



An excellent shot, taken inside Colchester Corporation Transport's depot in Magdalen Street in the town. It shows two Bristol K double decks: Bristol-bodied 35 (JPU 581) and Duple-bodied 46 (KEV 331). 35 was withdrawn in 1956 and so that dates the shot. (Norman Treacher, copyright The Bus Archive).

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Facebook Digest

We have continued with our programme of daily photograph posts on Facebook, and hope that our 'followers' (now numbering more than 4,000) have enjoyed the range and content. For practical reasons, we can't show all of them in print but here is the 'top twenty' most popular from January and February – in reverse order, of course. (Note that all images are copyright The Bus Archive).



UNITED COUNTIES BRISTOL
United Counties 568 (TRP 568) was a Bristol Lodekka LD6B with ECW body, new in December 1959. It is seen here on 8th February 1969 in Norton; it would be withdrawn in 1975. (Photographer Colin Routh)



HANTS & DORSET BRISTOL
Hants & Dorset 1018 (FRU 873D) is seen in Parliament Square, London. It was a Bristol MW6G with ECW coach body, new in May 1966. It was withdrawn in April 1977 and passed to a dealer. The photograph is probably taken in 1972 as it carries NBC-style fleet names but without the 'double-N' logo. (Photographer Peter Nichols)



COLCHESTER LEYLAND
Colchester Borough Transport 42 (OVX 142D) is seen here emerging from the town's bus station - built in the trend of the 1960s and 1970s, with a multi storey car park above and an unattractive, dark bus station beneath. 42 was a 1966 Leyland PD2A/30 with Massey body and served with the municipal until 1979 when it passed to a dealer. We have no record of a subsequent owner. (Photographer Toggenburg)



CANHAM'S BRISTOL
Canham of Whittlesey, Cambridgeshire operated two Bristol FLF double deckers at busy times on its stage service to Peterborough. One was E00 589 which had been new to Eastern National in August 1962 as its fleet number 1621. It was purchased by Canham in 1977 and lasted seven years before passing to Bird of Ongar. (Photographer Clive King)



WESTERN SMT GUY
Western SMT 1251 (JCS 8) was a Guy Arab IV with Alexander low bridge body, new in 1956. It is seen here in Burns Statue Square, Ayr in 1970, the year before it was withdrawn and sold to Williamson of Gauldry, Fife. (Photographer Clive King)



GARDINER'S FORD
This is Feethams in Darlington, County Durham and the entrance to the cavernous United Bus Station, now gone. Here is a rare Harrington Legionnaire bodied Ford 676E of Gardiner of Spennymoor which was new in March 1964 and here is working on hire to express operator Hall Bros. of South Shields, a business which subsequently passed to Barton Transport.

Canham's

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GELLIGAER AEC

A colourful view from the Clive King collection is this AEC Regal III with Longwell Green bodywork, new in 1953 to Gelligaer Urban District Council. It is seen here in Tiryberth depot in 1969, the year before it was withdrawn and sold for scrap. Its 9.6 litre engine was doubtless a help in the hilly terrain.

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RHYMNEY VALLEY LEYLAND

Another Welsh municipal bus, this is Rhymney Valley UDC 37 (ONY 637F), a 1967 Massey bodied Leyland PD2/37; it was new to Caerphilly and passed to Rhymney on its creation in 1974. It lasted until 1981 and is believed to be still extant on the continent.

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LOCKEY'S LEYLAND

A Londoner in exile. JXN 378 was new to London Transport in January 1949 as its RTL 55, passing to F Lockey & Sons of St Helen Auckland, County Durham early in 1958. It survived with Lockey longer than with LT, being withdrawn in 1974. It is seen here at Cabin Gate, on the Bishop Auckland - West Auckland - Evenwood service which until 1960 was shared by four operators: Lockeys, OK (W Emmerson), Stephenson's and Anderson's, each with an hourly departure. All four operator had ex-LT RTLs on the service. OK would eventually take over the businesses of the others, Lockey being the last in 1985. (Photographer Peter Nichols)

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MORBY'S LEYLAND

A quite spectacular example of the early 1950s period when coach builders were still evolving their styles for underfloor-engined coaches. NKH 46 is a Plaxton Venturer bodied Leyland Royal Tiger with centre entrance, and was one of a pair new to Blue Bird of Hull in July 1952. In 1955 it passed to Morby of Droylsden, Manchester, lasting there until 1976 before passing into preservation. It is still in service as a Wedding Coach in Kent. (Photographer Peter Nichols)

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EAST YORKSHIRE AEC

A busy scene in Hull on 5th September 1975, where three East Yorkshire Motor Services buses were parked at the bus station beside Hull Paragon Station, as if to demonstrate the variety in the fleet at that time. 751 (3751 RH) was an AEC Bridgemaster with Park Royal bodywork incorporating the famous "Beverley Bar" upper deck profile to fit through the archway of the North Bar in the town; it was new in 1963 and had one year to go here before withdrawal. 798 (GAT 798D) was a Leyland Panther with Marshall body new in March 1966 and withdrawn in 1979. 897 (AAT 397K) was a Leyland Atlantean with Alexander body new in September 1971 and a diverted order from Western Welsh. (Photographer Peter Taplin)

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SHEFFIELD DAIMLER

Sheffield 953 (953 BWB) was one of three Daimler Fleetlines with Weymann bodies delivered to Sheffield in 1962. Seen in Castlegate, Sheffield in 1972, it passed to South Yorkshire PTE in 1974 with the Sheffield operation, was withdrawn in 1979 and sold to Askin, Barnsley for scrap later that year. (Photographer Clive King)

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NATIONAL TRAVEL LEYLAND

This 12 metre long Leyland Leopard PSU5 fitted with Alexander 'M' type body was exhibited at the 1972 Commercial Motor Show. It was new to Ribble at the end of the same year as fleet number 701. It passed to National Travel (North West) in 1976 and was withdrawn in 1983. It is seen here in 1981 in the distinctive surroundings of London's Victoria Coach Station, with an East Kent Duple Dominant behind. (Photographer Toggenburg)

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PREMIER TRAVEL AEC

The highly distinctive livery of Premier Travel of Cambridge is carried by this Weymann bodied AEC Reliance 198 (VDV 805) which had been new to Devon General in July 1957, passing to Premier in July 1969 where it saw six years' use. It is seen here at Chrishall depot in 1972. (Photographer Clive King)

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CENTRAL SMT BRISTOL

An ECW bodied Bristol Lodekka of Central SMT is seen here in Buchanan Street Bus Station in Glasgow, setting out for Wishaw. BE261 (CGM 961C) was new in 1965 as part of a diverted order from W Alexander (Fife) and therefore had some features which were unique in the Central fleet. (Photographer Toggenburg)

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PERCIVAL'S LEYLAND

This superb Windovers-bodied Leyland Comet (KXU 675) was new to Birch, London in June 1950 as their fleet number K75. It passed in 1955 to Percival Brothers of Richmond, North Yorkshire and is seen here in the Market Place ready to set off for Keld. It was withdrawn in 1966 and passed to a contractor.

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CARDIFF BUT

The third Welsh municipal in today's run down, here is Cardiff trolleybus 285 (KBO 958). New in 1955, it had a BUT 9641T chassis which was assembled at the Crossley works in Stockport, and an East Lancs body. Withdrawn in 1969, it went for scrap. (Photographer Clive King)

BLACKPOOL LEYLAND

Oh! I do like to be beside the seaside. Perhaps not the most sensitive photograph to be posting during lockdown but just look at all the period richness in this photograph taken on the last day of August 1962, of Blackpool 219 (DFV 119). Headlining at the Queen's Theatre are Nina and Frederick, with Nat Jackley and Tommy Cooper getting only third billing. The Leyland PD2/5 was new in 1949 with locally-built Burlingham bodywork designed to reflect the design of the town's trams; note the sliding centre doors. It was sold direct to a breaker on withdrawal in 1966. (Robin Jenkins collection)



EASTERN NATIONAL BRISTOL

Eastern National 2856 (OPU 825D) in Chelmsford Bus Station on busy cross-town (Chelmsford had yet to be accorded 'city' status) service 44A, probably in the latter part of 1980, judging by the removal of its CF (for ChelmsFord) depot plate. New in 1966, this Bristol Lodekka had been spared the NBC/SBG exchanges of the early 1970s by virtue of being Bristol-engined from new, although by the time the photo was taken, it had been re-engined to Gardner. It had operated from Southend (SD) when new and then Basildon (BN) before transferring to Chelmsford in 6/75 and by autumn 1980 was one of the last four manual gearbox FLFs left with EN and was a "pool" vehicle. Loading in the background on the offside of the bus station is a 12m Leopard/Plaxton of National Travel London. WGW 580S was numerically the final coach new to National Travel (South East) before that fleet was morphed into NT London from January 1979. It is believed to be taking families to a visit to Hollesley Bay open prison.



And – top of the pops! SMITH'S AEC

Here is a splendid shot to remind us of sunnier and happier days, which are hopefully now in sight. Smith's Coaches of Reading bought this Duple Commander-bodied AEC Reliance new in July 1970 and here it is almost exactly one year later, on 24th July, in the Coach Park in Hastings Old Town. Note the open-top AEC Regal of Maidstone & District behind. (Photographer Clive King)



Developments at The Bus Archive

At a recent meeting of our charity a number of changes were made to our governance.

Our secretary, Tony Francis, has stepped down after serving a three-year term. Tony has been a Trustee and Secretary since the Bus Archive was formed and has worked very hard for us in those roles. He also played a key part in the background discussions and negotiations which led to its formation through the merger of the libraries and archives of the Kithead Trust and the Omnibus Society. However, whilst continuing to support the Bus Archive he would like to release some time for the other things in his life, and we wish him well for the future. Tony will remain in the BA 'family' looking after a series of projects.

The role of Secretary will be taken by Pat Russell, who will continue in his role of Treasurer.

We are pleased to announce that Neil Barker is joining us as a Trustee. Neil has had a long and successful career in the industry with Arriva, National Express and First, and is also a life-long enthusiast. He will serve for an initial three-year term.

As we move towards an application for Accreditation from The National Archives and a likely move of our Droitwich premises (see below) we are bolstering our archives management experience with the appointment of Chris Low as advisor to the trustees.

Chris is the Senior Archivist at Buckinghamshire Archives and has a degree in history from Nottingham University where he subsequently spent two years working in the Department of Manuscripts and Special Collections before undertaking a Masters in Archives and Record Management at Liverpool University. He has worked in the Bucks

Archives since 2007 and became Senior Archivist in 2016. He has particular responsibility for the service's digital work including replacing the present collections management software. He contributed to the successful bid for Accreditation in 2018 and led on that renewal in 2020. This is all very valuable experience for the journey which lies ahead of The Bus Archive.

When making these changes, we have maintained the necessary checks and balances to our corporate governance.

We welcome Neil and Chris!

Brian King
Chairman
The Bus Archive

★ STOP PRESS ★

As long-term readers will know, we have been searching for a property to the south-west of Birmingham for a number of years, to replace our current Droitwich centre which is now full. We are delighted therefore to have found other premises with greater capacity on the same trading estate, which will release our current centre for disposal.

There will be more details in the next edition of Bus Archive News. This is a very welcome development, which will be quite costly so look out for our fundraising drive!



Shirley Coaches and New Addington with John Card

These two photographs from the Charles Klapper collection (ref CK03/0228, 0229) started us off on an investigation. We knew the history of the vehicle – a Tilling-Stevens B9B which had been new to Thames Valley in 1928 with a London Lorries coach body. Four years later it passed to Southdown which had it fitted with this Park Royal body, originally carried by a Dennis. It passed to A W Bennett (trading as Shirley Coaches) in 1938.

But what is it doing at a location in New Addington, with the destination “Estate”? For the answer we look to the minutes of the London Passenger Transport Board Traffic Committee, from February 1938. First National Housing Trust Ltd. was developing an estate at Addington and asked the Board to extend bus route 64 from its then-current terminal at Addington to the estate via Selsdon Park and Lodge Lane, or as an alternative for the Board to give consent for the Trust to provide its own service to link up with the 64.

It was felt by the Board that the estate had not developed sufficiently to justify the provision of a service, but consent was to be given to the Trust to provide their own service but that this would be superseded when estate roads were developed to the required standard.

And so the First National Housing Trust contracted Shirley Coaches to operate the service. The timetable was included in the LPTB timetable book (Catherham,

Purley and District) for January, February and April 1939 but not in that for August 1939 which showed instead an extension of route 130.

The location of the photographs has been identified as New Addington behind the new shops being built in Central Parade.

Mystery solved!



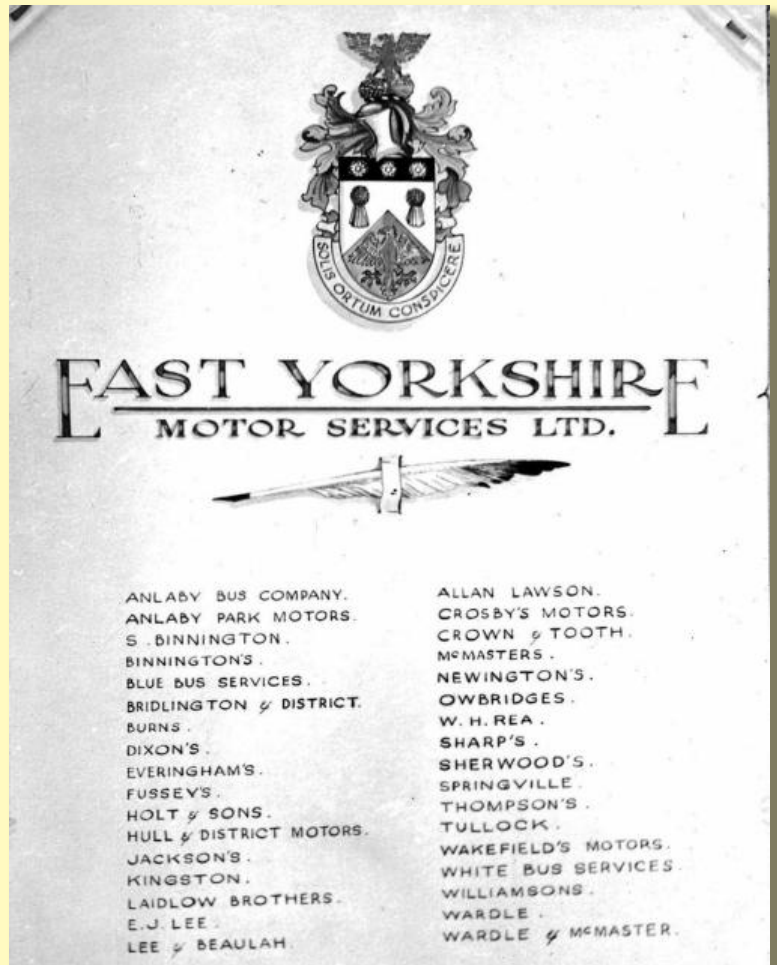
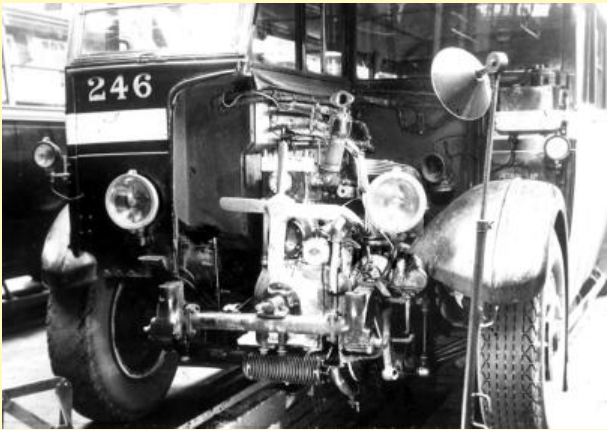
East Yorkshire and its antecedents

We have received a significant quantity of archive material from East Yorkshire Motor Services over the last couple of years, and indeed we were in the process of gathering more from its headquarters in Anlaby Road, Hull when the first lockdown was imposed.

One of the items we do have is a charming album of the early years of the company, and its many antecedents; we suspect that this was probably compiled by an enthusiast employee and presented to the company.

(Right) A scroll listing the names of the antecedents of EYMS and those who were subsequently taken over.

(Below) An 'action shot' of a Leyland TD3 under maintenance.



(Below) A proud line-up of staff and buses at Elloughton garage, June 1927.



East Yorkshire and its antecedents (*continued*)

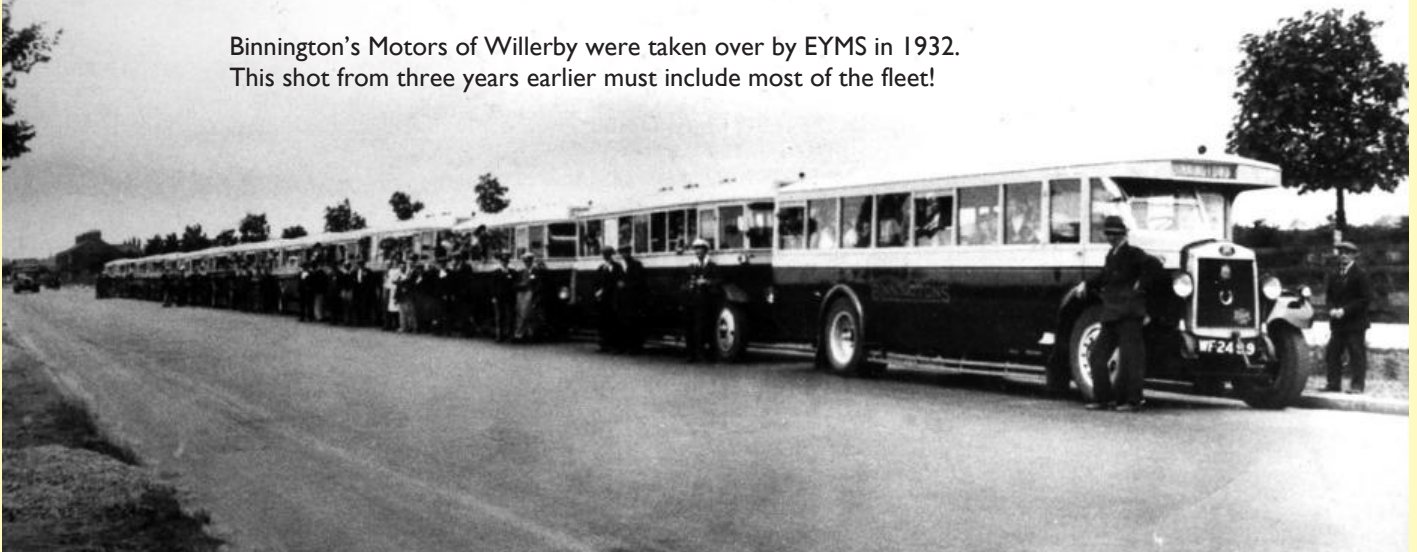
(Right) An artistic shot of a Windover-bodied Leyland Royal Tiger. It purports to be NRH 654 but it is clear that the registration has been retouched.

(Below) Two wartime Guy Arab double deckers with postwar Roe bodies pass at the Midland Street/Anlaby Road junction in central Hull.

(Below right) Everingham Brothers of Pocklington was taken over at the end of 1953 and the acquired fleet included this AEC Regal with Barnaby body, although it was not used by EYMS. The photograph is an official AEC shot from 1938 when the Regal was new, and is 'taken at Warter Priory'.



Binnington's Motors of Willerby were taken over by EYMS in 1932. This shot from three years earlier must include most of the fleet!



Appointment of Liverpool General Manager - 1933



We have discovered in our collections a highly detailed document, created by 'City of Liverpool Tramways and Motor Omnibus Undertaking' and entitled 'Tabulation of Preliminary Selection of Applications Received'. It is dated September 1933 and authored by Walter Moon, the Town Clerk.

The context to the document was that the previous General Manager, Mr P Priestley, had died in post earlier in 1933. His deputy, Clifford G Jackson, was serving as Acting General Manager whilst the post was advertised. This document (double foolscap, 16½" x 26½" in size) is the equivalent of today's spreadsheet and gives details of the 25 applicants.

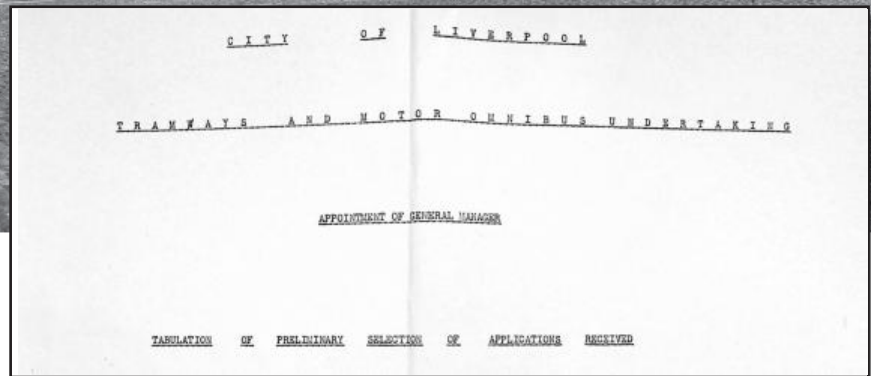
It is an interesting snapshot of the times and of the municipal transport sector. It is also an indication of the importance of the Liverpool undertaking that existing General Managers (GM) of 11 other municipals applied, as did one with a 'second tier' post at Manchester, and two internal applicants from the Liverpool authority itself. Four others held GM or managing director posts in the private sector, and two worked for the fledgling London Transport.

However, it is perhaps some of the other candidates which are most interesting.

- 32-year old Horace Bottomley was then Chief Assistant to the MD at Ribble, and would go on to be GM there himself from 1944 until his death eighteen years later;
- E B Hutchinson had been the founder of United Automobile Services in 1912, relinquishing the post of GM when the company was sold to Tilling/BAT and LNER in 1929;
- John Spencer Wills, then an obviously ambitious 29-year-old who was already a portfolio director at BET and who would go on to be its chairman, collecting a knighthood along the way.



Two of Liverpool's Green Goddess trams, in front of the Port of Liverpool building at Pier Head.



Here is a full list of the candidates, repeated in the knowledge that they are all now deceased and so GDPR will not apply!

Name	Then Current Position	Subsequent career
Percy A Alexander	Divisional Superintendent, North West Area, London Transport	Not traced
John A Baker	GM South Shields	Left South Shields in 1934 and became transport manager with Pilkington Bros.
Percival J Baker	GM Southampton	Retired from Southampton in 1954
H Bottomley	Chief Assistant to MD of Ribble	GM of Ribble from 1944, died in post 1962
William Forbes	GM Cardiff	Still at Cardiff on his death in 1940
Robert D Griffith	GM Irish Omnibus Co.	Not traced
J L Gunn	GM Aberdeen	Became GM at Nottingham in 1934 (in succession to Marks). Died in post in 1940
Robert B Herbert	GM Greenock MS	Still in post at Greenock, 1936.
Charles A Hopkins	GM Sunderland	Still at Sunderland on his death in 1948
E B Hutchinson	Founder of UAS	Not traced
Clement Jackson	GM Plymouth	Still at Plymouth on his death in 1955
Clifford G Jackson	Acting GM Liverpool	Not traced
Walter Luff	GM Blackpool	Retired from Blackpool in 1954, died in 1969.
Walter G Marks	GM Nottingham	Appointed. Retired in 1948 and died in 1968.
William Vane Morland	GM Leeds	Retired from Leeds in 1949 and died in 1962.
Duncan P Morrison	GM Hull	Became GM at Bournemouth in 1935; died in post in 1948.
E S Mountain	GM Sunderland District	Not traced
Robert R Pecorini	Assistant Staff Superintendent (Central) London Transport	Not traced
Charles R Radclyffe	MD South Coast Engineers	Not traced
Percival J Robinson	City Electrical Engineer, Liverpool	Not traced
George Rushton	Previously GM of Underground Group	Not traced
Charles R Taltam	GM Bradford	Retired from Bradford in 1951, died 1966.
Owen W J Watson	Senior Engineer, Roads Department, Ministry of Transport	Not traced
William C Walley	Motor Bus Superintendent, Manchester	Not traced
John Spencer Wills	Portfolio director, BET	Became Chairman of BET, knighted. Died 1991.

In the end, the post went to Walter Marks of Nottingham who held office until his retirement 15 years later.

Your Collections

If you have used the lockdown to have a good sort-out of your collections, we would be delighted to hear from you about any surplus material you have – your own research, books, magazines, photographs, just about anything.

Our procedure in handling donated collections is:

- If we don't already have something, we will add it to our collections;
- If we do have it then we will sell it to the benefit of our charity.

It's a good way to support us!

Don't forget digital! with Stephen Morris



Retired transport journalist Stephen Morris has recently passed on his digital photos to The Bus Archive. You might like to consider doing the same.

The Bus Archive is the most amazing resource, with over a million photographs and a similar number of documents relating to the bus industry. Conserving, cataloguing and curating such a massive collection is a skilled and onerous business undertaken by a marvellous team of dedicated volunteers.

A major challenge for any archive is that history does not stand still: and the history of the 21st century is recorded far more on digital media than the paper or film than previous generations. This is an issue to which conservationists need to adapt, not just in the future but right now. The revolution in photography, away from celluloid, silver nitrate and paper which had served well for 150 years to pixels and megapixels stored and displayed in forms we would never have thought possible even in the later decades of the previous century, means that the traditional methods of archiving photographs will no longer apply in the 21st century.

It's easy to think of the digital era in photography being something that just captures the modern age and is therefore of little interest to an archive committed to conserving the history of the bus industry. But history never stops, and if you take a look back at the digital photographs you took 15 to 20 years ago you will quickly realise, while it feels like yesterday, it was another world.

The heyday of private operators has been and gone and there are new players such as Rotala and Transdev. Buses commonplace, even new, then have been driven off the road by accessibility legislation and even the first generation of fully accessible buses has been and gone. The typical First, Stagecoach and Arriva bus of 2001 bears little resemblance to its counterpart in 2021. The new kid on the block even of the 2010s, the Hybrid bus, has proved less the white heat of future technology and is now rather more of a white elephant.

Another bygone local authority operator; Thamesdown is now part of Go-Ahead. The Dennis Dart SPD with bonded glazing was almost state of the art at the time.



All of these developments need to be recorded and archived. As do 2020s developments; the coming of age of the battery bus — and that may turn out to be yesterday's technology depending on what happens with hydrogen — the strange sights of buses driven by masked drivers and carrying signs to limit capacity; things that tell their own snapshot of the wonderful mosaic that is the history of the bus, playing its part in the fabric of a wider society.

Alongside slowly gathering up thousands of prints and slides for the Bus Archive (I never did come up with a proper filing system) it occurred to me that I could much more easily pull all my digital pictures of buses together. One tiny memory stick with around 7,000 images was put into a jiffy bag and sent off with a normal postage stamp: much easier than carting car loads of boxes to Droitwich! One day more car loads of my photos will make their way up the M5, but in the meantime they have plenty to be getting on with in lockdown.

Don't forget digital! (continued)



An unusual MCV-bodied Volvo B7RLE of Richards Brothers in St Davids on the 411 from Haverfordwest in September 2017. The much-reduced service is now TrawsCymru T11.



A new look was brought to Green Line service 757 in December 2008 with Arriva the Shires & Essex's new and exotic three-axle Van Hools. This was somewhere on the Dunstable Downs on the launch event.

One major concern many of us have is what our families will do with our treasured photo collections when our turn comes to make the one-way trip to Barnsley. Will they carefully ensure they are delivered to people who will conserve them and cherish them, or is it easier just to bung them on a skip with rest of our superfluous stuff?

The danger is even greater with digital images; they don't even have a physical presence to alert anyone to their possible value. They may be on a defunct outmoded device or on discs or drives that no-one will think to look at and they will be lost for ever.

Of course, the Bus Archive will always want collections of 'real' photographs, but it may be worth now considering what to do with your digital photos to make sure they don't disappear into oblivion, with the loss of possibly invaluable and unique contributions to future understanding of the bus industry's history. Unlike physical photographs it's also simplicity itself to keep your own copies. In my own case I have an agreement that both the Archive and I hold joint copyright in my photos during my lifetime so I've not lost anything; but hopefully future generations will benefit from at least one or two of my pictures. And they won't even need any shelf space.

How to Donate your Digital Collection

We are often asked 'what will happen to my digital photographs and the other material held on my computer?' and now we can provide an easy solution. By transferring that material to us now (and topping it up with new material as you go along) you can ensure that all is not lost when you do pass away.

You can even agree with us the level of involvement you wish to retain in your lifetime:

- You can transfer material to us with an agreement that we do nothing with it until you die, when ownership and copyright passes to The Bus Archive;
- As Stephen has done, you can agree to 'joint ownership and copyright' with us during your lifetime which then changes upon your demise;
- You can transfer ownership and copyright to us straight away.

As with physical collections, anything of a personal or family nature would be returned to you or your nearest and dearest, or destroyed according to your wishes.

And in addition to a memory stick, we can also accept photographs via online transfer, CD/DVD and even old-style floppy disk.

If you would like to speak to us about donating your digital collection, simply email us at hello@busarchive.org.uk.

Leicester Trolleybuses?

An insight from the Geoff Lumb collection

As part of the very extensive Geoff Lumb collection, we have a copy of a minute which records the visit of Leicester Corporation Transport Committee to their counterparts at Huddersfield, to inspect the latter's system as part of an evaluation into the potential use of trolleybuses in Leicester.

The date is 30th December 1935 and the General Manager of Huddersfield, Mr Godsmark began by saying that he was a native of Leicester so knew the city well; in his view, the traffic conditions between the two places were similar with high peaks in the morning, midday and evening. Huddersfield had replaced trams initially with double deck oil engined [diesel] buses on the Almondbury route while the road was remade. When trolleybuses were introduced, a speed of 18 mph was achieved against 12 mph for the motor buses. Local residents were at first horrified about the prospect of trolleybuses but were now delighted, in view of their quiet operation, and patronage had risen 16% against that of the trams.

It was also reported that a factor in the decision had been the 'severe competition' from motor buses of other operators (3,586 journeys in each direction each week), which the trolleybuses had successfully countered.

The issue of power supply was discussed, and there was civic pride in Huddersfield being able to sell its municipally-generated electricity to its own transport department. Petrol and oil supply and price could not be controlled, and the electric generation also gave work to local miners. The overhead wiring was quoted as costing between £3,000 and £4,000 per mile.

Comparative costs of operation (per 100 seat miles) between types in the year ending March 1935 was:

Tramcars	17.9d
Trolleys	14.9d
Omnibuses	20.5d

All of the trolley drivers had transferred from being tram drivers, under the same conditions. They were trained by the

AT A SPECIAL MEETING OF
THE PASSENGER TRANSPORT COMMITTEE
held:-
30th December, 1935.

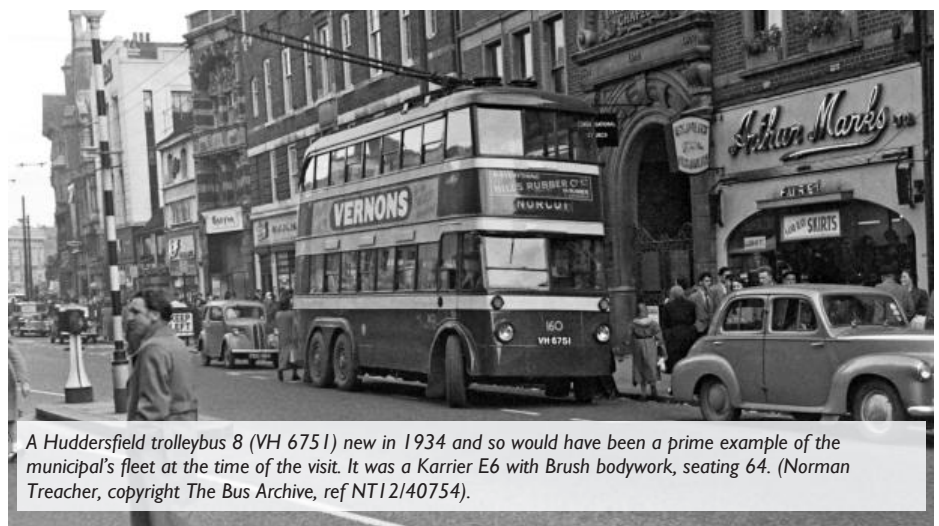
PRESENT:-

<u>Mr. Gooding,</u>	Chairman.
Mr. Adams	Mr. Hill
Mr. Allen	Mr. Hoggar
Mr. Brooks	Ald. Parbury
Mr. Frears	Mr. Pentney

Mr. H. Pool (General Manager), Mr. A.G. Ling (Omnibus Engineer) and Mr. F. Seymour (Town Clerk's Department) also attend.

The Committee proceed by the 12-6 p.m. L.N.E. (Great Central) train, arriving at Huddersfield at 2-10 p.m.

The Committee proceed to the Huddersfield Corporation Tramways Department Offices, where they are received by Mr. H.C. Godsmark, General Manager and Engineer, and the Vice-Chairman of the Committee, Ald. T. Woffenden, in the absence of the Chairman through illness.



A Huddersfield trolleybus 8 (VH 6751) new in 1934 and so would have been a prime example of the municipal's fleet at the time of the visit. It was a Karrier E6 with Brush bodywork, seating 64. (Norman Treacher, copyright The Bus Archive, ref NT12/40754).

Corporation itself, and the length of training depended on the individual man's ability – some took two to three weeks, others two to three months. It was a compelling argument put forward by the Huddersfield delegation, who were obviously proud of their system and their achievements. Alderman Woffenden summed up the attraction of the trolleybuses themselves as giving 'better acceleration, no changing of gears, no smoke, no smell, no noise.

Despite this whole-hearted endorsement by Huddersfield,

Leicester decided to go for high capacity diesel buses – batches of AEC Renowns with 64-seat bodies by Northern Counties and Metro Cammell were purchased in 1939 and 1940.

Roy Marshall photographed A.E.C. Renown 321 (CBC 913) at Leicester Stadium on 17th July 1948 whilst it was working 'Speedway Special' duties.



Municipal Managers in 1964

If the selection of the Liverpool General Manager in 1933 has whetted your appetite for all things (and people) municipal, we have been sent a copy of an extract from Bus and Coach magazine for May 1964, which gives a photograph and biographical information about every municipal manager then in post.

So, if you want to know G G Hilditch from F S Brimelow, R F Bennett from C W Baroth the 12-page document is available at our Flickr site at <https://www.flickr.com/photos/145880868@N07/albums>. There is far too much to reproduce as part of the newsletter – but it's an excellent reference document.



With the publication of the Government's Roadmap out of Lockdown, it appears that there is now the prospect that we will be able to welcome back researchers to our centres within the next few months. We will make an announcement on our website when we are ready to reopen.

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Newsletter editor: Philip Kirk
 Newsletter design and layout: Mike Greenwood

www.busarchive.org.uk
hello@busarchive.org.uk