



“We know there’s an East Midland ECW-bodied Leyland Titan in here somewhere!” (Roy Marshall).

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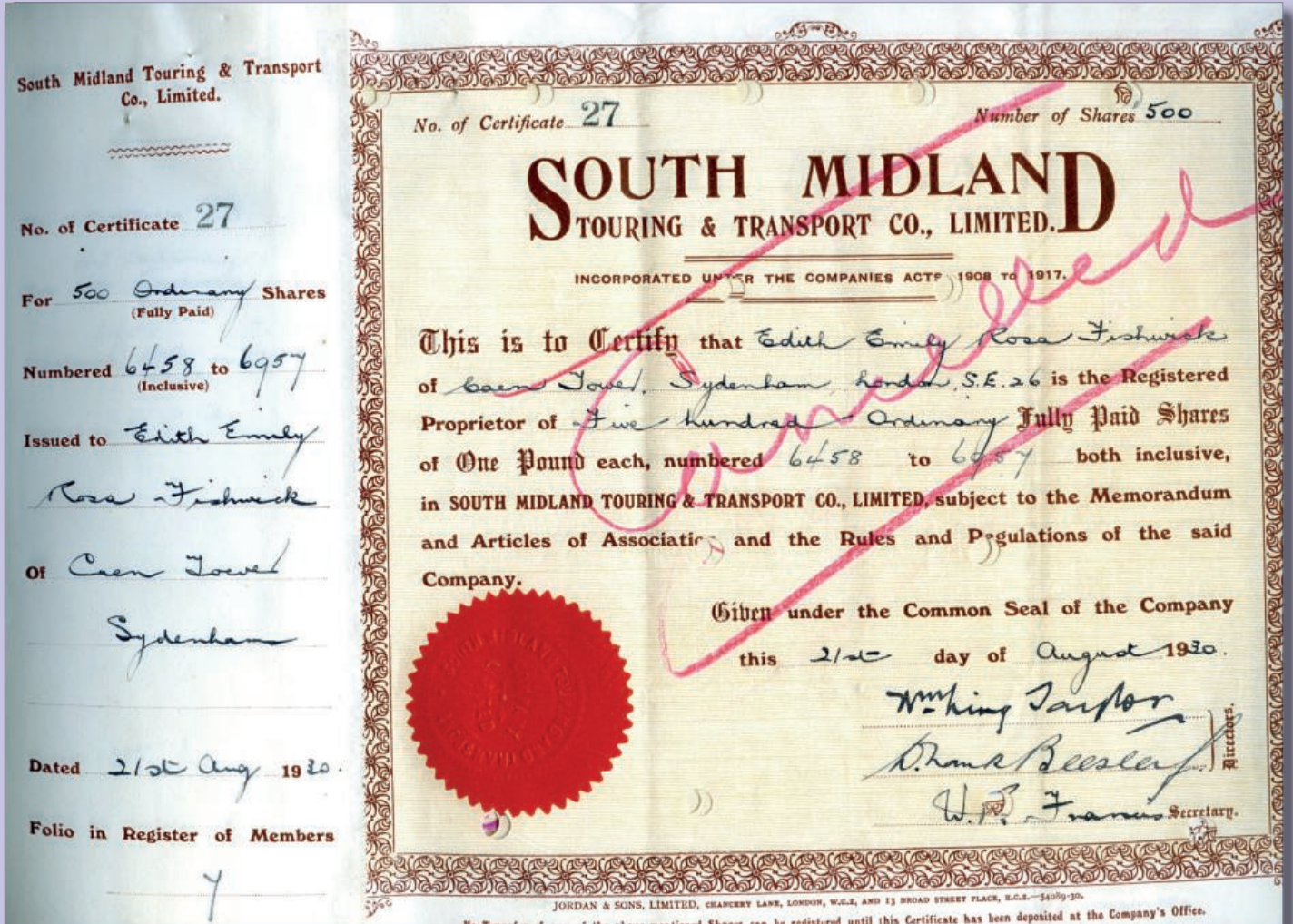
**A MERRY CHRISTMAS FROM THE BUS ARCHIVE TEAM!**

## South Midland

Through our friends at the Greater Manchester Transport Society we have recently acquired some important documents on South Midland Transport and Touring Company Limited.

From its formation as an Oxford-based independent company in 1921, it passed to the expanding Red & White Group in 1945 then to the British Transport Commission five years later, which placed it under the control of Thames Valley Traction. With the formation of the National Bus Company in 1970, South Midland's activities were merged into The City of Oxford Motor Services.

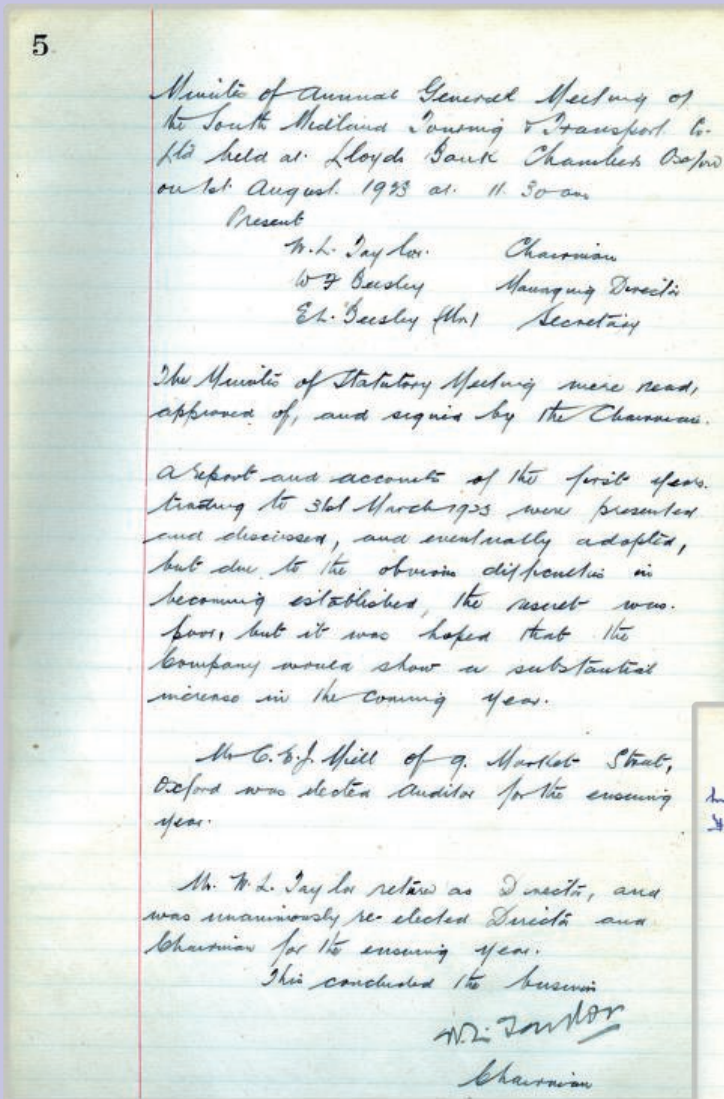
We now have the original share certificates book, with the returned (and cancelled) certificates attached.



A certificate for 500 shares issued to Edith Emily Rosa Fishwick of Sydenham in 1930.



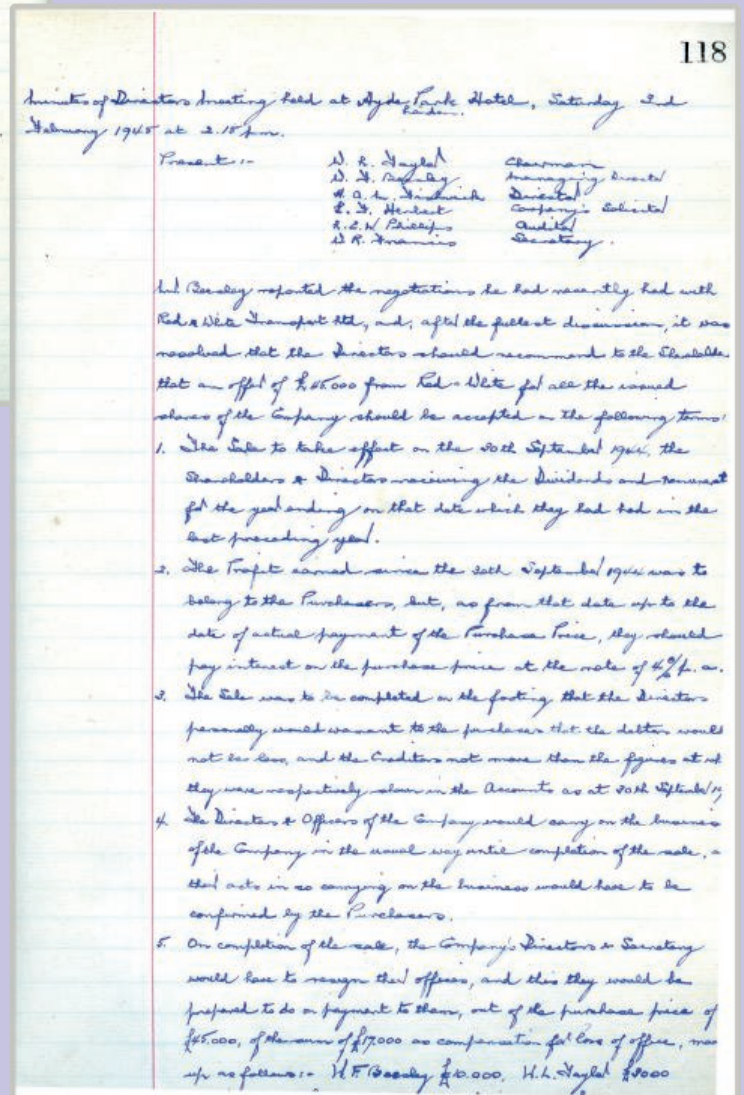
We also have a full run of minute books for company directors' meetings:



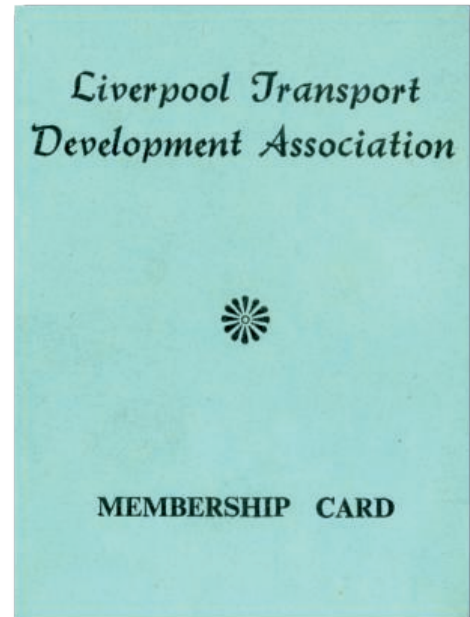
▶ The minute of the first Annual General Meeting of the company, held in 1923, when it was noted that "... due to the obvious difficulties in becoming established, the [financial] result was poor, but it was hoped that the Company would show a substantial increase in the coming year."

▶ The minute of the directors' meeting held on 3rd February 1945, at which it was resolved that "...the directors should recommend to the shareholders that an offer of £45,000 from Red & White... should be accepted..." Interestingly, the sale was "to take effect on 30th September 1944"!

These are historically significant volumes and enhance our understanding of South Midland as well as complementing our very extensive holdings on Thames Valley and City of Oxford.



# Liverpool Transport Development Association



*Liverpool Tram 950  
(Photographer Ernest Masterman.  
Copyright The Bus Archive)*

There seems to have been quite a resistance in Liverpool to the withdrawal of trams and their replacement by buses. We have a file of publicity material which was issued from the late 1940s onwards.

These were issued by two organisations with different but similar names – Liverpool Tramway Passengers' Association and Liverpool Transport Development Association (LTDA) – so one may have been the successor to the other. The LTDA was a campaigning arm of the Light Railway Transport League, and not only campaigned to the city council but also made representation at the series of hearings of the Area Traffic Commissioners when applications to replace the trams were considered.

9/59

**TRAVELLERS ON ROUTE 43.**

*What have you gained since buses took over?*

**NOTHING!**

*What have you lost?*

**LOW FARES  
TRANSFERS  
WORKMEN'S RETURNS  
CHILDREN'S HOLIDAY  
TICKETS.**

**IT IS BETTER TO STAND ON A  
TRAM THAN A STREET CORNER  
WAITING FOR A BUS!**

Published by the LIVERPOOL TRAMWAY PASSENGERS' ASSOCIATION and printed by W. J. POWLES & SON, Ltd., 248, Cricklewood Broadway, N.W.2.

The earliest leaflet (left) refers to the recent route 43 conversion where it claimed that all manner of good features such as fares had been lost or worsened. By the time that the route 10B was under threat, a campaign leaflet listing many of the same points was issued (right) which included a pro forma letter to be sent to local councillors (below).

**ROUTE 10B**



**Trams to be abandoned !**

THIS WILL MEAN  
**Inconvenience to you.**  
THE REMEDY IS IN YOUR  
OWN HANDS.

**PROTEST**  
TO YOUR CITY COUNCILLOR  
AND THE PRESS  
**NOW!**

**THE CORPORATION TO ABANDON 10B TRAM SERVICE  
IN THE VERY NEAR FUTURE.**

**THIS WILL RESULT IN —**

Longer Queues at Peak Hours — No Rescuing Trams when Buses are Full — No Workmen's Returns or Transfers — More Traffic Congestion in City — Abandonment of Commutation Row Loading Point.

**IN FACT**

The Only People to Benefit from this Abandonment will be Citizens of other Municipalities who will be offered your trams at Bargain Prices (e.g. £500 delivered Glasgow). New Buses cost £4,050.

**YOU CAN STOP THIS STUPID POLICY**

By **Protesting** to your City Councillor by Letter or Personal Interview.

We invite you, if you so wish, to use the attached letter. Fill in your address at the top, sign it, and send it to one of the Transport Committee Members listed below. They represent Wards on the 10B Route.

**COUNCILLORS:**

F. ROBINSON, 5, Kingscourt Rd., Liverpool, 12.	R. MEADOWS, "Ravenscroft," 7, St. Annes Rd., Liverpool, 17.	B. M. FRAZER, "Heywood," Priory Rd., West Kirby.	A. N. BATES, 211, Childwall Rd., Liverpool, 15.
------------------------------------------------------	----------------------------------------------------------------------	-----------------------------------------------------------	-------------------------------------------------------

It would encourage us in our Fight for Better Transport if you would also complete and return the attached slip.

CUT OFF HERE.

I have protested to Councillor ..... against the proposed 10B Tram Abandonment. Signed .....

Address .....

Issued by THE LIVERPOOL TRANSPORT DEVELOPMENT ASSOCIATION  
(An entirely independent, non-political organisation)  
685, West Derby Road, Liverpool, 13. Printed by Powles Ltd., Cricklewood.

Councillor .....

Dear Sir,

As a regular user of the 10B tram service I most strongly protest against the Corporation's proposed abandonment of its operation in favour of additional buses.

I already experience the greatest difficulty in attempting to board the present buses on this route and I am not confident that additional buses will alleviate the situation.

I am of the opinion that to increase the number of buses is likely to impair road safety and to cause congestion in the City during Peak Hours.

To sum up, I am not in agreement with the present Transport Policy and feel that it should be reviewed. A modernisation programme should be carried out using the latest type of Tram, Bus and Trolleybus on the routes most suited to their particular advantages. I might add that I am sure that the large number of passengers on Prescott Road cannot be carried efficiently without the use of modern tramcars.

I would therefore be obliged if you would give this matter your most earnest attention.

Yours faithfully,

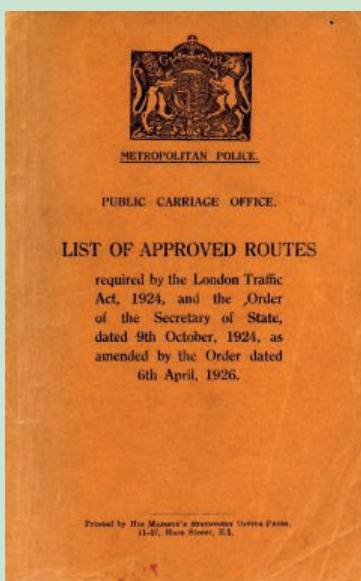
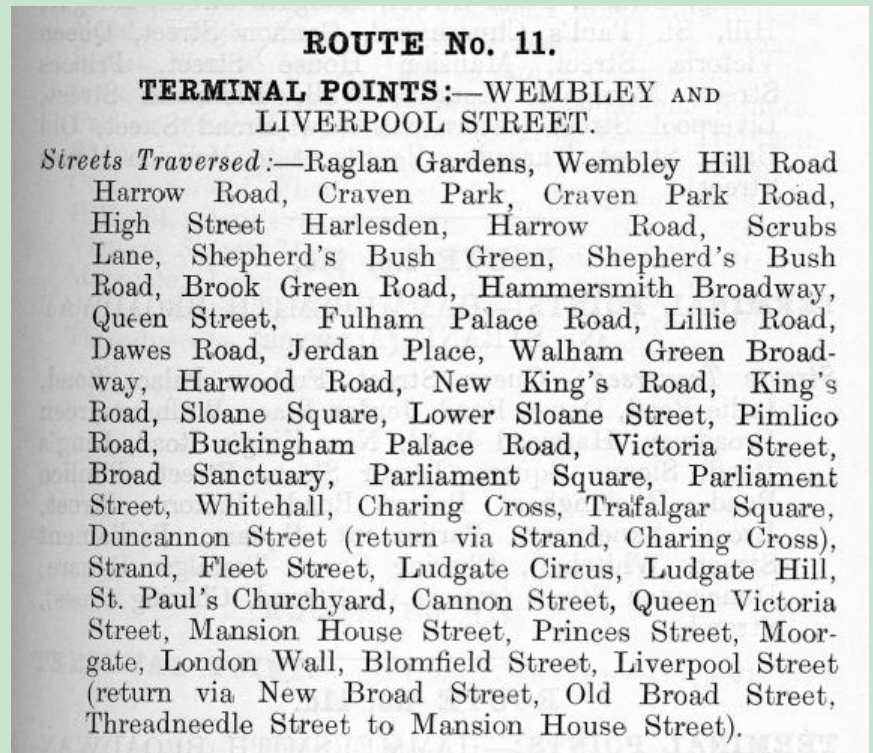
All was to be in vain, however, and by 1957, the tramway network had shrunk to only two routes – 6A to Bowring Park and the 40 to Page Moss Avenue. The last tram of all ran on 14th September that year.

# Regulating London Bus Routes

The purpose of The London Traffic Act of 1924 was to regulate traffic in and near London, sections 6 and 7 dealing with buses with the aim of bringing order to the so-called 'pirate' bus operators on the capital's streets – there were an estimated 500 of them by that date.

Two key measures required all routes and schedules to be authorised by the Public Carriage Office of the Metropolitan Police and gave the Minister of Transport powers to designate 'restricted streets' where only existing routes would be allowed. The Metropolitan Police appointed Superintendent Bassom to the temporary rank of Chief Constable to carry out the first element, his name forever being associated with the complex route numbering system he developed.

Such were the difficulties for operators of meeting the requirements of the Act, and the complexities arising from the numbering system, that the first List of Approved Routes issued on 9th October 1924 contained very few of the short workings that were a feature of the London bus scene; an improved list was not issued until 6th April 1925. Chief Constable Bassom required the full extent of the route to be given the 'main' number, with any short working requiring a suffix. As a result, well-known route 11 was listed as running between Wembley and Liverpool Street, an extension for Cup Final days. The daily route between Shepherd's Bush and Liverpool Street was, from Wednesday 8th April 1925, renumbered 11E. This number was used until the Bassom system was finally abandoned by the LPTB on 3rd October 1934.



Two further editions of the List of Approved Routes list were issued, no.3 in April 1926 and the last in November 1929. In addition, there was a series of amendments, the last being Additional List 13 to List 4, dated 28th February 1933, by which time only independent routes were covered – changes to LGOC routes were announced in LGOC traffic circulars (TCs) from January 1933. Thus, new route 137 (Hounslow and Chertsey, later the 237) was included in Additional List 11 dated 31st October 1932, but a re-routing in Hounslow in January 1933 was dealt with by TC. Route 526D (North Finchley and Wandsworth Bridge, later 26), operated jointly by Birch and LGOC (as successors to London Public), was renumbered 526 on 1st February 1933 on the Sunday route being shortened from Hadley Highstone; this change and the Bassom renumbering was dealt with in Additional List 11 dated 28th February 1933 and only briefly referred to in the TCs.

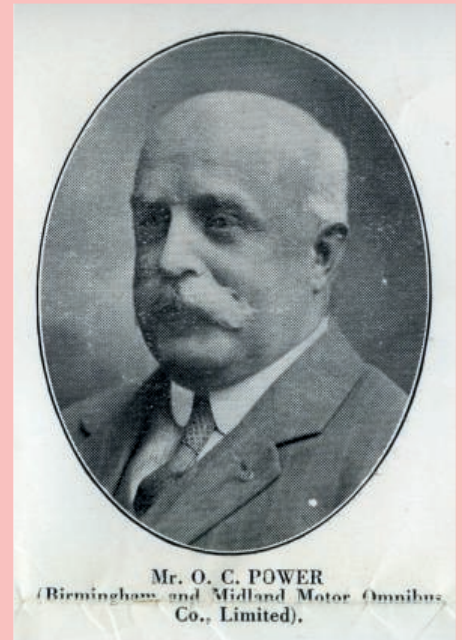
# Power Cruising

O C (Orlando Cecil) Power was Traffic Manager of Midland Red (Birmingham & Midland Motor Omnibus Co. Ltd.) until his death-in-service in 1944, and as such he was instrumental in building up the company to be one of the biggest in the land.

But it wasn't all work and no play! An internal Midland Red document shows how his office was able to contact Power whilst he enjoyed a 24 day, 7,748 mile cruise to Africa in the spring of 1938, aboard the RMS "Atlantis".

The document lists the opportunities to send messages by air mail to stated offices in Gambia, Senegal and Madeira. There are even details of postal rates.

It seems incredible today that such a powerful (no pun!) character could be out of touch for days on end but then the world must have been a much slower moving place in the 1930s.



I T I N E R A R Y  
of  
C R U I S E per R. M. S. "A T L A N T I S",  
MARCH 26th, 1938 to APRIL 20th, 1938.

<u>Miles.</u>				
Sat. March 26th.	-	<u>LEAVE</u>	Southampton	at 5.30 p.m.
Thurs. March 31st.	1526	<u>CALL</u>	Las Palmas, (Canary Islands)	from 7.0 a.m. to 1.0 p.m.
Mon. April 4th.	1325	<u>CALL</u>	Freetown, (Sierra Leone)	from 8.0 a.m. to Midnight
Wed. April 6th.	618		Cruising over Equator.	-- --
Fri. April 8th.	530	<u>CALL</u>	Takoradi, (Gold Coast)	from 8.0 a.m. to 6.0 p.m.
Tues. April 12th.	1255	<u>CALL</u>	Bathurst, (Gambia)	from 9.0 a.m. to 7.0 p.m.
Wed. April 13th.	95	<u>CALL</u>	Dakar (Senegal)	from 6.0 a.m. to 10 a.m.
Sat. April 16th.	1088	<u>CALL</u>	FUNCHAL (Madeira)	from 10.0 a.m. to 6.0 p.m.
Wed. April 20th.	1311	<u>ARRIVE</u>	Southampton.	at 9.0 a.m.
<u>Total Miles. 7,748</u>				

P O S T I N G     D A T E S .

<u>Ordinary.</u>	<u>Air Mails.</u>	<u>Name &amp; Postal Address.</u>	<u>Postage. Letters.</u>	
			<u>Ordinary.</u>	<u>Air Mails</u>
2.0 a.m. Mar. 29th.	6.0 p.m. April 5th.	O.C. Power, Passenger per R.M.S. "ATLANTIS", P.O. Box 284, BATHURST, Gambia.	1 <sup>1</sup> / <sub>2</sub> d. per oz.	9d. <sup>1</sup> / <sub>2</sub> oz.
7.30 a.m. Mar. 29th.	10.0 a.m. April 8th.	C/o. Elder Dempster Lines, Ltd. P.O. Box 133, DAKAR, Senegal.	-	1/3d. <sup>1</sup> / <sub>2</sub> oz.
10.0 a.m. April 7th.	-	C/o. Blandy Brothers & Co., Ltd. P.O. Box 67, FUNCHAL, Madeira.	2 <sup>1</sup> / <sub>2</sub> d. per oz.	-
6.0 p.m. April 18th.	-	C/o. Royal Mail Lines, Ltd, Royal Mail House, SOUTHAMPTON.	Inland Rates.	

N.B. All letters to be marked:- "TO BE DELIVERED ON BOARD".

RADIOGRAMS CAN BE SENT TO THE SHIP AT ANY TIME, ADDRESSED:-

March 17th, 1938. "POWER, ██████████ "ATLANTIS", PORTISHEAD RADIO." O.C. POWER. OCP/LEL.

## The retirement of a former trainee....

Senior industry figure Martin Harris retired from the post of managing director of Brighton & Hove in November. His colleagues in The Go-Ahead Group gave him an appropriate send off, which by tradition really had to include a bit of a leg pull.

They recalled that as a management trainee with Southdown, Martin and many colleagues had featured in a book in the 'People at Work' series – *Working in a Bus Company*.

This interesting volume was published in the early 1980s and was targeted at what would be called the 'young adult' market and described several jobs in different departments within the company.

One of the chapters focused on Martin and his role as a National Bus Company senior management trainee.



**Martin Harris**  
Management  
trainee

*Martin Harris is a National Bus Company senior management trainee in the traffic department at Southdown. He is twenty-four years old and has been with the company for one year.*

I had no connections with the bus industry at all before I joined Southdown. As a child I had collected aircraft numbers not bus numbers. When I first arrived at the company, I was told that working in the bus and coach industry would not be just a job, more a way of life. I must admit that I didn't believe it at that stage. But after only one year in the industry, I think I would tell a newcomer the same thing. It's an infectious job and it doesn't take long to catch the bug!

As I have said, prior to joining the industry, I had no real connections with buses. One half of my family are printers and, if anything, I was expected to follow the other half into teaching. I went to West Derby Comprehensive School in Liverpool where I took 'O' levels in maths, English language, English literature, French, German, geography, religious knowledge, history and commerce. I did not get the grades I wanted in my 'A' levels in economics, history and general studies so I couldn't take the history and politics degree I had worked for. Rather than settle for anything less I decided it was time to earn a living. But finding work on Merseyside was not easy, even with the qualifications I had.

I took a job in Liverpool's City Treasury where I worked in housing finance. Opportunities were very limited and the work was rather routine. So I decided, particularly in the light of the employment situation in my home town, that the key to a more rewarding career lay in widening and improving my qualifications. Liverpool Polytechnic offered me a place on the Higher National Diploma (H.N.D.) course in Business Studies. I took the option which specialized in transport and it was this that set me on my way to a career

*Martin discusses the condition of one of the buses with a mechanic at the Convoey Street depot.*



*Martin in conversation with the district manager over a proposed timetable change.*

with the National Bus Company (the N.B.C.).

The H.N.D. course covered the basic theoretical areas and many of the practical day to day aspects of the transport industry in the United Kingdom. One of the main entry requirements for the N.B.C. Senior Management Training Scheme is that trainees study

for the examinations of the Chartered Institute of Transport (C.I.T.). I had passed these examinations while at polytechnic so this placed me in a fortunate position.

I did not actually study the road passenger transport industry option in great detail either on the H.N.D. course or for my C.I.T. examinations, so I am now studying the industry through a correspondence course with Pitman's for the C.I.T. This might appear unnecessary as I am working in passenger trans-

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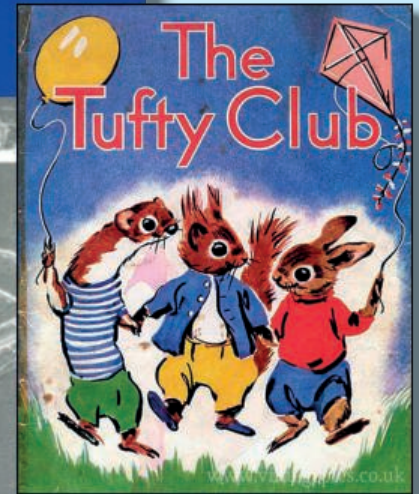
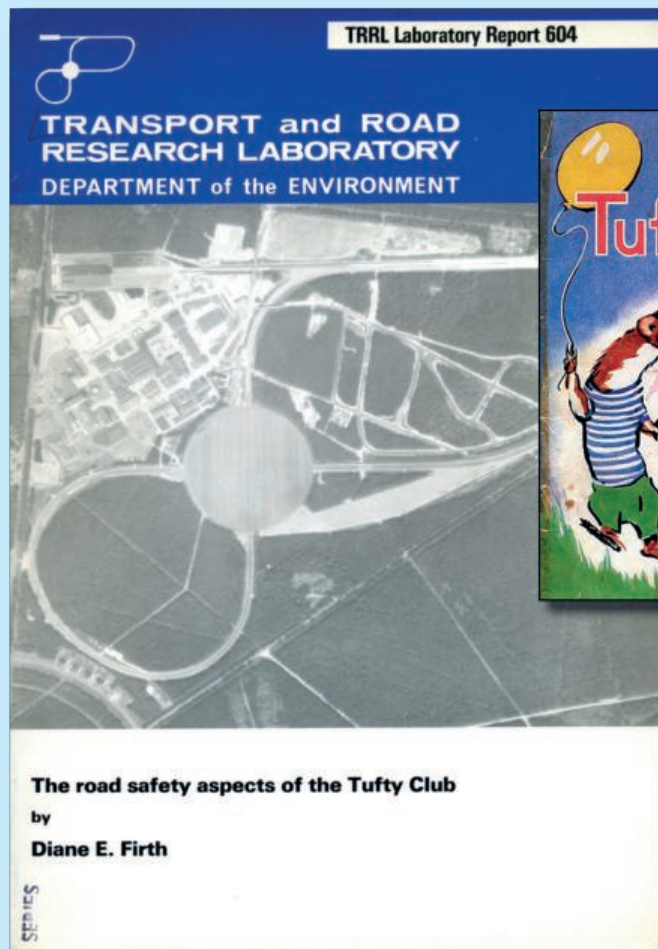
We hear that Martin did appreciate the joke when presented with a copy of 'his' chapter!

# TRRL and the Tufty Club

Readers of a certain age may recall the Tufty Club, which originated in 1961 with the Royal Society for the Prevention of Accidents (RoSPA) and aimed at providing pre-school children with safety education. In the following decade, a staggering two million children were at one time members of the club.

We were surprised to find amongst our collection of TRRL reports, number 604, entitled 'The road safety aspects of the Tufty Club'. This was published in 1973 and is a rigorous and comprehensive analysis of the campaign, including attitudinal surveys.

Quite a blast from the past!



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**TABLE 2**  
The amount of road safety mothers of members and non-members thought children would learn from the Tufty films (percentages)

Amount will learn from the films	Members	Non-members
A lot	60	40
A little	35	48
None	3	5
Don't know	2	7
<b>Total</b>	<b>100</b>	<b>100</b>
<b>Base number</b>	<b>152</b>	<b>213</b>

$\chi^2$ , membership by learning from Tufty films (learn road safety/not learn) = 10.1  
df = 1, p < 0.1.

**TABLE 21**  
Tufty material used in the club activities

Tufty aids used	Percentage of the total number of clubs
Song sheets	46
Cards	41
Tufty books	29
Felt figures (puppets)	28
Pictorial learning aids	22
Jigsaws	15
Flannelgraphs	14
Painting sheets	14
Crayons	13
Playlets	7
Handkerchiefs	6
<b>Total</b>	<b>235<sup>1</sup></b>
<b>Base number</b>	<b>207</b>

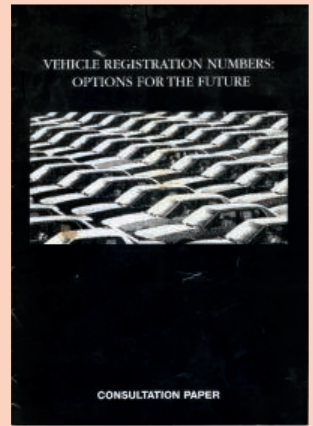
Note: <sup>1</sup> The percentages add up to more than 100 as the respondents were allowed to give more than one reply.

# Vehicle Registration Numbers

For this edition's extended feature (available to view in full on photo website Flickr), we have uploaded a full copy of a Department of Transport consultation document on registration numbers issued in December 1996. The then-current system was due to be exhausted in 2004 and the DoT were interested in hearing from interested parties on what should replace it.

The options were:

- Age based system (option 1)
- Area based system (option 2)
- Combined age/area based system (option 3)
- No age or area identifier (option 4)



**L ABC 99 A**

**ABC 99 LA**

Another variation would be to put both the area and quarter codes together at the start of the number.

**LA 99 ABC**

**LB 99 ABC**

*For*

- Memorability of a single area letter code.
- Would give some indication of the age of the vehicle.

*Against*

- Could lead to two or four annual sales peaks instead of one.
- Would mean a very short cycle.
- More rapidly changing age indicators could lead to a perception of more rapid loss of value of a vehicle.
- Confusing for the public, as the order and combination of letters and numbers would change so often.
- Additional costs for DVLA of up to £200,000 per annum, at least until automatic first registration is fully introduced, would rule this out in the short term.

**AB 45 CDE**

**ABCD 45E**

**45 ABC 1**

**AB 12 CD**

**3.4 Option 4: No age or area identifier**

3.4.1 It would be possible to introduce a system with no age identifier or area code, thus allowing large numbers of new combinations of letters and numbers - eg

3.4.2 Plates with only numbers or only letters could also be allowed, with provision for the issue of 'vanity plates' as in many states of the United States, where people can choose any combination of up to six characters, usually for an additional fee, and subject to acceptability.

*For*

- Flexibility and long cycles.
- Low running cost for DVLA.
- No annual sales peak.

*Against*

- Difficult to remember, except for vanity numbers.
- No indication of age of vehicle.
- Expensive changes would be needed to the DVLA computer system.

7

The full report is available to view at:

<https://www.flickr.com/photos/145880868@N07/albums/72157720195169539>.

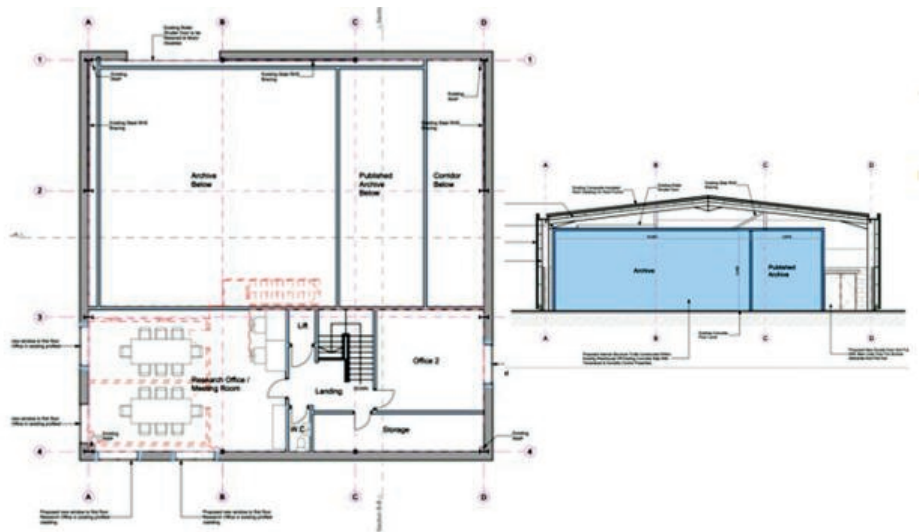
# Building for the Future Campaign

## UPDATE

We are delighted to announce that we have attained another milestone in our 'Building for the Future' fundraising campaign. We have now passed the £150,000 mark – half way to our target of £300,000 – and only six months after the campaign launch.

The Bus Archive chairman Brian King said: "It is hugely appreciated that so many of you have supported us with donations to the appeal. This is a once-in-a-generation move for us and will allow us to continue and indeed expand our work."

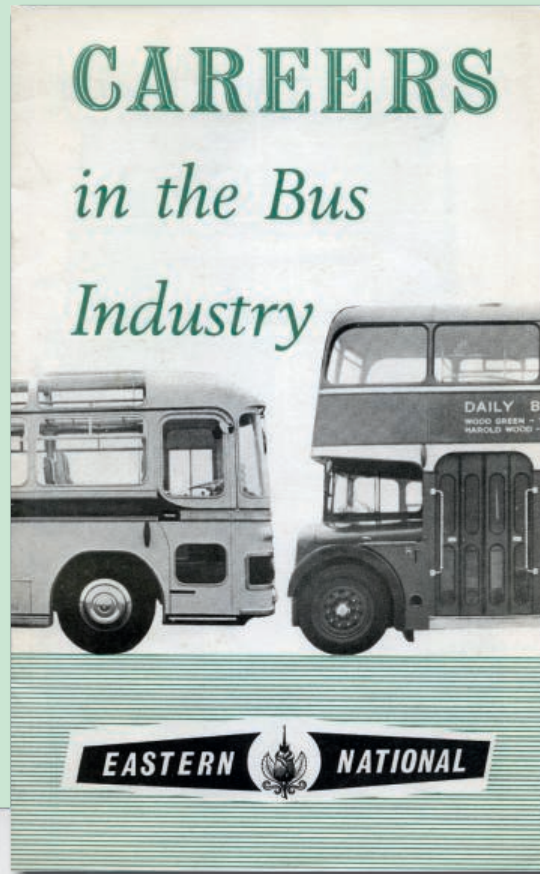
If you are interested in donating to our appeal, we are pleased to accept a cheque, or a bank transfer: CAF Bank, Sort Code 40-52-40, account number 00031688. You can also donate through our website ([www.busarchive.org.uk](http://www.busarchive.org.uk)) but we are charged for that service!



## Eastern National Careers

The appearance of a young Martin Harris in a book designed to attract young people into the industry (see page 8) reminded us that we have featured careers brochures in previous editions, some of which hold up well and others which 'reflect the language and attitudes of their time' to coin a phrase.

Here is quite a good example of the former – from Eastern National – which gives a good glimpse behind the scenes.



## Careers in the Bus Industry

*by the General Manager, The Eastern National Omnibus Company*

The Eastern National Omnibus Company, with other road transport undertakings in different parts of the country, is always interested in attracting keen young men and women leaving school. This Company has operated public service transport in Essex for nearly 60 years, and offers a worthwhile career where the prospects of promotion are almost entirely in the hands of the employee, and at the same time offers a reasonable freedom from the threat of redundancy, a feature which is almost unique in the industrial world.

The Company's organization is broadly speaking split into three departments, and some brief notes are given of the work of these three units.

### TRAFFIC DEPARTMENT

The Traffic Department of an omnibus company offers interesting work with sound prospects of promotion.

A boy leaving school who is interested in making the traffic side of road passenger transport his career usually begins by working as Junior Traffic Clerk at a depot near his home, or if he is in the Chelmsford area there may be a suitable vacancy in the Traffic Department at Head Office.

The work at a depot or Head Office is varied and interesting, and opportunities are given to all junior staff who show promise to enable them to gain wider experience in all sections of the organization of running



a fleet of buses and coaches. Transfers between depots and between depots and Head Office can be arranged in the interests of the individual and the Company. Opportunities are given to enable staff to study for the Royal Society of Arts Diploma in Road Transport, or the examination of the Institute of Transport.

After a few years a suitable traffic clerk may be promoted to become Chief Traffic Clerk or Traffic Assistant at a depot. If he wishes to remain at a depot he will stand a good chance of becoming a Local Traffic Superintendent or an Area Traffic Superintendent.

Young men who, after a period of service with the Company, show exceptional ability may be recommended for acceptance into the Tilling Group Training Scheme, from which many of the future Traffic Managers and senior Traffic officials of the various Tilling

Group of Companies are drawn. Even if he is not accepted into the Training Scheme, keen and conscientious work can steadily improve his position in an interesting occupation which offers a real career.

## ENGINEERING DEPARTMENT



At the Company's Central Works in Chelmsford there are several apprenticeship schemes in operation. These cover Engineering (automobile), Body Building, Painting and Electrical work (automobile). The course lasts for five years in each case and all sections of each craft are covered in this period. At the end of this time, or when the apprentice becomes 21 years of age, but not before, he will be paid and recognized as a fully skilled man.

The apprentice will be allowed paid time off, one day per week, to attend school for training in his



respective craft. This allows the apprentice to obtain such certificates as the City and Guilds certificates, the Ordinary National Certificate and the Higher National



Certificate. The Company lays great emphasis on this "further education".

The workshops are modern and very up-to-date for the type of work carried out, namely the complete overhaul, repair and repainting of public service vehicles.

The present hourly rates of pay for youths are as follows:

Age 15	1s. 8d.
16	1s. 11½d.
17	2s. 2½d.
18	2s. 10½d.
19	3s. 4½d.
20	3s. 11½d.

A 42 hour week is worked and on occasions overtime is requested according to the requirements of the Company.

Apprenticeships are offered to boys who have good school records and who are interested in Automobile Engineering.

## SECRETARIAL DEPARTMENT

No official scheme of training is in force but opportunities are available for an annual intake of two or three boys to train in general clerical duties which, if reinforced by evening or spare time study, will ensure training in office routine, specialized book-keeping and accountancy systems.

There are opportunities for an annual intake of two or three girls to train in:

## Facebook highlights

We continue to post on Facebook three times each week – once each for an example of publicity, an archive item and a photograph. We now have almost 4,500 followers so if you are on Facebook be sure to ‘like’ or ‘follow’ us at @thebusarchive.

And if you aren’t on Facebook but you are online you can still see our posts by going to [www.facebook.com/thebusarchive](http://www.facebook.com/thebusarchive). You don’t have to join anything!

*Stop Press* – for the month of December we are posting daily photographs of a notional ‘round Britain’ tour as an Advent Calendar.

We can’t possibly repeat all our posts here in BA News, but we can show you the five most-liked photos, in reverse order. All copyright is The Bus Archive.



An attractive bus and livery; Leigh Corporation 37 (779 YTB) was a Leyland PD3A with lowbridge East Lancs bodywork, new in June 1962. The bus and the Leigh operation (and of course the livery) was subsumed into SELNEC PTE in November 1969 when it became fleet number 6937. (Photographer Roy Marshall).



A Park Royal-bodied Leyland Tiger Cub of Burton on Trent Corporation Transport. 4 (RRU 904) had been new to the Bournemouth municipality in 1955, passing to Burton in 1971. It is seen leaving Guild Street, taking a right turn into Station Street. (Photographer Peter Henson).

From the select band of independent operators which bought double deckers new - this Leyland PD3 with Massey body was new to Lloyds of Bagillt in 1959. The front part of the roof at least looks like it has seen better days in this 1970s view, although the bus would stay with Lloyds until 1982. (Photographer Mark Page, ref MP02/00483).



2

An official publicity shot from the 1980s of a Shamrock & Rambler Leyland Tiger with Duple Laser body, at Swanage. Following the purchase of the S&R business by the Drawlane Group, the Tiger had a nomadic existence, operating with London Country (South West) and Midland Red North.



1



**And the winner!** A relatively rare example of a Bristol MW with other than an ECW body. LCS 201 was a MW6G with Alexander coach body, new to Western SMT in May 1958 as its fleet number T1391. It is seen here in Annan Bus Station. (Photographer Mark Page, ref. MP02/00409).

## Welcome to Jo!

Jo Jagielski has joined us as Admin Assistant at our Droitwich centre. This new post has been created so that we can give more attention to the ever-increasing number of research visitors at Droitwich, ensuring that they receive the experience they expect from a professionally-run archive service. Jo will also be involved in online sales of surplus material which funds our day-to-day expenses. Most recently, Jo worked as an Administrator for a Housing Association.

## Printers Check

In the olden days, before the advent of desk-top publishing and word processors, if we needed anything printing then we would need the services of a professional printer. This colourful blotter was issued by G F Laybourne & Co Ltd of Newcastle-upon-Tyne and showed the proof-reader's marks – the shorthand which would be used to indicate changed to a proof. Note that there are also out of hours contact phone numbers.



## How to Access our Collection

We have three Research Centres, each holding unique material:

- Droitwich, for original records
- Walsall, for publicity items and publications
- Acton, for London Transport records and timetables (still closed for the time being)

With the current uncertainty caused by COVID-19 restrictions, we cannot guarantee that we will be able to remain open for research visitors. Please contact us by phone or email (see below).

Search our updated online catalogue at [www.busarchive.org.uk](http://www.busarchive.org.uk).



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