of Bristol Commercial Vehicles at Brislington, and this seem to be members of the trade press inspecting the vehicle closely, including one which is actually measuring the height of the rear platform. Not to mention the chap with the bow tie. The bus was fitted with a heating system developed by Professor Cave-Brown-Cave of Southampton University, hence the lack of a front grille and two air 'scoops' either side of the destination screen.

2



1

SAMUELSONS LEYLAND - The most popular photo comes from a time when Victoria Coach Station was a riot of colour. The centre of attention is Samulesons Leyland Leopard DYM 454C with stylish 41-seat Harrington body. New in May 1965 it served with "Sammy's" until the operation was absorbed into National Travel (South East) in 1974, being withdrawn two years later. It passed to Manchester international Airport where it remained until 1981 before passing to a dealer. Around the Leopard we can spot a Royal Blue and West Yorkshire Bristol REs, a Thames Valley Bristol VR, and Grey-Green's towing truck!



Notices and Proceedings

Notices and Proceedings (N&Ps) is a publication issued on a regular basis by the Traffic Commissioners for each Traffic Area. As the title suggests, they are an official record - of service registrations and withdrawals, operator licensing, and of the decisions of the Commissioners.

They started in 1931, when the national system of licensing was introduced, and up to 1986 they recorded all licence applications, details of any subsequent objections, hearings and the Commissioners' decisions. As licensing procedures changed in 1986, so N&Ps were changed to take these into account.

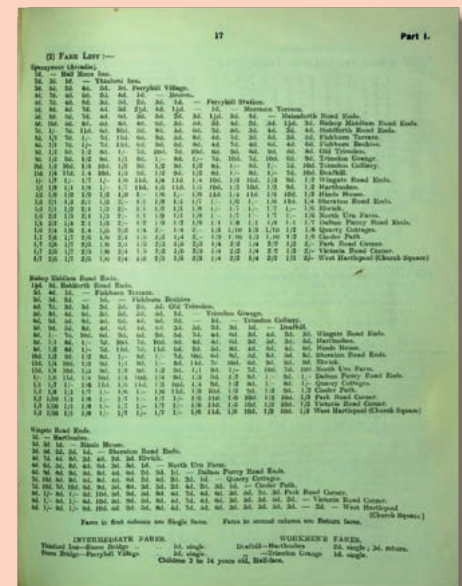
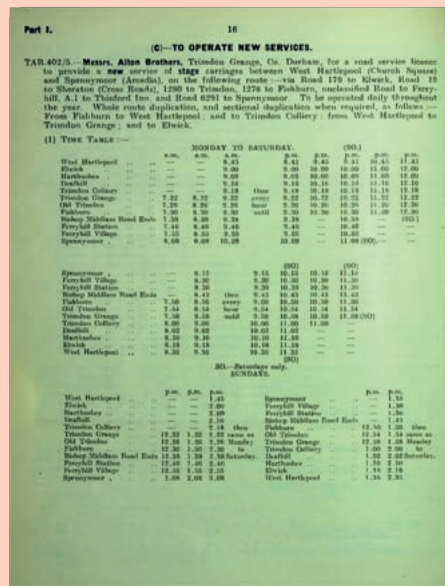
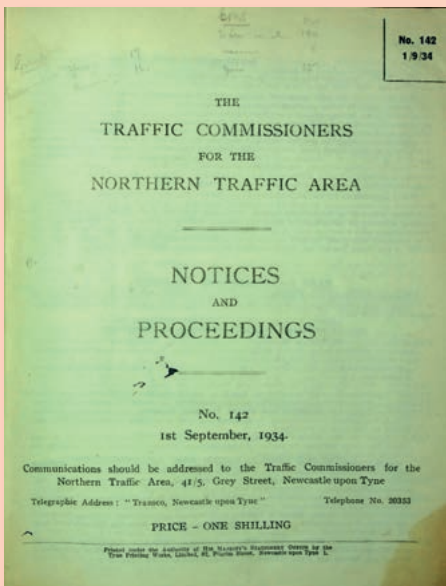
Throughout this 90-year history, they have been a valuable record of operator activity, particularly in the early years when full timetables and faretables would quite often be published - of works' services as well as services open to the general public. They are a goldmine of information and one of the most-used resources in our centres.

A major project is underway to digitise all copies of N&Ps and to make these available online through our website, free of charge. This is a huge step forward in our ability to provide a service to remote researchers. It is also a very large project for us to undertake and it will take several years to complete: we're starting at 1931 and working forwards!

With the prospect of restrictions on our movements now seeming to stretch into 2021, we are making scanned copies available 'straight off the press' and before they go on our website. Editions available currently area:

Northern (A)	Issues 1 (2/4/31) to 375 (2/9/39)
Yorkshire (B)	Issues 1 (10/4/31) to 88 (16/12/32)
West Midland (D)	Issues 1 (18/3/31) to 234 (11/11/35)
Eastern (F)	Issues 1 (23/3/31) to 49 (21/3/32)
South Wales (G)	Issues 1 (25/3/31) to 60 (11/5/32)
Western (H)	Issues 1 (13/3/31) to 10 (25/5/31)

To request copies, simply contact us at hello@busarchive.org.uk and we will go through the procedure with you. The files are delivered using 'WeTransfer' and early applicants have been delighted with the result.



1943 Tour of Iraq



VISIT TO AL KIFL - SUNDAY 13TH JUNE 1943.

0500 hrs. Collect transport from No.3 I.A.T.Ow Office.
 0515 " Assemble at How House.
 0530 " Leave BAGHDAD.
 0700 " Arrive HINDIYA BARRAGE - Serve breakfast. Visitors to look round while food etc., being unloaded. Re-assemble on sound of short blasts on whistle.

0800 " Leave HINDIYA BARRAGE for HILLA.
 0900 " 15 mins halt to stretch legs at suitable place of interest.
 1000 " Arrive HILLA - 30 mins halt near TEHA. Soft drinks served. Tea or Coffee probably available at TEHA if required.

1030 " Leave HILLA for KIFL.
 1115 " 5 mins halt to stretch legs at suitable place of interest.
 1800 " Arrive at AL KIFL - lunch on arrival - visitors see surrounding places of interest - assemble for lunch on sound of short blasts on whistle.

1300 " Visit Tomb of Prophet EZZELIN.
 1400 " to Pack up ready to leave - visitors assemble at 1425 sharp for return journey. RV pointed out on ground.
 1430 " Leave AL KIFL for BABELON.
 1515 " Arrive BABELON - visit ruins etc.
 1600 " Tea served - assemble on sound of short blasts on whistle.
 1630 " Leave BABELON for BAGHDAD.
 1900 " Arrive BAGHDAD - visitors disperse at How House or at any point on route.

1. All guests and visitors are asked to be punctual as above programme does not allow of any delays.
2. Revolvers will be carried.
3. Food, drinks, cold water, ice and eating utensils are being arranged by Comdr. STURDY. Those who can bring Thermos flasks of cold water are asked to do so to help out the soft drinks.
4. All guests and visitors are asked to be particularly careful with cigarette ends - these must NOT be thrown in or near the lorry which is carrying petrol.
5. Cameras which are registered with the Camp Comd only may be taken. All visitors are asked to particularly note the rules for photographing military objects etc., and to guide guests in this matter.
6. All guests and visitors are asked not to distract the driver's attention while the vehicle is in motion. He will be duly instructed, in his own language, when to stop or start his vehicle.

Condr.,
I.A.C.O.

11 Jun 43.
MS



A quite remarkable folder in our collection is the documentation for a tour of Iraq in 1943. The full-colour folder includes an itinerary of a visit to the ancient town of Al Kifl on Sunday 13th June, and for all intents and purposes it appears to be a full-blown tourist event rather than anything with a distinct military flavour.

Of course, we do not know the context of the documents but the cover is stamped "Rafidain Store, Baghdad" in the style of a travel agent. There is also an insert for Cook's World Travel Service.

The itinerary is pretty explicit - "Revolvers will be carried" and it is strongly advised not to throw cigarette ends "in or near the lorry which is carrying petrol".

There is also a booklet on 'Routes to Iraq'. All in all a fascinating artefact - all the more so given the date.

EUROPE INDIA IRAN

AND THE FAR EAST

IRAQ

via




ROUTES TO IRAQ

FROM EUROPE to Haifa in Palestine or Beyrout in Syria, thence by Overland Motor Service via Damascus and Rutbah Wells to Baghdad.

1.—Overland by the Simplon-Orient Trans-continental train to Istanbul, thence by launch across the Bosphorus in 20 minutes and on by the Taurus Express twice a week, on Monday and Thursday, via Ankara and Aleppo to Tel-Kotehek, the terminus of the Turkish Railway system. The motor car now takes the place of the train and forms the link between the railways of Turkey and Iraq.

2.—Alternatively, by the Orient Express or Arlberg-Orient Express via Munich or the Ostend-Vienna-Orient Express via Brussels, Cologne, Budapest, linking up at Belgrade with the Simplon-Orient Express.

3.—By the numerous sea routes through the ports of the Mediterranean

4.—By Air, by the regular services of Imperial Airways, Air France and the Royal Dutch Company "K.L.M.," which reach Baghdad within four days.

5.—By B.L. steamer from Bombay or Karachi to Basrah (Maqil), the Port of Iraq, thence by railway to Baghdad in one night.

The above provides a large choice of alternative methods of travel and gives the tourist and business man an opportunity of visiting a variety of places of interest.

In Iraq, the trains of the State Railways are electrically equipped and provide First and Second Class Sleeping Accommodation. Fares are reasonably cheap.

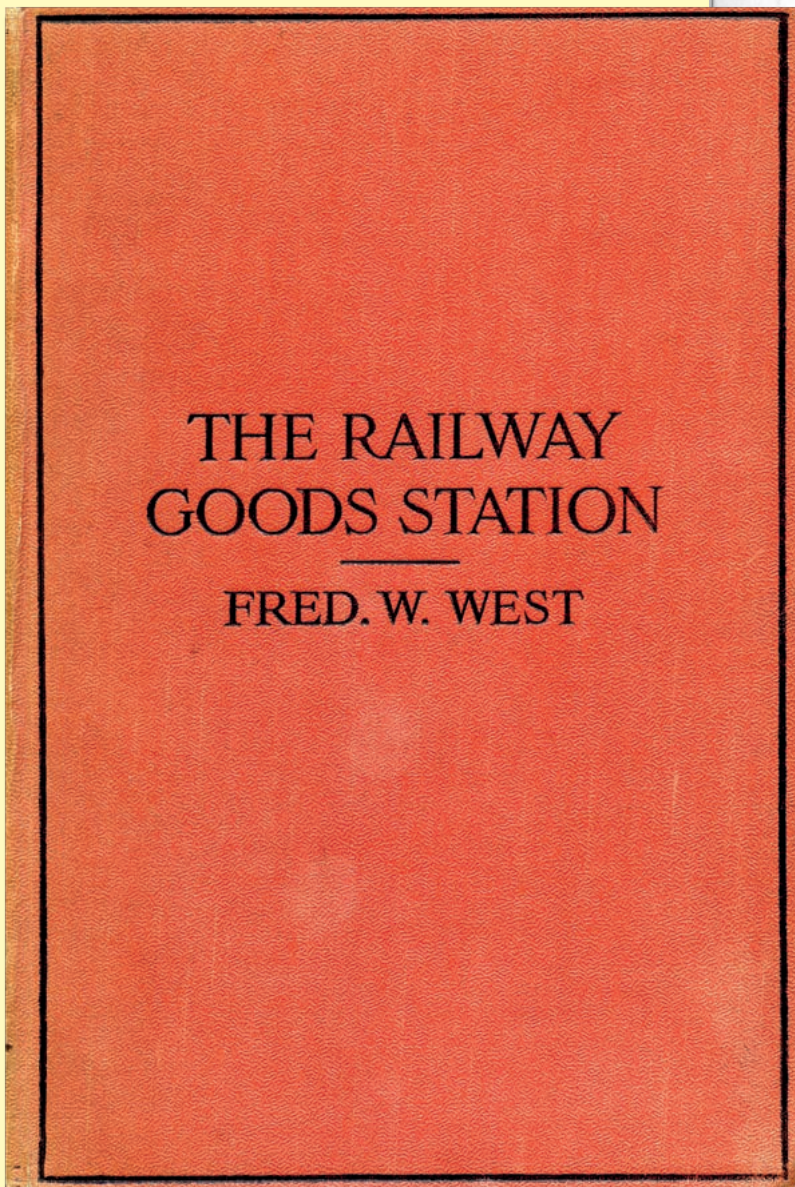
The Rest Houses, owned and managed by the State Railways, at Mosul, Kirkuk, Qaraghan, Hillah and Ur are well furnished and complete in all details. At Maqil, the Port Administration owns and manages the Rest House, which includes a well-equipped Dining Room, Lounge and Billiard Room.



The Railway Goods Station

From 1912 comes this hardback guide to the operation of the Railway Goods Station by Fred W. West.

It contains many fascinating topics, such as the Uselessness of Checking Goods from a Truck, to the fully illustrated method of Roping a Furniture Van on Wheels to a flatbed truck!



CHAPTER XII

USELESSNESS OF CHECKING GOODS FROM TRUCK. ALTERNATIVE SYSTEM SUGGESTED. INVOICING BY TYPEWRITER OVER CARBON PAPER: ITS ECONOMY. ADVANTAGES OF SINGLE ENTRY. DELIVERY SHEET SYSTEM. ECONOMY OF THE ADDING MACHINE. DISTRIBUTION OF GOODS BY NUMBERS VERSUS NAMES OF STATIONS: SCHEME EXPLAINED.

Uselessness of Checking Goods from Truck.—

The checking of goods into the station from the vans is necessary to test their actual receipt from the public, and it is also as necessary to check them on to the vans at the delivery station to assist in proving delivery; but it is a moot point whether it is worth while to check them out of the wagons, as it simply amounts to one hand checking the other, which should not be requisite.

The goods that arrive at a receiving station are either loaded out for delivery, or are on hand; and if the delivery records on the one hand, and the daily stocktaking returns on the other, do not

96



FIG. 4.—Roping a Furniture Van on Wheels over all.



FIG. 5.—Tying the Wheels of a Furniture Van.

Suez Timetable

An example of one of the less usual publicity items in our collection – a 1947 official timetable of the Canal South Welfare Bus Service around Suez, almost ten years before the Suez Crisis at a time when the area was still under the Anglo-Egyptian Treaty of 1936 which gave the British a lease on the base for 20 years.

The timetables of eight separate services are included, each running at a regular frequency, along with the Riding Club special service which ran six days each week (not on Mondays) and for which a monthly payment should be made to the Club. There is even a map.

The timing points are redolent of military and empire language – NAAFI, canteens, Lido (at least three different ones, for exclusive use of particular sets of people) and even the quaintly sounding “St Martins in the Sands”.

CANAL SOUTH WELFARE BUS SERVICE

OFFICIAL TIME-TABLE ALL ROUTES

COMMENCING
1st SEPTEMBER 1947

"A" SERVICE		FAYID - ISMAILIA		FARE PT. 10 (No Other Tickets)	
DUMBARTON HOUSE	0900	AND EVERY HOUR UNTIL	2100		
FRENCH CLUB	1000		2200		
FRENCH CLUB	1030	AND EVERY HOUR UNTIL	2230		
DUMBARTON HOUSE	1130		2330		

"B" SERVICE		307 PW CAMP — OLD VICTORIANS LIDO — 307 PW CAMP		FARE PT. 1	
307 PW CAMP	0930	AND EVERY 30 MINS UNTIL	2330		
St. MARTINS in the SANDS	0935		2335		
EDUCATION CENTRE	0937		2337		
DUMBARTON HOUSE	0940		2340		
WELFARE CORNER	0943		2343		
OLD VICTORIANS LIDO	0945		2345		
OFFICERS LIDO	0949		2349		
WO's & Sjt's LIDO	0952		2352		
BULK NAAFI	0959		2359		
307 PW CAMP	1002		0002		

"C" SERVICE		MARRIED FAMILIES QUARTERS — WO's & Sjt's LIDO		FARE PT. 1	
MARRIED FAMILIES QUARTERS	0900	AND EVERY 30 MINS UNTIL	2300		
NAAFI EMPORIUM	0912		2312		
WELFARE CORNER	0916		2316		
OLD VICTORIANS LIDO	0917		2317		
OFFICERS LIDO	0920		2320		
WO's & Sjt's LIDO	0922		2322		
WO's & Sjt's LIDO	0928	AND EVERY 30 MINS UNTIL	2328		
OFFICERS LIDO	0930		2330		
OLD VICTORIANS LIDO	0933		2333		
WELFARE CORNER	0934		2334		
NAAFI EMPORIUM	0938		2338		
MARRIED FAMILIES QUARTERS	0946		2346		

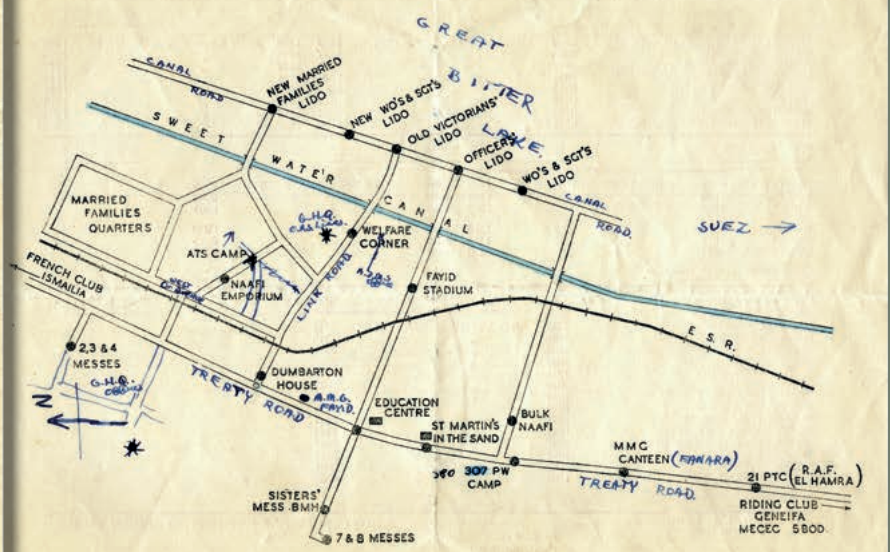
"D" SERVICE		GHQ MESSES (SOUTH)-OFFICERS LIDO-FAYID STADIUM-GHQ MESSES (SOUTH)		FARE PT. 1	
SUNDAYS ONLY					
6, 7 & 8 MESS GHQ	0930	AND EVERY 30 MINS UNTIL	1300	1330	AND EVERY 30 MINS UNTIL 2330
SISTERS MESS BMH	0935		1305	1335	2335
DUMBARTON HOUSE	0940		1310	1340	2340
OFFICERS LIDO	0945		1315	1345	2345
FAYID STADIUM	0948		1318	1348	2348
SISTERS MESS BMH	0951		1321	1351	2351
6, 7 & 8 MESS GHQ	0956		1326	1356	2356

"E" SERVICE		MARRIED FAM. QTRS. - MARRIED FAM. LIDO - MARRIED FAM. QTRS.		FARE PT. 1	
MARRIED FAMILIES QUARTERS	0900	AND EVERY 30 MINS UNTIL	1230	1430	AND EVERY 30 MINS UNTIL 1730
NAAFI EMPORIUM	0905		1235	1435	1735
NEW MARRIED FAMILIES LIDO	0912		1242	1442	1742
NEW WO's & Sjt's LIDO	0914		1244	1444	1744
OLD VICTORIANS LIDO	0916		1246	1446	1746
WELFARE CORNER	0918		1248	1448	1748
NAAFI EMPORIUM	0922		1252	1452	1752
MARRIED FAMILIES QUARTERS	0925		1255	1455	1755

"G" SERVICE		R.A.F. EL HAMRA — 5 R.O.D.		FARE PT. 1	
SUNDAYS ONLY					
EL HAMRA	0945	AND EVERY HOUR UNTIL	1245	1345	AND EVERY HOUR UNTIL 2345
MECEC	1000		1300	1400	0000
5 R.O.D.	1005		1305	1405	0005
5 R.O.D.	1010		1310	1410	0010
MECEC	1015		1315	1415	0015
EL HAMRA	1030		1330	1430	0030

"H" SERVICE		R.A.F. EL HAMRA (Circular)		FARE PT. 1	
R.A.F. EL HAMRA	1015	AND EVERY 30 MINS UNTIL	2315		
MMG CANTEN	1016		2316		
307 PW CAMP	1025		2325		
BULK NAAFI	1027		2327		
WO's & Sjt's LIDO	1031		2331		
OFFICERS LIDO	1033		2333		
VICTORIANS LIDO	1034		2334		
WELFARE CORNER	1035		2335		
DUMBARTON HOUSE	1037		2337		
EDUCATION CENTRE	1042		2342		
St. MARTINS in the SANDS	1047		2347		
307 PW CAMP	1052		2352		
MMG CANTEN	1101		0001		
R.A.F. EL HAMRA	1102		0002		

RIDING CLUB		FARE : MONTHLY PAYMENT BY RIDING CLUB.	
ENTRANCE TO 2, 3, 4 MESS GHQ	0930	Tue, Wed, Thu, Fri, Sat.	Sun.
MARRIED FAMILIES ROUNDABOUT	0935		0830
A.T.S. CAMP	0940		0835
RIDING CLUB GENEIFA	0945		0840
RIDING CLUB GENEIFA	0950		0845
RIDING CLUB GENEIFA	0955		0850
A.T.S. CAMP	0745		1100
MARRIED FAMILIES ROUNDABOUT	0750		1105
ENTRANCE TO 2, 3, 4 MESS GHQ	0755		1110



* Special G.H.Q. bus service runs between these two points for G.H.Q. C.R. staff. These buses are provided by 591 G.H.Q. (C.R.) Coy. & are similar design to welfare buses

We have been working with Timetable World as they create an online sample of bus and rail timetables. The bus timetables are all for the 1968-71 period and can be found at www.timetableworld.com.



Farewell to Stacey

Sadly, we said farewell to our Administrator, Stacey Wilkins at the end of October. Her family responsibilities have increased during the health emergency, and so she quite rightly decided that her priorities lie at home.

We will miss her; for many people she has been the face of The Bus Archive in our first couple of years of existence and there were many messages of goodwill from users of our Walsall centre, thanking Stacey for her helpful assistance.

Stacey said "I am very disappointed and saddened to be leaving. I have met and worked with some great people. I hope that the Archive continues to grow and receives the recognition and support it deserves." We wish Stacey well for the future.

Our Admin Assistant Kim Cashmore has now taken on more responsibility for the Walsall centre and we will consider how best to replace Stacey when we are planning to reopen for researchers.



Query Corner

Stage Carriage Licence Plates



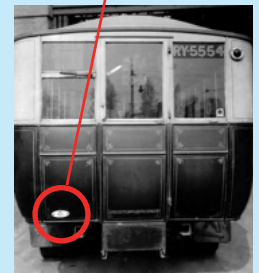
A surviving example of a plate, image courtesy of Transport Auctions of London.

We received a query recently about Stage Carriage Licence Plates, which were displayed on the rear of Public Service Vehicles in the 1930s, after the national system of licensing was introduced. What were they and when were they phased out?

It was straight over to our expert on all things licensing, Peter Jaques, for a response.

“These plates were introduced by the newly formed Traffic Commissioners in 1931, as a result of the Road Traffic Act 1930 and were issued as part of the certification process. There was a paper certificate as well as this plate, which also incorporated the letter of the Traffic Area of operation.

“Under wartime changes, the certification system was suspended and when renewed after the war, physical plates on the vehicles were not reintroduced. In many instances, the plates remained on the vehicles until repaint or withdrawal, so many will have survived into the post-war era. We assume that the paper discs displayed in the windscreen were effectively a replacement for this system.”



A licence plate on the rear of 1927 City of Leicester Transport Brush bodied Guy B 33 (RY 5554).

Helping with Enquiries



If ever we doubted the value of what we do – and we don't! – it was surely answered by a request we received last month from Northumbria Police, who were investigating a 'cold case' crime in Sunderland in 1992.

The Police asked about buses serving a particular road in the city centre on a certain date, and we were able to give very precise details of the services, the operators concerned and even the bus stops served.

Our fact-finding was greatly appreciated; as the Police Staff Investigator emailed: “To say I am amazed and astounded by this is an understatement. I have had similar enquiries to this previously and never reached anything like as comprehensive and prompt [a response] as this. Your assistance, efforts, attention and time taken are very much appreciated.”

So, a great job done and thanks to those involved.

‘Evening, all.

2020 - a year like no other

It is traditional at this time of year to look back on the twelve months just passed, and I think we can say without doubt that it has been a year like no other. We make reference in several articles to the 'health emergency' which has affected the operations of the industry to which we are devoted. Although our privations have been small in comparison to those of many who have suffered it has had a very marked effect on our activities in 2020.

For much of the year, we have not been able to welcome any researchers into our centres. For certain periods the centres

themselves have been closed and when they have been able to open volunteers have faced restrictions on the days they have been able to attend and on their movements within buildings. We have followed the prevailing government advice throughout.

However, we have kept up our 'outreach' programme, with four newsletters published, regular articles in *Classic Bus and Buses* and presentations made by Zoom to a small number of enthusiast groups. We increased our Facebook output, with daily updates during lock-downs.

Our volunteers have adapted to the temporary situation. We have started on the ambitious programme to scan early copies of *Notices and Proceedings* which will provide easy access to researchers, and we have been scanning and cataloguing photographs.

So, dare we look forward to 2021? We all sincerely hope that it will be a better year, that the health situation begins to return to normal and that we will be able to resume our normal range of activities.

Thank you for your continued support.

Brian King
Chairman

Health Emergency Restrictions



As the Health Emergency continues, we have adapted to the prevailing Government guidelines as these have changed and evolved; this has had a marked effect on our activities and our ability to carry out our functions.

Under the general lockdown from 5th November, we closed down all our centres to all activities. The only exception was that there were weekly security checks, as recommended by The National Archives.

As the lockdown has been replaced by the 'tier' system, we were able to reopen our Droitwich centre to a restricted number of volunteers due to the town's placing in Tier 2.

In contrast, Walsall was placed in Tier 3 and so following an assessment we decided that we should not reopen our centre there, particularly with regard to the restrictions on travelling in and out of Tier 3 areas. We now await the announcement of the next phase of regulations and we will, as usual, make an assessment about our activities. It remains unlikely that we will be able to reopen any of our centres to researchers in the foreseeable future.

And so we say farewell to 2020 without a great deal of regret – and look forward to a better New Year!

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.



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