

Significant Addition to the Archive

In recent weeks, we have received the residual archive collection from the West Yorkshire Information Service, the highly-respected enthusiast society.

On the right is a charming cover from a West Yorkshire Road Car timetable from 1935 – a design very redolent of its time.

The new additions will be available on our online catalogue shortly.



Highlights in this issue:

- 100 Year Old Timetable
 - Plaxton at the Commercial Motor Show
 - Utilisation of the Plaxton archive
- Electronic Timetable Capture
- Kithead Transport Archive
 - Odds and Ends

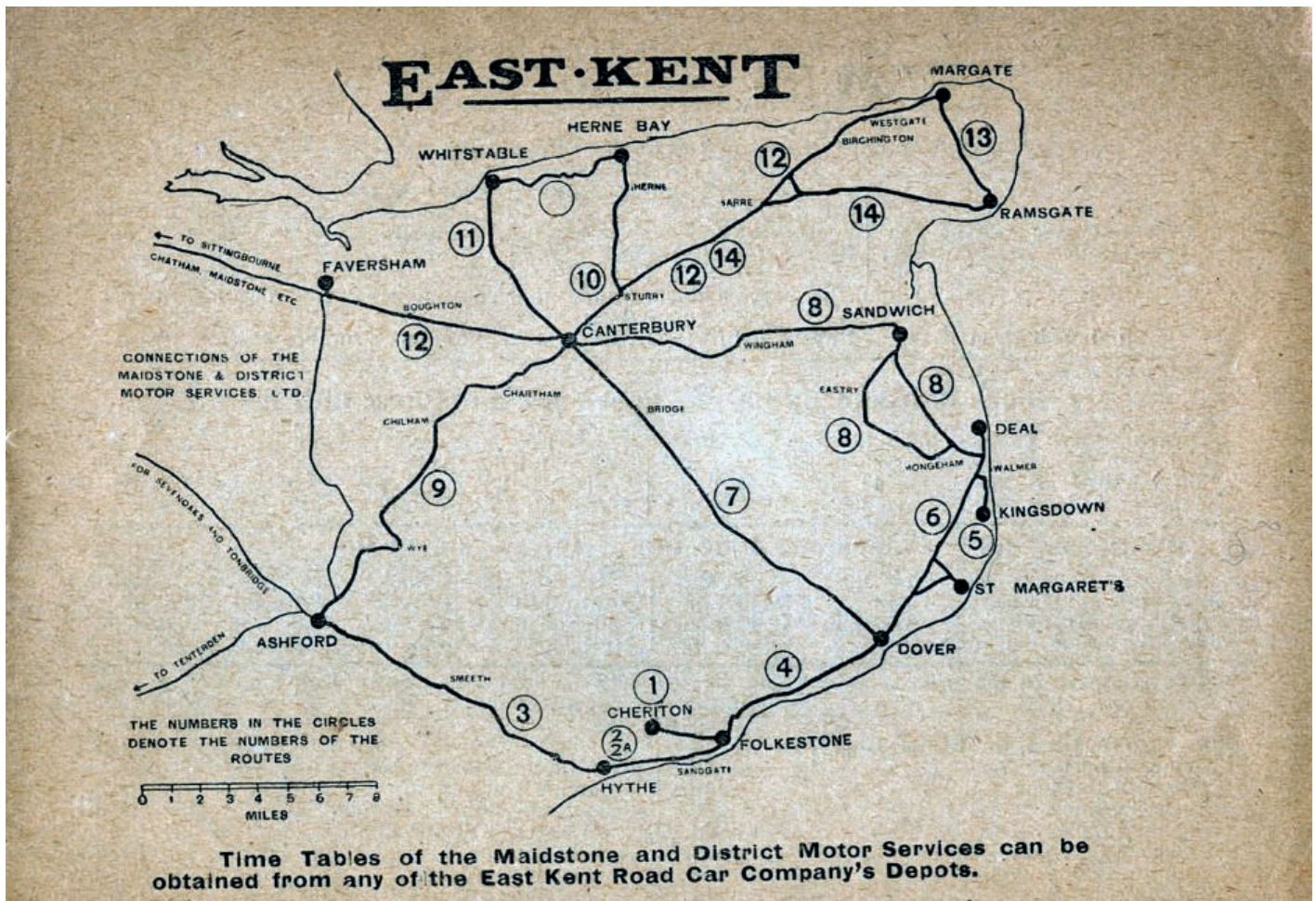
The 100-Year-Old-Timetable



▲ Last month, we acquired a timetable of East Kent Road Car, exactly 100 years after it was issued. East Kent had been formed only two years before but already some conventions which we can recognise today were in place.



▲ The inside front cover reveals that already four depots – all with telephones – were in operation, along with the Head Office in Canterbury. There are also a series of ‘Passenger Regulations’ which are certainly familiar: the company reserves the right not to run to these times, it can alter the times without warning and it will not be liable for any delay or inconvenience even if it does operate! Interestingly, children were carried at full fare.



▲ There is a simple route map showing links between the main towns with villages marked along the way, and also a note about connections available with neighbouring Maidstone & District, whose timetables are available at East Kent depots.

The 100-Year-Old-Timetable

SERVICE No. 1. Cheriton and Folkestone Harbour.					
WEEK-DAYS.	First Bus.	Last Bus.	SUNDAYS.	First Bus.	Last Bus.
Leave Cheriton	7.50 a.m.	10.88 p.m.	Leave Cheriton	9.10 a.m.	10.22 p.m.
Leave Harbour	8.10 a.m.	10.08 p.m.	Leave Harbour	9.30 a.m.	10.42 p.m.
And at intervals of 10 minutes throughout the day.					
FARES BETWEEN.					
CHERITON and		FOLKESTONE HARBOUR and			
Cherry Garden Avenue	1d.	Town Hall	1d.	Combe Road (Morehall)	2d.
Town Hall	2d.	Central Station	1d.	Cheriton	3d.
Harbour	3d.	Cherry Garden Avenue	2d.		
On Sundays both morning and evening during Divine Service these buses run via Shallow Street.					
SERVICE No. 2. Black Bull and Hythe via Foord Rd. and Black Bull Rd.					
WEEKDAYS.	First Bus.	Last Bus.	SUNDAYS.	First Bus.	Last Bus.
Leave Town Hall for Hythe	7.49 a.m.	10.1 p.m.	Leave Town Hall for Hythe	9.22 a.m.	9.53 p.m.
"Black Bull" for Hythe	8.43 a.m.	9.51 p.m.	"Black Bull" for Hythe	9.12 a.m.	9.43 p.m.
Hythe for "Black Bull"	7.58 a.m.	10.40 p.m.*	Hythe for "Black Bull"	9.43 a.m.	10.27 p.m.*
SERVICE No. 2a. Folkestone Juno. and Hythe via Dover Rd.					
WEEKDAYS.	First Bus.	Last Bus.	SUNDAYS.	First Bus.	Last Bus.
Leave Town Hall for Hythe	7.45 a.m.	10.14 p.m.	Leave Town Hall for Hythe	9.10 a.m.	9.55 p.m.
Junction for Hythe	8.55 a.m.	10.4 p.m.	Junction for Hythe	9.0 a.m.	9.55 p.m.
Hythe for Folkestone Juno.	8.16 a.m.	10.49 p.m.*	Hythe for Folkestone Juno.	9.42 a.m.	10.38 p.m.*
Services 2 and 2a maintain a continuous service between Folkestone Town Hall and Hythe every 9 minutes. * Town Hall only.					
FARES BETWEEN.					
FOLKESTONE JUNO. OR BLACK BULL and		RED LION (HYTHE) and			
Prince Albert	1d.	Cannon Gate Road	1d.		
Westcliff Gardens	1d.	Fountain Hotel (Seabrook)	2d.		
Earls Avenue	2d.	Sandgate (Military Road)	4d.		
Coaling Lane	4d.	Earls Avenue	6d.		
Sandgate (Military Road)	6d.	Westcliff Gardens	7d.		
Fountain Hotel (Seabrook)	6d.	Folkestone Junction or Black Bull	8d.		
Cannon Gate Road	7d.				
Red Lion (Hythe)	7d.				

▲ A sample timetable page shows the times and fares for high frequency services in the Folkestone area: 3d for the 20 minute journey on the 10 minute frequency service between Cheriton and Folkestone Harbour. This frequency was maintained for a commendable fourteen hours each weekday, and it is notable that Saturday in those days was a weekday.

VALUE IN FURNITURE FOR 1918.

Furniture buyers can always rely upon good value at our Stores but prices are rising rapidly, and though we are willing to sell all our stock at present prices, we cannot replace it except at an enormous advance.

**DON'T DELAY ANOTHER DAY
FIRST COMERS GET FIRST CHOICE.**

Second-hand Furniture
Bought, Sold or Exchanged.

OUR EASY TERMS.
£5 worth - 1/6 weekly.
£10 " 2/6 " "
£20 " 4/- " "
£50 " 6/- " "
£100 " 12/6 " "

Large amounts in proportion.

**ST. GEORGE'S FURNISHING COMPANY,
58, St. George's Street, Canterbury.**

▲ Although the Great War was raging not far away just over the Channel there is no mention of the hostilities which were going to end abruptly three months later. In contrast, the spirit of the timetable is 'life as usual' with around one third of the content given over to advertisements. This first example shows how householders could buy items of furniture on 'easy terms' long before hire purchase, and the items themselves look very robust even in the illustrations!

► And finally, 'Does your Piano Need Tuning'? H J Goulden of High Street, Canterbury can send round one of his highly experienced workmen to attend to your pianoforte. Just the thing before the Sunday afternoon sing-song: Keep the Home Fires Burning?

SERVICE No. 12. Margate to Canterbury and Faversham.										
With through connections to Sittingbourne, Maidstone, Chatham, Gravesend and Dartford.										
WEEKDAYS AND SUNDAYS.										
MARGATE, Cliff Terrace	dept.	9.0	10.80	12.01	45	3.15	5.45	8.15	10.15	
Margate Harbour	9.0	10.80	12.01	45	3.15	5.45	8.15	10.15		
Westgate (Walmer Castle)	9.7	10.87	12.71	55	3.27	5.57	8.27	10.27		
Birchington Square	9.15	10.45	12.15	0	3.45	6.15	8.45	10.45		
Brooks End	9.20	10.50	12.20	5	3.50	6.20	8.50	10.50		
St. Nicholas	9.30	11.0	12.30	15	4.0	6.30	9.0	11.0		
Sarre (King's Head)	9.35	10.40	12.10	15	4.5	6.35	9.05	11.05		
Upstreet (The Ship)	9.45	10.50	12.15	20	5.0	6.40	9.10	11.10		
Westbere Butts	9.50	11.0	12.25	20	5.0	6.40	9.10	11.10		
Sturry (Welsh Harp)	10.0	11.10	12.35	20	5.0	6.40	9.10	11.10		
CANTERBURY (Westgate T.)	arr.	10.15	11.20	12.40	20	5.0	6.40	9.10	11.10	
Canterbury (Church)	dep.	10.25	11.35	12.50	15	5.10	6.50	9.20	11.20	
Harbledown Church	10.30	11.40	13.00	20	5.15	6.55	9.25	11.25		
Plough Inn	10.35	11.45	13.05	25	5.20	7.00	9.30	11.30		
Stumps Farm	10.40	11.50	13.10	25	5.25	7.05	9.35	11.35		
Dunkirk (Red Lion)	10.45	11.55	13.15	30	5.30	7.10	9.40	11.40		
Woodman's Hall	10.50	12.00	13.20	35	5.35	7.15	9.45	11.45		
Boughton P.O.	10.55	12.05	13.25	40	5.40	7.20	9.50	11.50		
Bramley Corner	11.0	12.10	13.30	45	5.45	7.25	9.55	11.55		
Preston	11.05	12.15	13.35	50	5.50	7.30	10.0	12.0		
Faversham (Town Hall)	arr.	11.15	12.25	13.45	50	5.50	7.30	10.0	12.0	
Sittingbourne	dep.	11.15	12.25	13.45	50	5.50	7.30	10.0	12.0	
Maidstone (High Street)	11.25	12.35	13.55	55	5.55	7.35	10.05	12.05		
Chatham (Globe Lane)	11.30	12.40	14.00	55	5.55	7.35	10.05	12.05		
Gravesend (St. James's Ch.)	11.35	12.45	14.05	55	5.55	7.35	10.05	12.05		
Dartford (Bull Hotel)	11.40	12.50	14.10	55	5.55	7.35	10.05	12.05		
FARES BETWEEN.										
MARGATE and	BIRCHINGTON		CANTERBURY and		SITTINGBOURNE		MAIDSTONE		DARTFORD	
Birchington	4d.	Birchington	4d.	Canterbury	3d.	Sittingbourne	3d.	Maidstone	3d.	Dartford
St. Nicholas	8d.	Upstreet	8d.	Upstreet	8d.	St. Nicholas	8d.	St. Nicholas	8d.	St. Nicholas
Sarre	8d.	Sarre	8d.	Sarre	8d.	Sarre	8d.	Sarre	8d.	Sarre
Upstreet	1/1	Birchington	1/1	Birchington	1/1	Birchington	1/1	Birchington	1/1	Birchington
Westbere	1/5	Dunkirk	1/5	Dunkirk	1/5	Dunkirk	1/5	Dunkirk	1/5	Dunkirk
Sturry	1/7	Boughton	1/7	Boughton	1/7	Boughton	1/7	Boughton	1/7	Boughton
Canterbury	1/10	Faversham	1/10	Faversham	1/10	Faversham	1/10	Faversham	1/10	Faversham

▲ This timetable page, shows service 12 between Margate and Faversham, a two and a half hour journey with advertised connections through to Dartford which was something of an ambitious journey of seven hours from one side of the county to the other.

GROW YOUR OWN FOOD.

For Seed Potatoes and Vegetable Seeds of the highest quality, send your orders to

G. H. TEAL, Seedsman,

1, STATION ROAD (WEST), CANTERBURY. Phone 20Y4.
7, UPPER BRIDGE STREET, CANTERBURY. Phone 344.

ROYAL INSURANCE COMPANY LIMITED

Fire, Life, Marine, Accident, Motor Car, Fidelity, Loss of Profits, Burglary, Engineering, Live Stock.

Total Funds .. £22,281,718.
Income .. £10,356,960.

ABSOLUTE SECURITY.
MODERATE RATES OF PREMIUM.
LIBERAL POLICY CONDITIONS.

EAST KENT BRANCH,
29, High Street, Canterbury.
Local Manager: ALVIS T. STAPLEY.

▲ Back to the adverts. Grow your own food with highest quality seeds from G H Teal the Seedman, We are sure it isn't connected with an advert to take out life insurance with the Royal Insurance Company alongside!

DOES YOUR PIANO REQUIRE TUNING?

ALL our Tuners are highly experienced Workmen. We will send one of them to attend to your Pianoforte upon receipt of a Postcard from you.

H. J. GOULDEN, LTD., PIANOFORTE MERCHANTS,
39 & 40, High St., Canterbury.

Plaxtons at the Commercial Motor Show

Our work on the donated Plaxton collection continues – it's a big collection so it's taking some time.

Plaxtons

We recently unearthed an album of photographs showing their stands at Commercial Motor Shows, ranging from 1948 to 1964. Across just fourteen years, the style of coaches was revolutionised, not least by Plaxtons themselves with the introduction of the trend-setting Panorama in the late 1950s.



It seems that Plaxton booked the same – or a similar – corner stand at each show and here we are in 1948, with a Commer Avenger for the magnificently titled Lingley's Sale Away Touring Co. of Stretford, and the rear of a Dennis for Brown (Garelochhead Luxury Coaches). As you would expect, everything is very shiny and indeed on Plaxton specification forms it is sometimes stated 'extra care, Show model!' Equally fascinating are the names above neighbouring stands and how these also change across the years: here we have Jennings of Sandbach (which made cabs for commercial vehicles and was later taken over by ERF), Strachans and Normand (a London-based dealership).

Forward now to 1956 and there has been a lot of changes. Most obviously, we are now into colour photography and this image is typical of the vivid image reproduction of that era. Front engines have given way to underfloor for heavyweight coaches such as these two: on the left, an AEC Reliance with Consort body for Excelsior of Bournemouth (ULJ 800) and just glimpsed to the right is 697 DHN, another Consort body on a Reliance chassis, but badged as a Maudslay rather than an AEC. This was due to a restriction on the number of exhibits allowed to each manufacturer. Note that three sets of seats are on display to assist customers in their specifications. Again, the surrounding exhibitors are interesting: Yeates, Willowbrook and Beadle.





Forward to 1962, and Plaxton design is now itself trend-setting. From the left is a Bedford SB with Embassy body, then 336 DWJ an AEC Reliance with a Panorama body (40 seats in a 36 feet long body) incorporating mock wood effect side panels. Finally on the right is a Bedford VAL with Embassy II body which became 7999 MD with Bloomfield Coaches, London. At that point, the 'Panorama' name was given only to bodies on heavyweight chassis and with forced-air ventilation. Again the surrounding exhibitors are changing: this time Harrington and Marshall.



Finally, 1964 and both the Embassy and Panorama designs have evolved. The Bedford SB has an Embassy IV body, whilst of the two Panoramas, one at least is on a Leyland Leopard chassis. None of the three are identifiable, but the PSV Circle reports that a Leopard/Panorama for Gash of Newark (BNN 104C) was on show. By this time, Strachans and Northern Counties were the neighbours.

Rising to a 21st century challenge

– archiving contemporary computerised timetables and other material

by Pat Russell, trustee and treasurer

The Bus Archive has inherited a very extensive timetable collection from the Omnibus Society, which holds almost every bus timetable back to the 1920s and often earlier, and is recognised as a library of national importance. Much of the collection has come from donations and bequests of members, supplemented by more contemporary material collected by regular contributors.

A real challenge now is that many bus operators and local authorities are reducing the amount of material they publish on paper and instead just provide timetables, maps and other information electronically on their websites. Whilst this data is now very accessible, through mobile phones, on Google Maps and in real-time displays at bus stops, it is very transient and once superseded is often lost.

This data will not find its way to The Bus Archive in the traditional way, through donations of material from enthusiasts and the industry, as it is not being collected in physical form. Nor can we rely on discovering the data electronically in a few years' time, by its nature it is unlikely to be stored in any readily accessible form.

So in order that we can meet the demands of researchers coming to the archive in 20, or 50 years' time to look at bus timetables of today, we need to be proactive and capture these timetables in their electronic form whilst they are current.

So the 'gathering electronic pdf timetables' project was born.

It has been running now for over 5 years, with a team of some 18 volunteers across the country, diligently capturing electronic timetables, maps and other publicity.

Each volunteer takes responsibility for a designated geographic area and monitors the websites of relevant operators and local authorities, which together with their own local experience gives them information about any changes to timetables. They collect this data in pdf form, and reference it using a coordinated file reference numbering system. This ensures that the data can easily be filed and found again (electronically) at the archive.

Every three months or so, they upload their gathered pdf timetable files to the archive, so they can be added to the electronic collection. In addition to ensuring we capture the timetables for posterity whilst they are still current, saving them electronically has many other benefits.

There are the obvious benefits of reducing space requirements, and also they will not fade or tear like paper, and so should last for a long time (provided proper back-up and regular review to ensure the electronic medium in which they are held is still up-to-date).

But the most significant benefit is that whilst gathering the electronic timetables, the gatherers are also cataloguing them and noting the change which has taken place. By amalgamating all this information into a central system at the archive, we are automatically building up a route history for every service covered. At the touch of a button we can now look at changes in operator or timetable on a particular route, as can be seen in the example output below. Also, by clicking on the timetable reference number, that timetable is instantly displayed. On seeing this demonstrated at Walsall, a major bus operator commented that we have a better recent history of his bus routes than he does!

Hopefully in due course this information will be accessible through our web-site as well.

So far we have gathered over 30,000 electronic timetables and other pieces of information.

Typical output from a bus timetable search:

West Yorkshire		Huddersfield - Wakefield		231
operator	date	type of change	e-timetable ref	
Arriva	29/05/2011	timetable change	181121	
First	29/05/2011	new operator on route	181121	
K Line	29/05/2011	timetable change	181121	
Centrebus	28/04/2013	operator name change	181693	
Yorkshire Tiger	25/01/2015	operator name change	182230	
Yorkshire Tiger	04/09/2016	timetable change	182854	
Arriva	18/02/2017	timetable change	193039	
First	18/02/2017	timetable change	193039	
Yorkshire Tiger	18/02/2017	timetable change	193039	
Arriva	20/05/2017	timetable change	193152	
Arriva	22/07/2017	timetable change	193187	
First	22/07/2017	timetable change	193187	
Yorkshire Tiger	22/07/2017	timetable change	193187	
Arriva	17/02/2018	timetable change	193379	
First	17/02/2018	no change in timetable	193379	
Yorkshire Tiger	17/02/2018	timetable change	193379	
Arriva	22/07/2018	operator withdrawn from route		
First	22/07/2018	timetable change	193572	
Yorkshire Tiger	22/07/2018	timetable change	193572	

Routes and Services

Network map Where to catch your bus Places served



Burton upon Trent map

Map showing the routes in the Burton area
Please see Trent Barton websites for times and fares for their routes

Timetable



Swadlincote map

Map showing revised routes in the Swadlincote & South Derbyshire area
Please see Trent Barton websites for times and fares for their routes

Timetable



Burton - Newhall - Swadlincote

every 15 mins
Composite timetable for all fast buses between Burton, Newhall and Swadlincote.



Route 1

hourly
Burton - Rolleston - Tutbury

2018
o 18th Mhefin/
from 18th June
2018

Amserlen Bws Bus Timetable

symud o gwmpas
Sir Ddinbych
getting around
Denbighshire

Our volunteers are doing sterling work, but there are still many areas of the country not covered, such as Wiltshire, Gloucestershire, Cumbria, Leicestershire, Cheshire, Lincolnshire, Essex, Flintshire and more!

If you feel you could help by collecting e-timetables at home, please get in touch, hello@busarchive.org.uk.

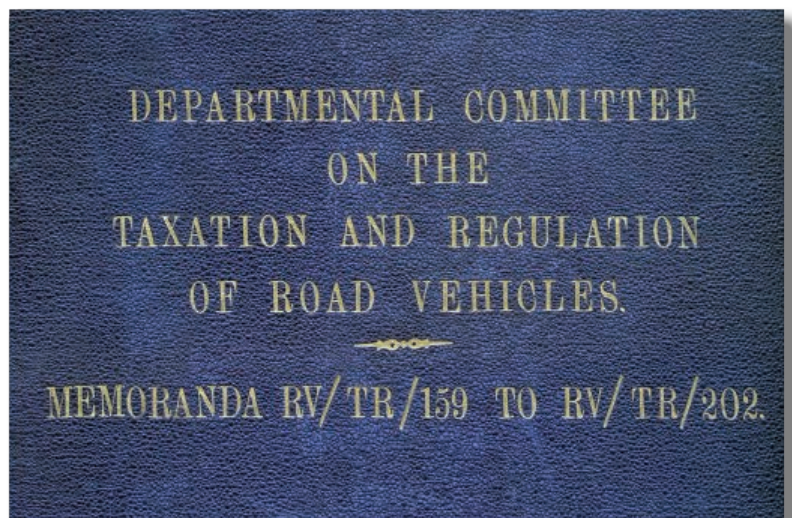


Although recently-refurbished, Birmingham New Street station can still be said to leave something to be desired at platform level. Perhaps things were better 100 years ago? This evocative view is from our collection, taken by Greg Lawson.

Taxation of Motor Vehicles

As part of the collection we were donated by the Department of Transport more than 20 years ago, there is a series of bound papers which meticulously detail the workings of 'The Departmental Committee on the Taxation and Regulation of Road Vehicles'.

The index alone provides a fascinating glimpse, with the Committee wrangling over whether the taxation should be based on 'a duty for motor spirit', taxation by weight and/or engine capacity. There was also a great debate about what was and what wasn't motor spirit, including evidence from the Government Chemist and 11 motoring organisations.



Departmental Committee on the Taxation and Regulation
of Road Vehicles.

Index to Memoranda RV/TR/159 to RV/TR/202(a).

No.	Subject.	Page No.
RV/TR/159.	Proceedings of Meeting held on 20th July, 1923, (evidence of Government Chemist and Board of Customs and Excise).	1.
160.	Proceedings of Meeting held on 31st July, 1923, (further evidence of Government Chemist and Board of Customs and Excise).	66.
161.	Proceedings of Meeting held on 13th July, 1923 (further evidence of Government Chemist and Board of Customs and Excise.)	106.
162.	Chronological Summary of Points, under certain headings, in the evidence submitted on behalf of 11 motoring organisations in support of their agreed method of taxation by means of a duty upon motor spirit - to close of proceedings on the 10th day (prepared by Mr. E.S, Shrapnell Smith).	138.
162. (a)	Continuation of Chronological Summary of Points up to the end of the 13th day.	172.
162. (b)	Continuation of Chronological Summary of Points up to the end of the 16th day.	201.
163.	Supplementary memorandum by the Secretary with regard to suggested alternative schemes of motor vehicle taxation.	212.
164.	Copy letter received from the Commercial Motor Users Association, dated 1st November, 1923, (and memoranda referred to therein) suggesting amendments to the existing system of taxation of mechanically propelled road vehicles.	216.
165.	Memorandum by Mr. Straker on the position of (a) Taxation by Weight and (b) cubic Capacity Rating as a H.P. formula.	233.
166.	Memorandum by Major Stenson Cooke suggesting amendments to the existing system of taxation of motor vehicles.	236.
167.	Memorandum by Major Stenson Cooke in relation to suggested amendments referred to in memorandum RV/TR/166.	237.
168.	Summary of Administrative Points dealt with in evidence, prepared by Major Stenson Cooke.	240.

The richness of evidence demands further study and analysis, but we include here just a taster of the extreme detail and discussion which surrounded the whole issue.

In one of the papers, Mr Pool Godsell [an assistant secretary at the Department of Transport] states 'in my memorandum dated July 10th I put forward a Specification which when improved by Sir Robert [Robertson, HM Government's Chemist] reads as follows:

- Motor spirit includes any refined liquid hydrocarbon of which not less than 50 per cent distils over at a temperature not exceeding 140 degrees C when tested by the standard method.' - So now we know!

Plaxton archive helps the owner of a preserved coach

Mike Greenwood is part of The Bus Archive backroom team producing the newsletter: he formats the text and artwork and then generates the final version.

Mike, the Director of Archives & Research for the Leicester Transport Heritage Trust, has also been a regular visitor to our Droitwich site over the years to enable him to research aspects of Leicester and Leicestershire operators and also Midland Red.

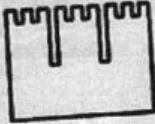
More recently Mike also became a vehicle owner when in March 2015 he acquired 1972 AEC Reliance/Plaxton coach BJF 999K which was new to Straws of Leicester. He has subsequently visited Droitwich to view and take a copy of the nine-page Plaxton 'Body Detail Sheet' for BJF which has been a great help in him ensuring the authenticity of parts of the restoration which was completed in April this year.



Mike is also currently researching the history of Straws with the view of publishing a book next year to coincide with the centenary of when the company was formed. The body details sheets of the other eleven Plaxton bodied coaches that Straws operated have also been copied and provide some interesting insights into aspects of the company's development and operation.

27/3/72 *ju*

Directors
F. W. PLAXTON (Chairman)
T. H. STEPHENSON (Man. Dir.)
G. PLAXTON, C. F. B. QUARTON,
H. B. SNELL, J. BIRLEY,
W. S. NEWHAM, E. D. SLACK.



PLAXTONS

LUXURY COACH BUILDERS
 Telephone: SCARBOROUGH 0723-63311 (7 lines)

W. O.

8885

PANORAMA ELITE II
BODY DETAIL SHEET

AGENT *W. J. Yeates.*

OPERATOR *Straws, Leicester.* Telephone No. _____

No. of Bodies *1* Quotation No. *582* Chit No. *1981* Date of Issue _____

CHASSIS TYPE *A.E.C. 11 metre*

CHASSIS No. *8022.* REG. No. *BJF 999-K*

SUGGESTED COMPLETION DATE *Mid. March* ACTUAL DELIVERY DATE *27.3.72*

PAINT DETAILS ISSUED _____ RECEIVED BY *[Signature]*

PAINT MANUFACTURER *W.M.G.* DATE ORDERED *-8 FEB 1972/61*

LETTERING (Details Issued) _____ DATE RECEIVED _____

RECEIVED BY *[Signature]*

MOQUETTE MANUFACTURER *FIRTHS/HOLDSWORTH* *675* DATE ORDERED *10 JAN 1972*

Captain's Log with Director & Archivist Philip Kirk

Welcome to the second edition of The Bus Archive newsletter. Following our inaugural edition which focused on the material available at each of our Research Centres, this time we have two features contrasting how things have changed – or not – in 100 years. We look in detail at the East Kent timetable booklet from 1918, and show how we are 'keeping up with history' with the harvesting of digital timetables by a team of volunteers in 2018.

We also see the changing face of Plaxtons at the Commercial Motor Show, and look back at the workings within the Department of Transport as it wrestled with how to impose taxation on motor vehicles.

We have been flattered and taken aback at the good wishes coming through from both the enthusiast community and the bus industry itself, about The Bus Archive. More and more collections are being donated to us, and we are gaining new volunteers across all our activities.

So, if you would like to be part of The Bus Archive team, please let us know. If you live near to one of our Research Centres, or near to our storage unit at Telford then we would like to hear from you. Or even if you are further away, we have vacancies for remote workers, scanning or cataloguing photographs, or as we see in this edition, capturing online timetables.

Partnership with Classic Bus magazine

You may have seen our first full feature in Classic Bus – *How Northern General Bought Its Routemasters*. Look out for the current edition, where we highlight an initiative to coordinate the marketing of express services, more than 10 years before the advent of National Express.

Odds and Ends

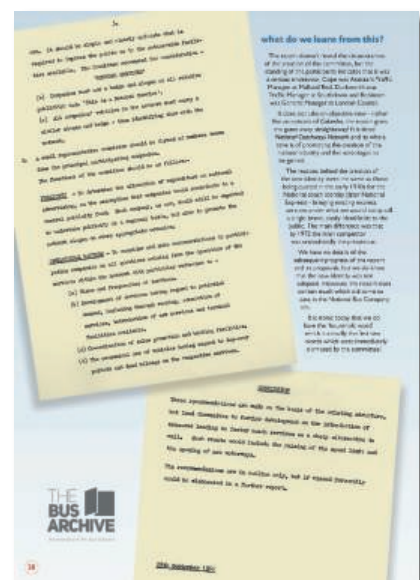
In the last issue, we showed a photo of the Park Royal railcar (see below) and asked for more details. David Corke provided the answer:

Good to see another interesting newsletter.

I lived a few miles from Park Royal so used to cycle there in 1959-60. In the summer the doors were open and I was able to note the body numbers from cards on the fronts of vehicles. 10 years later when working as a supplies trainee for LTE, I participated in administering the contract for the Swifts. By then I had copied all PR records and was able to continue this till production ceased. From these records I compiled the BB body lists for the PSV Circle.

Checking through these lists I find that the three railcars that were described as demonstrators passed to British Railways, as M79740-2 (built 1951/2). Five more followed in 1955 (M79743-7). Apart from these the only railcars built by Park Royal between 1950 and 1955 were a total of 155 for GNR and CIE.

Thanks David!



And Finally....

For our closing piece this time, here we have a charming certificate from Huddersfield Passenger Transport Department, which extend their thanks and appreciation to Walter Howarth for 31²/₃ years faithful service. (G Lumb collection).

How to Explore Our Collections

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

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

Email or call to make your appointment (see contact details below)



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