

An atmospheric wintry shot of Nottingham trolleybus 516 (KTV 516), a BUT 964IT/Brush new in March 1950, in Upper Parliament Street in the city (Roy Marshall collection, ref RM02/C20946).

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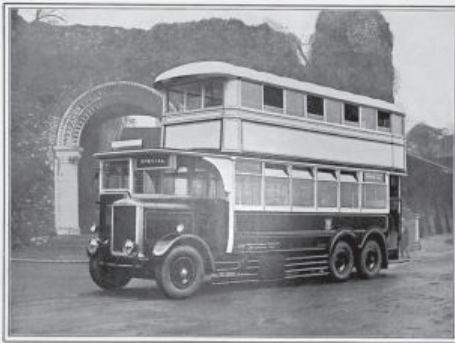
Short Bros.

We have a marvellous 80-page brochure of Short Bros. (Rochester and Bedford) Ltd. It is undated but appears to be from the 1920s when Shorts were quite a force in the manufacture of bus and coach bodywork. Their 'main business' was as aircraft designers and manufacturers but considered that the use of light alloys rather than steel could give considerable weight advantages in commercial and passenger vehicles.

The history of the company is a fascinating one and encompasses everything from early gas-filled balloons to George Best Belfast City Airport. An account can be read at https://en.wikipedia.org/wiki/Short_Brothers.

Here are a few pages from the brochure; we hope to be able to make it available in full on our Flickr page during 2023.





SHORT COVERED DOUBLE-DECK BODIES

On comparing the Short Covered Double-Deck Bodies with those of the other standard Birmingham models, the reader is able to realize how Short's design is really such a safe and adaptable to most conditions, and is well the standard design of choice.

This vehicle also accommodates second passengers in a highly desirable body, although the floor there is still easily reached, and the new canopy space is utilized as part of the upper deck. The bulkhead for forward drive is provided in this instance for the convenience of the driver.

Throughout these illustrations, the efficient and sturdy system is evident.

This particular vehicle was supplied to the Birmingham Corporation for delivery in their newly-erected fleet of vehicles.

CHARLES
KERRIE MOTORS,
LIMITED

BIRMINGHAM
(No. 299)

SHORT

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SHORT COVERED DOUBLE-DECK BODIES

A TYPE of double-deck body which may appear to some observers to be that which provides for the carriage of passengers inside the front, as in the case of some vehicles constructed for the Corporation of Nottingham.

Being in double-deck form, the lower portion is, in the upper portion, and a seat in the side, giving out of 24 seats in the side, giving the interior space. The vehicle is constructed with a step and down door at the rear for use of passengers. It is also equipped with two side doors for the driver.

From general look, the overall height of the completed vehicle appears to be only 12 ft. 6 in. Upper deck windows are offset by the provision of a bulkhead, and in the lower deck by large windows at the side and in the front bulkhead.

CHARLES
DENNIS BROTHERS,
LIMITED

NOTTINGHAM

SHORT

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SHORT SINGLE - DECK SALOON BODIES

HEREIN is shown the elegant type of saloon motor bus, designed by the greater authorities of Scotland, England, the British Motor Vehicle Co., Ltd., of Edinburgh.

The main design incorporates a handsome open motor bus, but it should be noted that the chassis itself is not built with the side of the vehicle, so that it is a safe cover of the road.

There is an additional seat in the bulkhead, and a separate door provided on the rear side to give access to the rear. The total seating capacity is 24.

Generally, this type is used in providing full protection to passengers and crew against any cold weather conditions.

CHARLES
MAUDSLAY MOTOR
CO., LTD.

EDINBURGH

SHORT

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SHORT ALL - WEATHER COACH BODIES

DISCLOSING the last four years the Short All-Weather Coach Bodies, and in more modern contemporary, the Birmingham, have obtained a considerable reputation for the carriage of passengers. Short, Birmingham, Ltd., have been privileged to construct many of these vehicles for the use of government services.

The first of these, as illustrated, is the Short All-Weather Coach Body, built by the Short Road Car Co., Ltd., and which provides accommodation for 24 passengers in the front, and 24 in the rear. The vehicle is designed to be used in all weather conditions, and is built with a large and wide canopy opening to the side of the body. Side windows, which are not fixed, are provided in the rear and front.

All the features of the vehicle are the same as in the more recent to the motor and in the driving part, but it is also built on the chassis for the use of the driver of the motor.

CHARLES
ASSOCIATED BUILDER
CO., LTD.

EAST KENT

SHORT

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SHORT ALL-WEATHER COACH BODIES

THESE are illustrations which give a view of the interior of the Short All-Weather Coach Bodies, which are designed to give the most pleasant and comfort to the passenger.



In the upper picture you can see the interior of the coach, which is built on the chassis of the Short Road Car Co., Ltd., and which provides accommodation for 24 passengers. The vehicle is designed to be used in all weather conditions, and is built with a large and wide canopy opening to the side of the body. Side windows, which are not fixed, are provided in the rear and front.

The interior of the vehicle is built on the chassis of the Short Road Car Co., Ltd., and which provides accommodation for 24 passengers. The vehicle is designed to be used in all weather conditions, and is built with a large and wide canopy opening to the side of the body. Side windows, which are not fixed, are provided in the rear and front.

The interior of the vehicle is built on the chassis of the Short Road Car Co., Ltd., and which provides accommodation for 24 passengers. The vehicle is designed to be used in all weather conditions, and is built with a large and wide canopy opening to the side of the body. Side windows, which are not fixed, are provided in the rear and front.

INTERIORS

SHORT

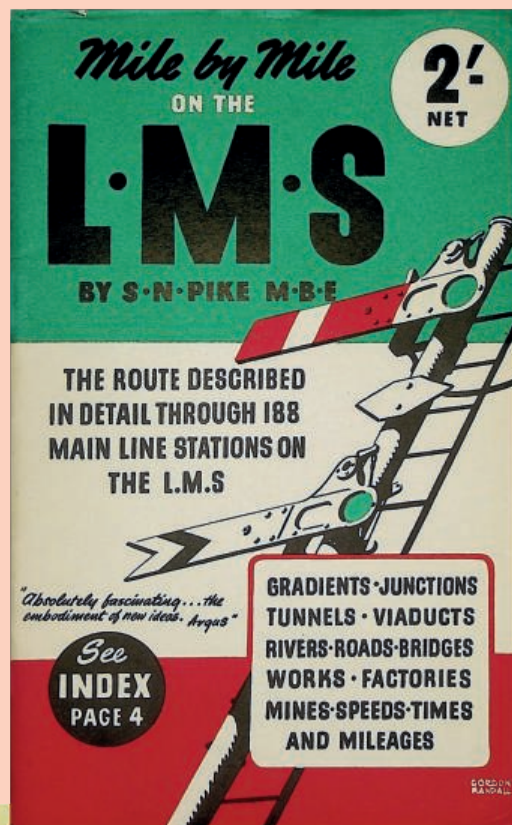
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Mile by Mile on the LMS

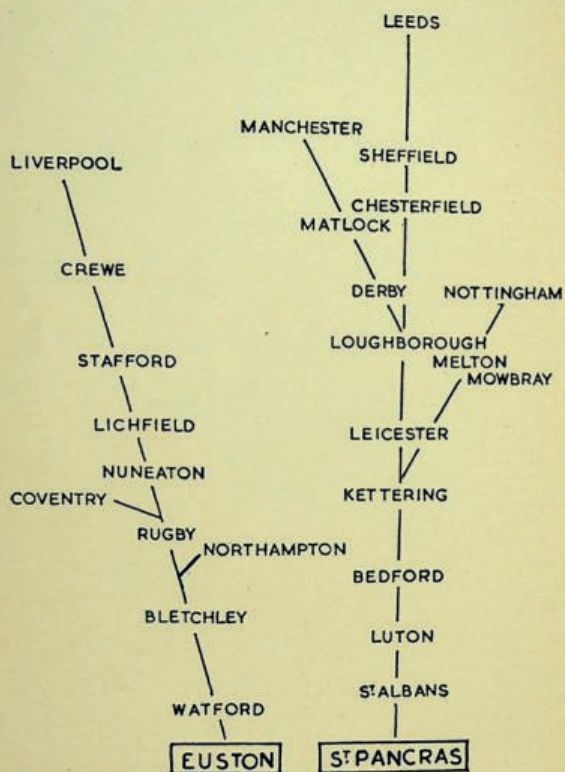
An interesting publication – by S N Pike MBE – is this book of highly detailed route diagrams for the LMS lines showing gradients, signalling notes and even coats of arms!

It was clearly a labour of love using a huge amount of diligence and knowledge. Page 7 includes the information box on the right which includes a reference to February 1948 so we can narrow the publication date to very shortly after nationalisation of the railways in January 1948.

Although St. Pancras is built well above street level severe gradients are encountered immediately on leaving the Terminus. The tank engine that brought our train in from the yards will turn itself into a "bank" engine and assist from the rear; valuable help on the greasy metals. If we are journeying to Derby or Manchester we should inspect the engine that will draw us. Diesel Engine No. 10,000, first of a new class and 1,600 h.p., started duty on the St. Pancras, Derby, Manchester run in February, 1948, and is running 3,000 miles a week on this route. The railside mileposts in position on the "up" side of the line are not easy to spot on this section, and everywhere our attention is diverted by lines of rolling stock, sidings and marshalling yards, and we will wait for more open country before attempting to test the speed of the train with the aid of the mileposts.



PRINCIPAL STATIONS



FOR INDEX TO ALL STATIONS
SEE PAGE 4

Mile by Mile

ON THE L.M.S.

by
S. N. PIKE, M.B.E.

MIDLAND REGION EDITION
BRITISH RAILWAYS

The journey between Euston and St. Pancras and the North and North-West described in detail:—

- GRADIENTS OF THE LINE
- SPEED TESTS AND MILEAGES
- VIADUCTS, BRIDGES AND EMBANKMENTS
- TUNNELS, CUTTINGS AND CROSSOVERS
- STREAMS, RIVERS AND ROADS
- MINES, FACTORIES AND WORKS

with an account of features of interest and beauty to be seen from the train.

The maps herein are based upon those of the Ordnance Survey, and are reproduced in this form by kind permission of the Controller of H.M. Stationery Office.

Published by
STUART N. PIKE,
3, Canterbury House,
Worthing, Sussex

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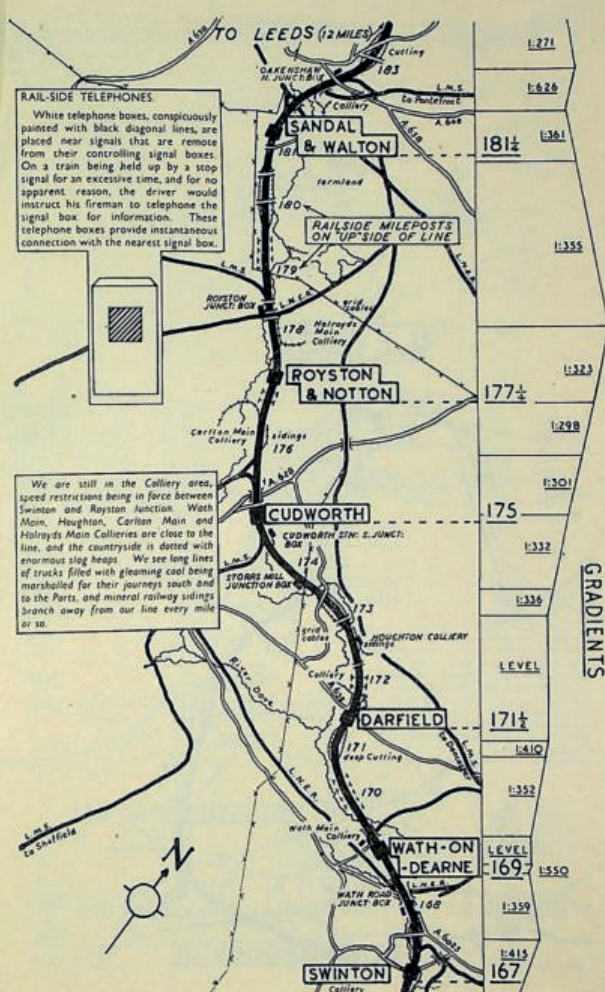
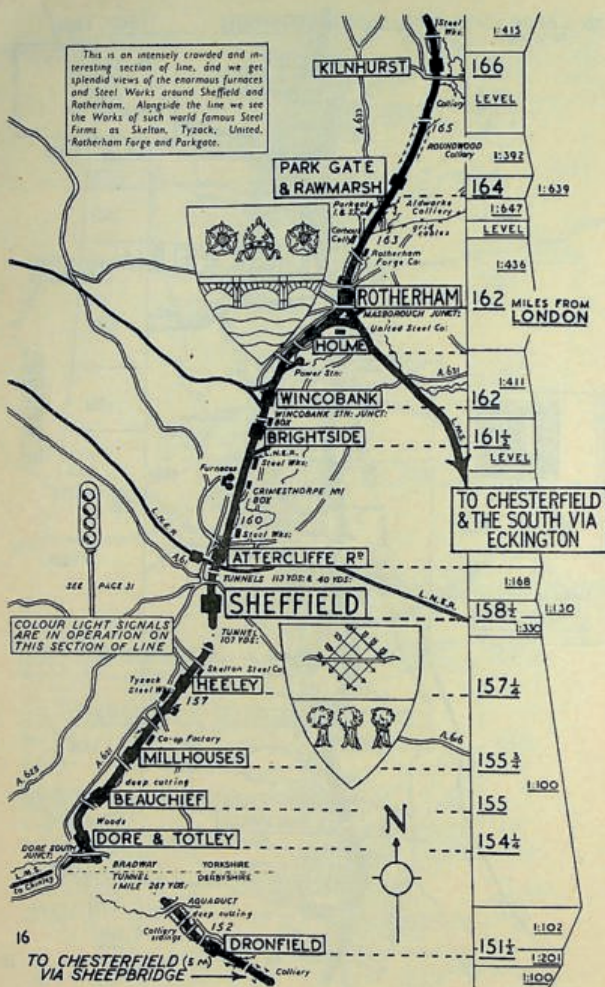
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| PRINCIPAL HILL | 128 | ys. | 28 | CORRY | 100 | ys. | — | 78 | |
| KENAL ORSON | 117 | ys. | — | SEATON | 200 | ys. | — | 79 | |
| WATFORD | 18 | 107 | ys. | 27 | CLANTON | 100 | ys. | 79 | |
| WORTHINGTON | | 107 | ys. | 27 | WONG | 30 | ys. | 79 | |
| LIMSLADE | | 200 | ys. | 28 | MANTON | 70 | ys. | 80 | |
| STONEWELL | | 60 | ys. | — | ASPLEY | 70 | ys. | 80 | |
| KILBY | 18 | 100 | ys. | 27 | SASLEY | 60 | ys. | 80 | |
| SHROBOSHOE | | 77 | ys. | 27 | GRISTON | 300 | ys. | 80 | |
| | | | | STANTON | 170 | ys. | — | 81 | |
| | | | | | | | | | |
| DELIZZE | 12 | 106 | ys. | — | 7 | MILFORD | 80 | ys. | — |
| ELSTREE | | 80 | ys. | — | 7 | ARGENTATE | 40 | ys. | — |
| ANTHILL | | 70 | ys. | — | 1 | HOVEDANDWELL | 10 | ys. | — |
| KNOTHOLM | | 106 | ys. | 12 | 1 | LEA WOOD | 21 | ys. | — |
| ALFORDON | | 80 | ys. | 12 | 1 | WILKINS | 10 | ys. | — |
| WIMBOROUGH | | 10 | ys. | 13 | 1 | BOGHT TOWN | 70 | ys. | — |
| BRADWAY | 18 | 107 | ys. | 10 | 1 | HADDON | 100 | ys. | — |
| | | | | | | BRIDGEHOLM | 40 | ys. | — |
| | | | | | | LITTON | 51 | ys. | — |
| | | | | | | ORSE TOWN | 11 | ys. | — |
| | | | | | | GREAT HOOKS | 10 | ys. | — |
| | | | | | | COVE HOOK | 11 | ys. | — |
| | | | | | | OSLEY | 21 | ys. | — |

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Facebook Highlights

We post three times each week on Facebook, where we have over 5,000 followers. Here are the most popular photographs from the last quarter.



Perhaps the most significant event of the autumn was the passing of Queen Elizabeth II after 70 years of service to the nation. In common with tens of thousands of others on Facebook, we paid tribute in our own way – by looking back to her coronation. This Newcastle Corporation Daimler is decked out in full regalia to commemorate the occasion. (Photographer Roy Marshall, ref. RM02/C07442).



A Roy Marshall photograph of Thames Valley/South Midland 519 ABL taken at Gloucester Green bus station in Oxford. The Duple Super Vega-bodied Bedford SB8 is set for a trip to London (although whether via the Maidenhead or High Wycombe route isn't shown). Certainly 804 (PRX 930) behind will follow the latter route - it is an ECW coach bodied Bristol MW6G of 1959. (Copyright The Bus Archive, ref. RM02/A14671).



This is a Derek Giles photograph, of his beloved Southend Corporation Transport, where he served as Traffic Superintendent for many years. The subject is 233 (BHJ 807) a Daimler CWA6 which had been new with a Duple 'utility' lowbridge body in 1945. It was rebodied with this Massey body in 1952 and lasted with the municipal until 1965.

Behind is a similar bus with an interesting history - it was new to London Transport (D228) in 1946 and purchased by Southend in 1954 when it was also fitted with a Massey body; this vehicle lasted with Southend as its 275 until 1963.

It is another of those shots which is rich in the detail of everyday life - the Blue Bird Snack Bar and Jean Raymond, hair stylist 'late of Bond Street' - whilst the bus crew chat over the front nearside wing (ref. DG02/03978).



A Leyland TS7 of 1936 with postwar body by Associated Coachbuilders of Sunderland to a style more restrained than some of their efforts. It is running for its original owner, Hall Bros. of South Shields, on its express route to Coventry. The service and the Hall Bros. company would be later taken over by Barton. As a bonus we see the rear of Hoyle of Halifax ACPI 50, a Leyland PS1 with a roof mounted luggage rack, clearly showing the access steps (Photographer Roger Holmes, copyright The Bus Archive, ref. RH04/1062).

Facebook Highlights



Here is delightful Austin K8 with Tiverton body; MRL 765 was a 12 seater new in May 1950 to Hawkey of Wadebridge but by the time these photographs were taken it was with long-time owner Chapman Bros. of St Column Major, Cornwall. Given the rarity of the body we decided to show front and back. We understand that this coach still survives! (Photographer Clive King, copyright The Bus Archive, ref CK02/07490 and 07491).

And a roll of the drums....

Our most popular photo of the quarter was published in October, on the 42nd anniversary of the deregulation of long distance coach travel - in those days defined as operating journeys with stops no less than 30 miles apart. An early entrant into this deregulated market was British Coachways, a consortium of established independent coach operators which came together to offer a network of services across Britain under a common brand. And that brand unashamedly had loud echoes of the then-current British Airways.

Here is an example - Morris Bros. of Swansea operated this Plaxton Supreme bodied Volvo B58 which was new in that month. (Photographer Clive King, ref CK02/07903).



New Additions

This quarter, we have received significant new additions to our collections:

David Bean, Jane Dicker, Ian Gray, Peter Gulland, Richard Hirst, the late TDI Hoskison, John Hodge, Geoff Lumb, The M&D and East Kent Bus Club, the late John Marshall, the late Alan Mills, the late Barry Moore, Vernon Morgan, Plaxtons plc, John Shutt, Sam Simpson, the late John Taylor, Trent Motor Traction, Deryk Vernon, Mike Walton, John Wilson and Professor Peter White.

Thank you to everyone – every contribution helps us tell the story of the bus and coach industries.

Here are a couple of examples: The M&D and East Kent Bus Club have amassed a very large collection of original archive material from the two companies and their successors, and they are now starting to pass this over to us in an exercise over a significant period of time. Here is an example – a ‘bus board’ for Stagecoach at Folkestone which shows the work undertaken by a particular bus on a given day. We like to collect items such as these as they reveal how things work behind the scenes.

| Stagecoach-SE Folkestone | | | | Bus Board No. 10 | |
|--|--------------------|---------------------------------|-----|---------------------------|-----|
| Days: Mondays to Fridays School Holidays | | | | | |
| Commencing: 18th February 2008 | | Schedule: F'Stone 08 01B | | Vehicle Type: Dart | |
| Service No. | Mileage | Direction | Out | Service No. | Out |
| | 8.13 miles | | | | |
| Folkestone Depot | 0714 | | | | |
| North Elham | 0743 | | | | |
| Direction | In | | | | |
| Service No. | | | | | |
| Mileage | 9.58 miles | | | | |
| Journey No. | 0004 | | | | |
| North Elham | 0743 | | | | |
| Elham, Rose and Crown | 0746 | | | | |
| Lyminge Post Office | 0754 | | | | |
| Etchinghill, New Inn | 0758 | | | | |
| Cheriton Post Office | 0807 | | | | |
| Folkestone, Bus Station arr | 0817 | | | | |
| Direction | Out | | | | |
| Service No. | | | | | |
| Mileage | 21.31 miles | | | | |
| Journey No. | 0007 | | | | |
| Folkestone Bus Stn D1 | 0820 | | | | |
| <i>There is no service 510 connection from Ashford to Maidstone with this journey.</i> | | | | | |
| Sandgate Memorial | 0826 | | | | |
| Seabrook Fountain | 0830 | | | | |
| Hythe Red Lion Square | 0840 | | | | |
| Newingreen Stone Street | 0848 | | | | |
| Lympe, County Members | 0851 | | | | |
| Sellindge, Swan Lane | 0857 | | | | |
| Sellindge, Greenfields | 0900 | | | | |
| <i>Wait at Sellindge Church for bus from Ashford to pass.</i> | | | | | |
| Brabourne Lees, The Woolpack | 0911 | | | | |
| Willesborough, Tesco | 0917 | | | | |
| William Harvey Hospital | 0922 | | | | |
| Ashford Rail Station | 0936 | | | | |
| Direction | In | | | | |
| Service No. | | | | | |
| Mileage | 22.78 miles | | | | |
| Journey No. | 0010 | | | | |
| Ashford Rail Station | 0936 | | | | |
| Ashford, Park Street Stop A | 0943 | | | | |
| William Harvey Hospital | 0957 | | | | |
| Willesborough, Tesco | 1000 | | | | |
| Brabourne Lees, The Woolpack | 1006 | | | | |
| Sellindge, Greenfields | 1017 | | | | |
| Sellindge, Swan Lane | 1020 | | | | |
| Port Lympe Animal Park | 1026 | | | | |
| Lympe County Members | 1029 | | | | |
| Newingreen Stone Street | 1032 | | | | |
| Hythe, Red Lion Square | 1042 | | | | |
| Seabrook Fountain | 1049 | | | | |
| Sandgate Memorial | 1053 | | | | |
| Folkestone, Bus Station arr | 1102 | | | | |
| Direction | Out | | | | |
| Service No. | | | | | |
| Mileage | 22.15 miles | | | | |
| Journey No. | 0019 | | | | |
| Folkestone Bus Stn D1 | 1105 | | | | |
| <i>Passengers for Maidstone must Ashford Rail Station onto Service 510 1230.</i> | | | | | |
| Sandgate Memorial | 1111 | | | | |
| Seabrook Fountain | 1115 | | | | |
| Hythe Red Lion Square | 1125 | | | | |
| Newingreen Stone Street | 1133 | | | | |
| Lympe, County Members | 1136 | | | | |
| Port Lympe Animal Park | 1139 | | | | |
| Sellindge, Swan Lane | 1145 | | | | |
| Sellindge, Greenfields | 1148 | | | | |
| Brabourne Lees, The Woolpack | 1159 | | | | |
| Willesborough, Tesco | 1205 | | | | |
| William Harvey Hospital | 1210 | | | | |
| Ashford Rail Station | 1223 | | | | |
| Direction | In | | | | |
| Service No. | | | | | |
| Mileage | 22.78 miles | | | | |
| Journey No. | 0022 | | | | |
| Ashford Rail Station | 1223 | | | | |
| Ashford, Park Street Stop A | 1233 | | | | |
| William Harvey Hospital | 1247 | | | | |
| Willesborough, Tesco | 1250 | | | | |
| Brabourne Lees, The Woolpack | 1256 | | | | |
| <i>Wait at Andrews Garage if bus from Folkestone has not passed.</i> | | | | | |
| Sellindge, Greenfields | 1307 | | | | |
| Sellindge, Swan Lane | 1310 | | | | |
| Port Lympe Animal Park | 1316 | | | | |
| Lympe County Members | 1319 | | | | |
| Newingreen Stone Street | 1322 | | | | |
| Hythe, Red Lion Square | 1332 | | | | |
| Seabrook Fountain | 1339 | | | | |
| Sandgate Memorial | 1343 | | | | |
| Folkestone, Bus Station arr | 1352 | | | | |
| Direction | In | | | | |
| Service No. | | | | | |
| Mileage | 21.94 miles | | | | |
| Journey No. | 0034 | | | | |
| Ashford Rail Station | 1523 | | | | |
| Ashford, Park Street Stop A | 1538 | | | | |
| William Harvey Hospital | 1552 | | | | |
| Willesborough, Tesco | 1555 | | | | |
| Brabourne Lees, The Woolpack | 1601 | | | | |
| Sellindge, Greenfields | 1612 | | | | |
| Sellindge, Swan Lane | 1615 | | | | |
| Lympe County Members | 1624 | | | | |
| Newingreen Stone Street | 1627 | | | | |
| Hythe, Red Lion Square | 1637 | | | | |
| Seabrook Fountain | 1644 | | | | |
| Sandgate Memorial | 1648 | | | | |
| Folkestone, Bus Station arr | 1655 | | | | |
| Direction | Out | | | | |
| Service No. | | | | | |
| Mileage | 2.17 miles | | | | |
| Folkestone, Bus Station arr | 1849 | | | | |
| Folkestone Depot | 1859 | | | | |

Another significant collection which we are receiving over time is that of transport scholar and preservationist Geoff Lumb. His latest tranche includes this advert from the Huddersfield Transport Department for Scenic Tours around the district.

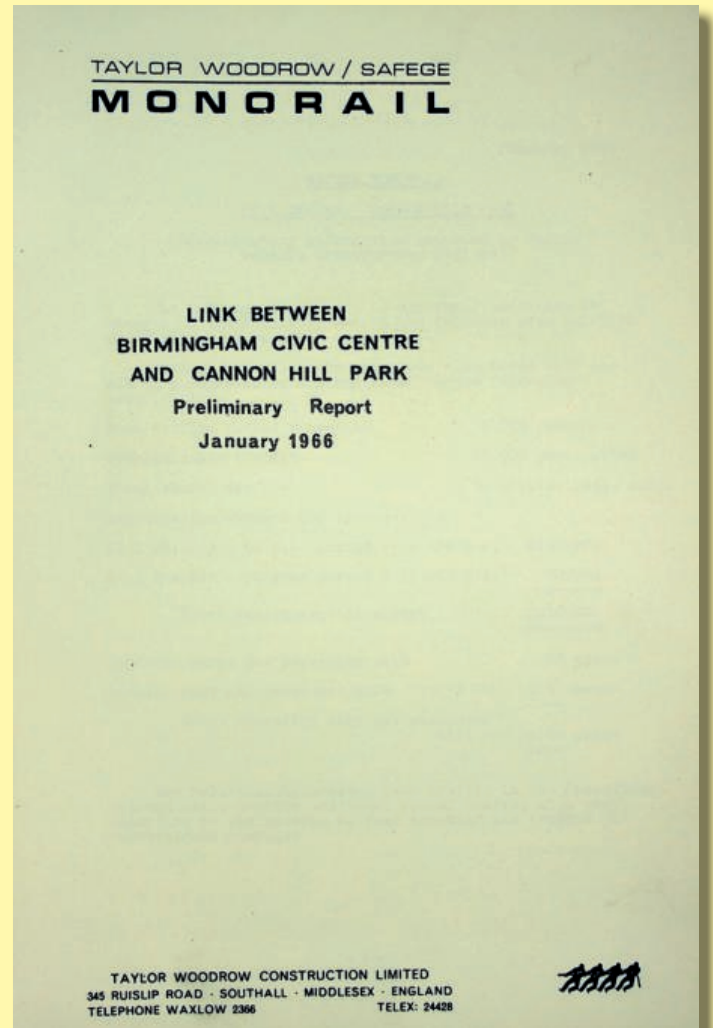
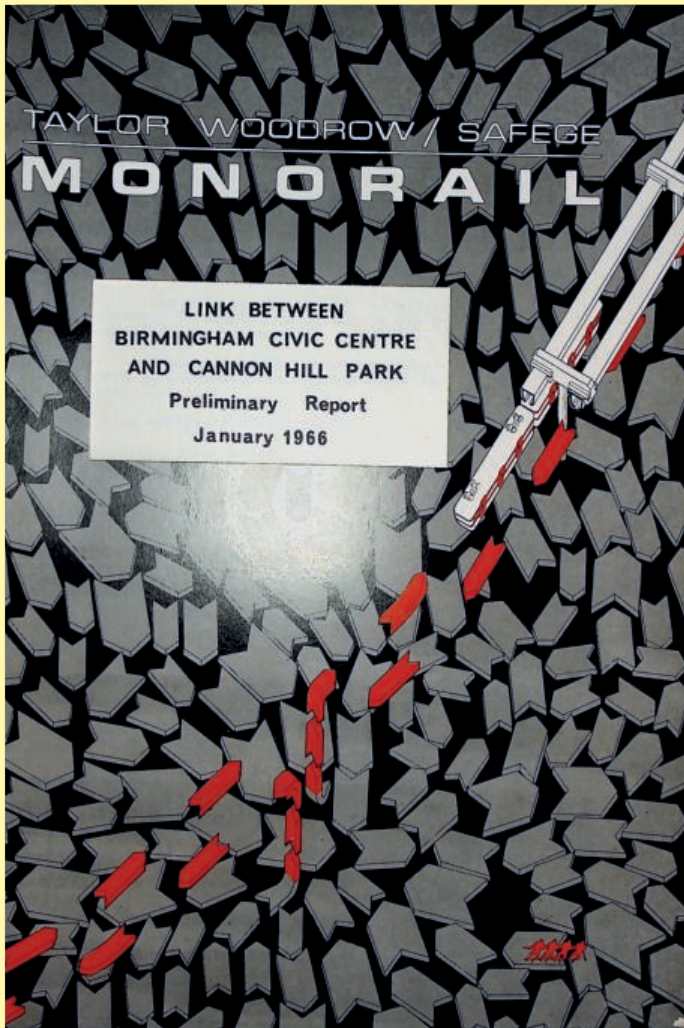
JULY 1968
HUDDERSFIELD TRANSPORT DEPARTMENT
announce
the introduction of
SCENIC TOURS
of HUDDERSFIELD and DISTRICT
Mondays to Fridays July 22 to July 26
July 29 to Aug. 2
The tours will last approximately 1½ hours and will leave Upperhead Row Bus Station at 2.30 p.m. and 6.00 p.m. A descriptive leaflet will be provided for each passenger
TOUR No. 1 HOLME VALLEY — DIGLEY — MARSDEN via Castle Hill, Horley, Oatfield, Holmfirth, Holme, Digley Reservoir, Malham, Marsden, Southwaite, Wellhouse, Golcar and Pudfoot.
TOUR No. 2 OUTLAND — SCAMMONDEN — ELLAND via Halifax Old Road, Outland, Scammonden Hill, Moss, Saraki, Scammonden (Dam and New Motorway), Scammonden, Elland, Ratcliffe and Bradley.
● **FARES: ADULTS 3/- CHILDREN 2/-**
MONDAYS, JULY 22 & 29 2.30 p.m. TOUR No. 1
4.00 p.m. TOUR No. 2
TUESDAYS, JULY 23 & 30 2.30 p.m. TOUR No. 2
4.00 p.m. TOUR No. 1
WEDNESDAYS, JULY 24 & 31 2.30 p.m. TOUR No. 1
4.00 p.m. TOUR No. 2
THURSDAYS, JULY 25 & AUGUST 1 2.30 p.m. TOUR No. 2
4.00 p.m. TOUR No. 1
FRIDAYS, JULY 26 & AUGUST 2 2.30 p.m. TOUR No. 1
4.00 p.m. TOUR No. 2
● In the event of inclement weather it may be necessary to withdraw TOUR No. 2 because of road conditions at Scammonden. TOUR No. 1 would be run instead.
NO ADVANCE BOOKING REQUIRED

Brum Monorail

I am sure everyone celebrated the restoration of trams onto the streets of central Birmingham, with the West Midlands Metro, but a couple of generations ago there was an even more ambitious plan – a monorail!

This report by construction company Taylor Woodrow made the case for a link between the City Centre and Cannon Hill Park. It is very much an engineering feasibility report, as section 2.5 'Costs' takes a rather cavalier attitude – “no detailed pricing has been carried out”.

The map shows the route along Lee Bank Road and Bristol Road to the Arts Centre, and the cross-section shows how the 55 feet long cars would 'hang' and be accessed by what looks like quite a long staircase.



2.5. Costs

It has not been possible within the scope of this report to carry out detailed surveys of the physical conditions of the route proposed and, therefore, no detailed pricing has been carried out.

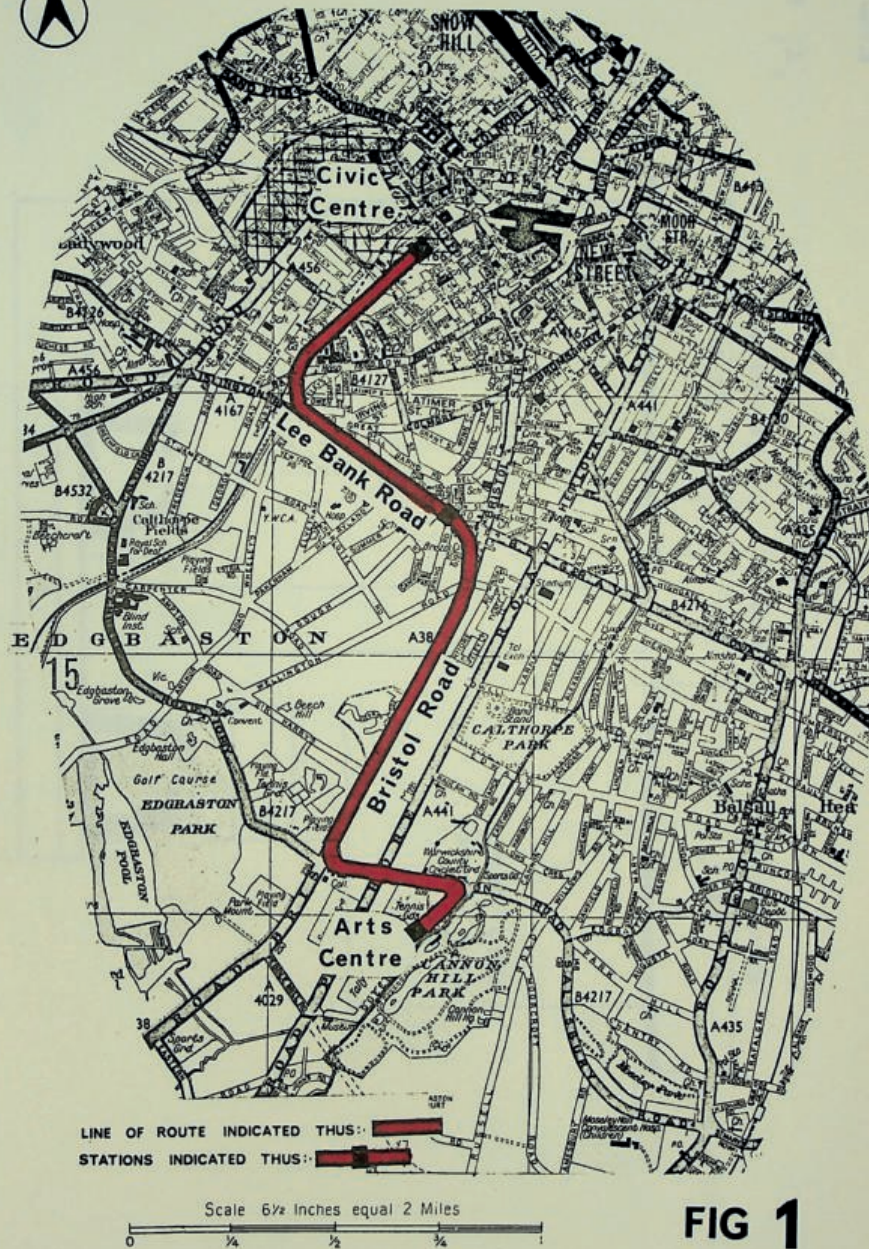


FIG 1

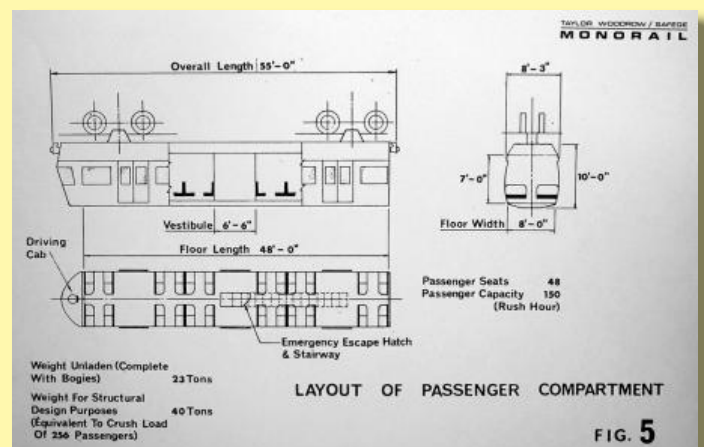
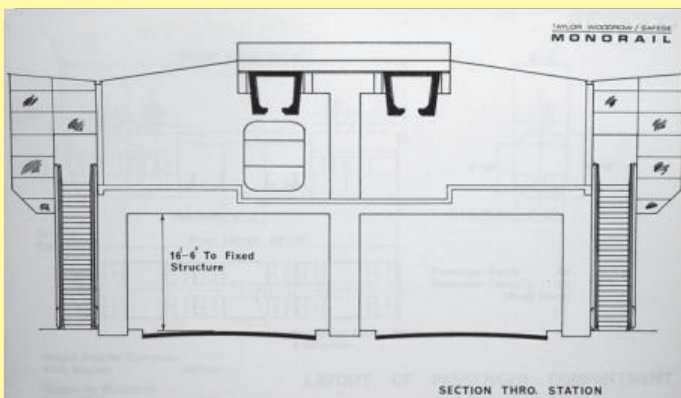


FIG. 5

Merry Christmas – the Oxford way!

A recent addition to our extensive City of Oxford collection is a 16-page booklet from the chief officers of the company to the employees, at Christmas 1951.

Here are a few sample pages, but the whole thing can be viewed at:

<https://www.flickr.com/photos/145880868@N07/albums/72177720304107213>



From the General Manager

HAVE you ever stood on a river bank and watched the stream flowing swiftly by? And have you ever stopped to think that no matter what you do, you cannot stop its regular flow? Place dams, locks, and what you will across the stream, the force of nature will eventually prevail and the stream goes on.

So it is with life itself. Obstacles and difficulties cross our path, but life in its many and varied forms just goes on in spite of them.

Well, what has this to do with me? you may ask. Just this: Is it not a fact that if we have to live in this world, we might as well try and live as happily, and harmoniously as we can?

The past year has not been easy for any of us. Many difficulties have arisen, but I am glad to say that with your co-operation many of these have been overcome, and I have no doubt that with continued effort the remainder can also be eliminated.

I would like to thank everyone for their efforts during the past year, particularly those who have stepped into the breach and continuously worked overtime, without which we should have been in grave difficulties.

Recipe for a Happy Year

TAKE 12 fine, full-grown months—see that these are thoroughly free from old memories of bitterness, rancour, hate and jealousy—cleanse them completely from every clinging spite; pick off all specks of pettiness and littleness—in short, see that these months are freed of all the past—have them as fresh and clean as when they first came from the great storehouse of time.

Cut these months into 30 or 31 equal parts. This batch will keep for just one year—do not attempt to make up the whole batch at one time (so many people spoil the entire lot this way)—but prepare one day at a time as follows:—

Into each day put 12 parts of faith, 11 of patience, 10 of courage, 9 of work (some people omit this ingredient and spoil the flavour of the rest), 8 parts of hope, 7 of fidelity, 6 of liberality, 5 of kindness, 4 of rest (leaving this out is like leaving the oil out of the salad—don't do it), 3 parts of prayer, 2 of meditation and 1 well-selected resolution.

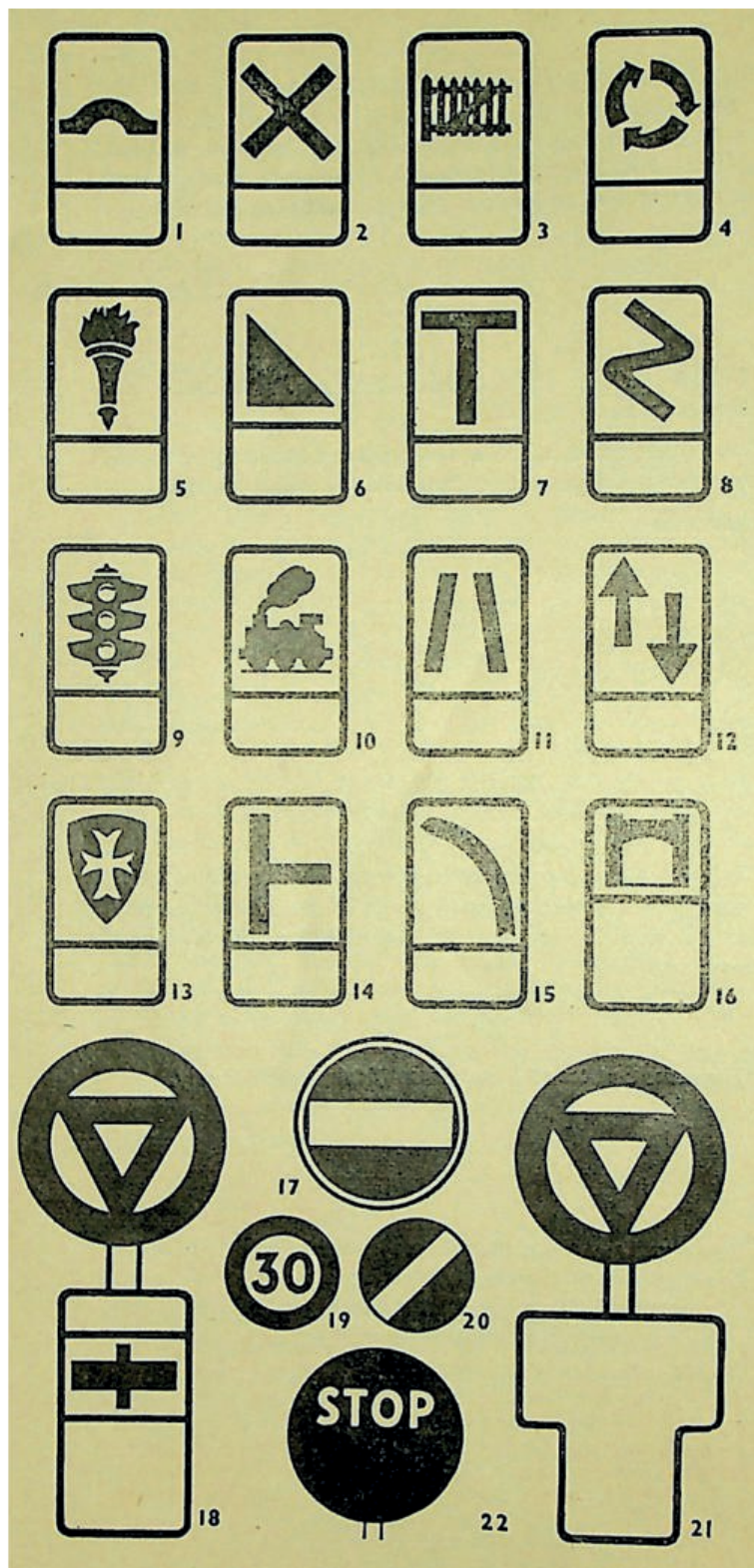
Then put in about a teaspoonful of good spirits, a dash of fun, a pinch of folly, a jigger of laughter, a sprinkling of play and a heaping cupful of good humour.

Cook thoroughly in a fervent heat, garnish with a few smiles and a sprig of joy, then serve with quietness, unselfishness and cheerfulness, and a Happy Year is a certainty.

A Happy New Year to All

For this year's quiz, we fall back on that hardy perennial the identification of road signs. These are taken from a booklet entitled 'Turn to Better Driving'.

Some signs are still highly identifiable, others have fallen into misuse and more are now rather baffling. See how you get on – as usual there are no prizes.



Interestingly, the book also contains a maintenance record sheet for your motor car (recommends a 'Grease all round' every 500 miles) and the obligatory advert for Esso products.

[illegible]

Adverts

To round off the year, we look back 96 years to the publication *Tramway & Railway World* for 11 November 1926 and two advertisements for buses. The first, for American designed and made REO ('Reliability with Economy of Operation') available through their UK agent, Harris & Hasell of Bristol. The second, on the next page, for Tilling Stevens with its *Express* lightweight model.

STOP! THIS IS THE PAGE YOU ARE LOOKING FOR



*Reasons
for*
REO

No. 1

The Photo-micrograph test at the Reo Works. This device, perhaps more than any other,



gives definite knowledge of what happens to metals when they are heat-treated and why fractures occur in metals presumably able to resist tremendous strains.

New Features

KEEP THE

REO

SPEED WAGON

"Ever first in the class it created"

IN pursuance of Reo's policy of progressive detail improvements, the latest model Speed Wagons are fitted with double reduction steering gear similar to Reo-Major and Reo-Pullman chassis, while controls are improved and more conveniently placed for fine adjustments. Further, steering column is adjustable to suit driver, and electric horn push is now in the centre of the 18 in. diameter steering wheel.

Larger capacity petrol tank is fitted under driver's seat, with vacuum feed. Instruments are neatly arranged in centre panel of dash, with shaded electric light illuminating speedometer, ammeter, headlights, and dimmer switches, etc.

Tilt-ray adjustable headlights are an additional improvement for the comfort of the driver. Reo design, construction and tests ensure

Reliability with Economy in Operation.

SEND FOR FOLDERS.

Sole Concessionaires Great Britain and Ireland

HARRIS & HASELL, LTD

24-32 ST. GEORGES RD. BRISTOL
London Offices and Showrooms
87-91 PENTONVILLE RD. N.I.

LONDON—'Phone CLERKENWELL 7312 & 8141
'Grams' "REOSPEEDA KINCROSS LONDON"

BRISTOL—'Phone 6400
'Grams' "RIBBED BRISTOL"



REO-PULLMAN 6-Cylinder Saloon

REO SPEED BUS
4 cylinder
14-16 passengers

REO-SPRINTER
6 cylinder
14-16 passengers

REO-MAJOR
6 cylinder
18-20 passengers

REO-PULLMAN
6 cylinder
22-24 passengers

REO SPEED-WAGON · REO-SPRINTER · REO-MAJOR · REO-PULLMAN

TILLING-STEVENS
MAIDSTONE

"EXPRESS"



A LIGHTWEIGHT MODEL

EMBODYING many New Features, the "EXPRESS" has been constructed to meet to-day's Passenger Transport demands.

THE "EXPRESS" chassis comprises Durability with Speed, Lightness, and Silent Operation. These points will appeal to the progressive owner.

RIGID in design and well sprung, maximum comfort is afforded for passengers.

BRIEF SPECIFICATION

| | |
|------------------------|------------------|
| 40 h.p. Engine | R.A.C. Rating 29 |
| 4 Speeds and Reverse. | 15' 6" Wheelbase |
| Turning Circle, 60 ft. | Pneumatic Tyres |
| Load 32 Passengers | |

We shall be pleased to demonstrate this Vehicle upon hearing from you.

TILLING-STEVENS MOTORS LTD.
MAIDSTONE

LONDON OFFICE - - Iddesleigh House, Caxton Street, London, S W 1

Telephones
MAIDSTONE 117
VICTORIA 4939

Telegrams
"PETELOBUS MAIDSTONE"
"PETELOBUS SOWEST LONDON"

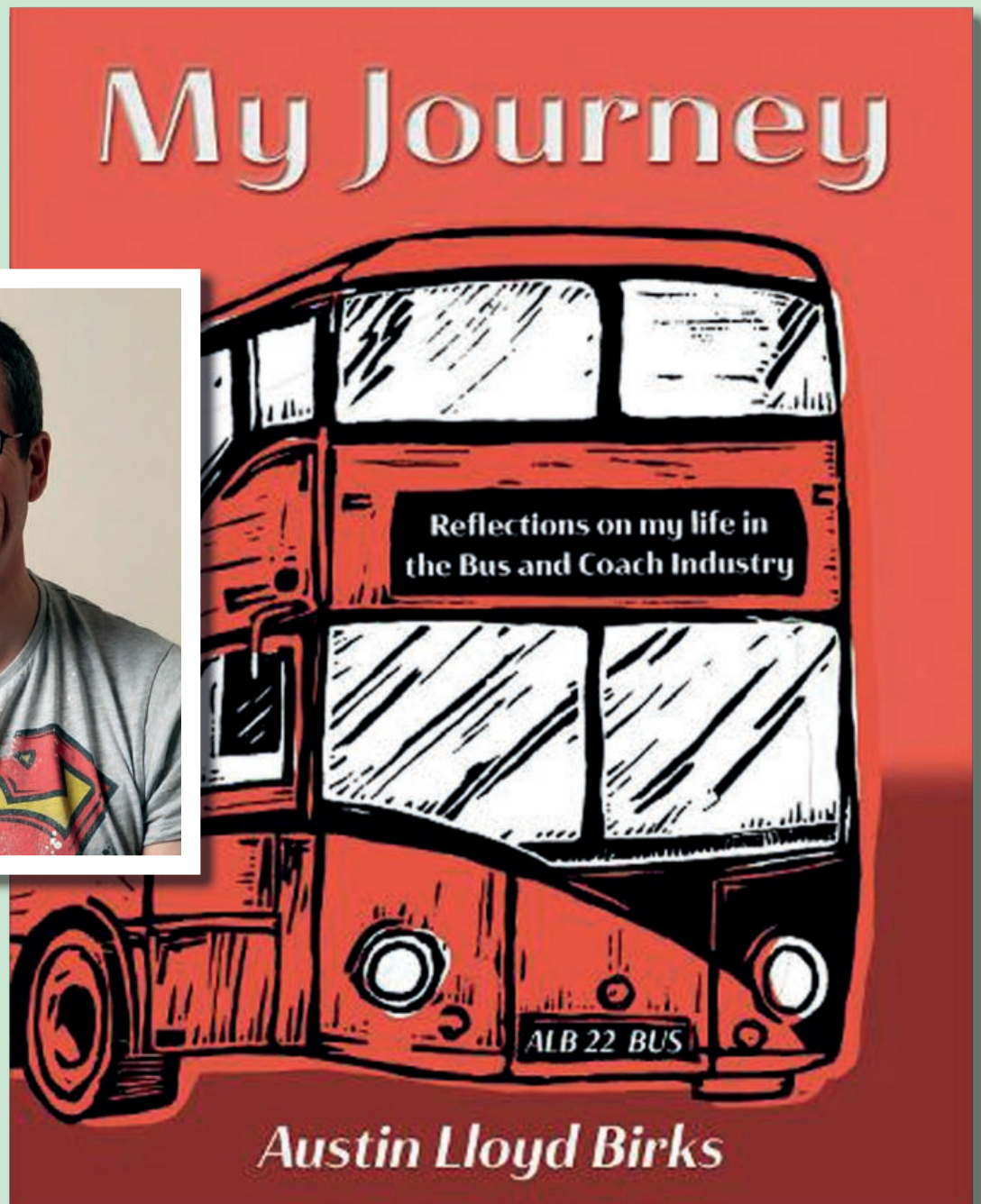
Austin's Journey

Industry stalwart Austin Birks has published a book featuring stories from his long career – with the profits coming to The Bus Archive. Long-term readers will recall that Austin's father John Birks was one of the founders of The Kithead Trust and so we have had a long association with the Birks family.

Austin has been through some challenging times recently – you can read his blog at <https://www.thebagforlife.co.uk> – but he remains steadfastly cheerful and optimistic.

The book is a lively account of many adventures which will be familiar to those who have worked in the industry but which have probably gone unrecorded (in some cases, just as well!)

To order Austin's book go to <https://www.waterstones.com/book/my-journey/austin-birks/melissa-oreilly/9781838247652> and remember - if for a very good cause!



6am or 0600?

This rather severe leaflet was 'Issued by the principal bus companies of Great Britain' in the 1960s to encourage passengers to use the 24-hour clock. It's a debate which rages to this day!



An early glimpse

We like a bit of irony at The Bus Archive, so we were amused to see this advert on the rear of a Bell Punch ticket of Sunderland Corporation Transport. It is for Cowie's of Sunderland – the forerunner of today's Arriva!



Back to Acton!

We are delighted to say that we are now able to welcome researchers back to our Acton centre, thanks to our partners London Transport Museum. We are also now able to offer weekly research slots – see our website or contact us below for details.

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

Search our online catalogue at www.busarchive.org.uk.

**The
Bus Archive Team
wish all our readers a
Merry Christmas
and a
Happy New Year!**



This newsletter is published by The Bus Archive, 100-102 Sandwell Street, Walsall, WS1 3EB. Registered as a charity in England and Wales (number 1177343), set up as a Charitable Incorporated Organisation.

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