



Chiltern Queens of Woodcote, north of Reading, operated a small network of services in its immediate area. Kemps Motor Services (Chiltern Queens predecessor) purchased this ex-London Transport AEC Regent (STL 2232) with lowbridge body from Basil Williams's Hants & Sussex company in 1954. It passed to CQ at its formation a year later, was withdrawn in 1957 and later scrapped. It is seen meeting up with a stablemate on the South Stoke turn off the B4009 between Wallingford and Goring, and a conference seems to be going on between the two conductors (Photographer John W Smith, copyright The Bus Archive, ref. JS05/00011).

IN THIS ISSUE

Peter Jaques • Training with United
Cardiff recruitment • New donations
MCW products • Five-year anniversary

Peter Jaques (1934-2023)



It is with great regret that we announce the death of Peter Jaques on 19 February. Peter was one of the founders of The Kithead Trust in 1989 and served as its secretary for 25 years; Kithead was one of the predecessor organisations of The Bus Archive.

Peter was born in Birmingham and his interest in transport in all its forms began at a very young age. The city's trams were his first love and even when being educated at King Edward's School in Bristol Road he took to going to the City Transport Witton tram depot to watch the cars; by his mid-teens he was so much a part of the scene there that the staff allowed him to shunt cars unaided in the depot and even out on to the roadway – all very illegal of course.

After leaving school, he began work at Birmingham Airport before being called up in 1952 and serving in the RAF. Here his administrative ability was recognised and he learned to type – something which would be very useful later on. He married Dorothy and they had a son, Peter junior in 1967. Indeed, Dorothy seems to have known exactly what she was letting herself in for as she bought Peter a very special wedding present – a full set of

large-scale Ordnance Survey maps complete with storage case.

Always very good with figures, Peter pursued a career in accountancy with airport freight companies, moving successively to Reading (where he became an observer of Thames Valley Traction), London, Folkestone (ditto East Kent Road Car) and finally he was based at Lymgne Airport.

His interest in transport – trams, buses, railways and canals – continued throughout and he was active in the local activities of the Light Rail Transit Association, where in 1956 he met Derek Potter and formed a friendship which was to last a lifetime. Peter was national chairman of the PSV Circle for ten years, a founder member of The Birmingham Transport Historical Group (BTHG) and the Roads & Road Transport History Association. In several of these groups, Peter would provide administrative help, often as treasurer.

Following the closure of the freight business at Lymgne in 1985, Peter and Dorothy returned to the Midlands and settled in Droitwich, as soon as young Peter had finished his education at grammar school in Kent. Now it was time for Peter

senior to turn his full attention to transport. His first task was to assist West Midlands PTE in the lead up to deregulation – at its request he drew up detailed lists of which operators were running services in the county, and even gave advice on frequency changes after deregulation D-day on 26 October 1986. He also worked for the area traffic commissioner, checking on registered services, preparing reports and giving evidence at the commissioner's public inquiries.

The mid-1980s brought great changes across many industries and printing was one of those; the PSV Circle was experiencing huge cost increases and difficulties in getting its publications printed and Peter drew up a business case for the Circle starting its own printing unit. This was approved and an off-the-shelf limited company name was used – Kithead Limited was born. The three employees of the company were Peter who was responsible for administration, Derek Potter (whose own trade of sound systems was also undergoing upheaval) looked after the practical side of things and Peter junior did design and layout. New premises in Hampton Lovett were purchased, close to Droitwich, and the printing business continued for 18 years.



The Hampton Lovett premises in the printing works days.

Peter Jaques (1934-2023)

BTHG had collected archive material as part of its own research, and this was also stored at the Hampton Lovett printing works. At the same time, following the privatisation of the bus industry, enthusiast and National Bus Company senior manager John Birks was looking for a place to accept the archives for which NBC now had no use or space – and in

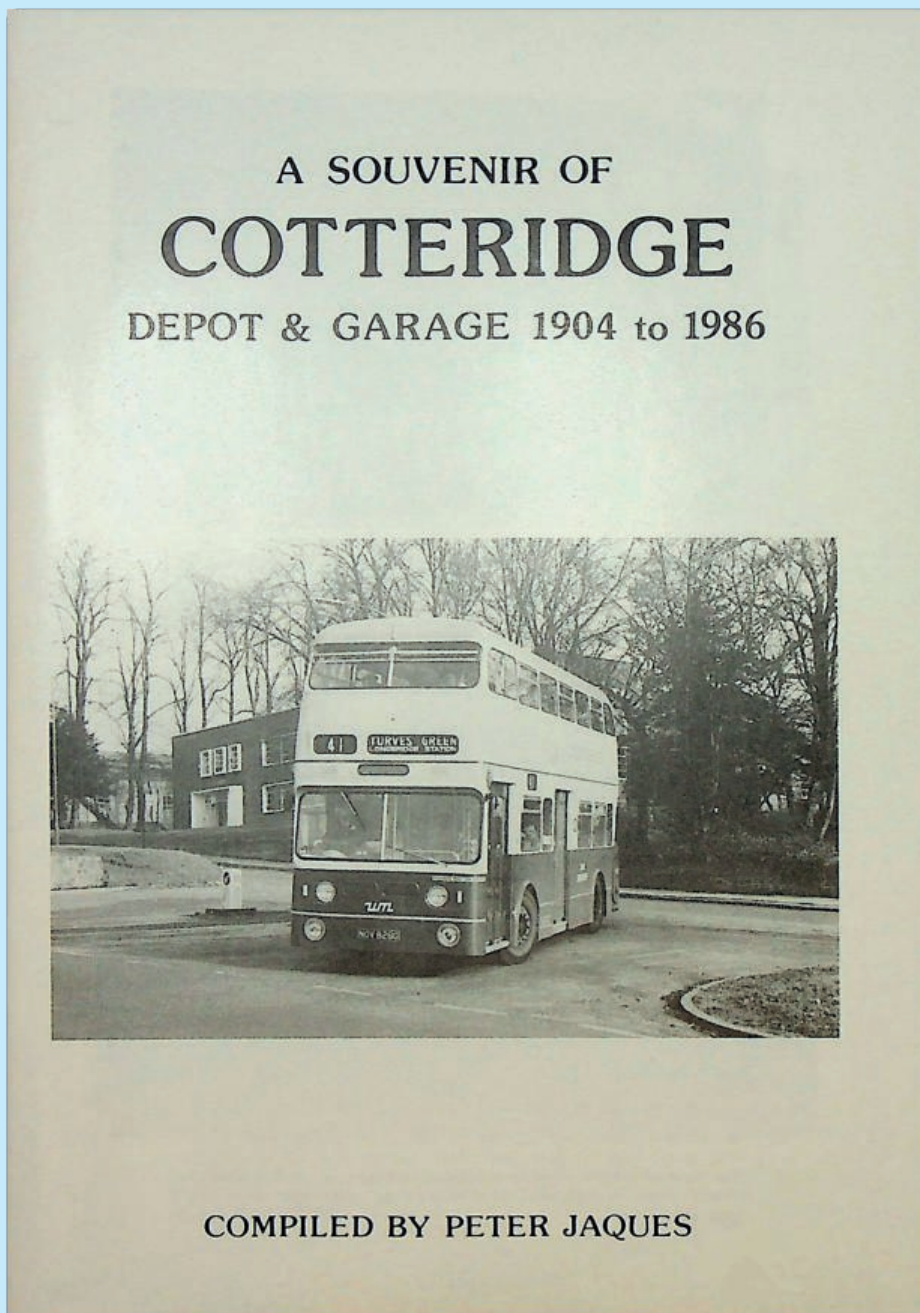
due course The Kithead Trust was born, to collect transport archives on a wide basis. Peter became its secretary and the external face of the trust, John Birks was its first chairman and Derek Potter and others were trustees.

And so The Kithead Trust grew and grew, taking on the Department of Transport's

historic library and a huge amount of other archival material. The original Hampton Lovett building was extended three times over the next 20 years. The printing business was wound up in 2005 and the entire building was then given over to the storage of archives. Peter stood down as secretary of the trust in 2014 on its 25th anniversary, but still attended the archive to work as a volunteer for a further five years as it grew to become part of today's Bus Archive.

Peter was in many ways a private and austere man, but with an underlying sense of humour and what has been described as a 'twinkle in the eye'. He is recalled by some as turning up in the full uniform of a conductor on a preserved Birmingham Standard. He certainly had strong and at times unbending views on matters close to his heart; for example he was always determined that the archive material be used for proper ends. Since his death, many messages have been received expressing thanks for the help he gave researchers over many years. Dorothy died in 2015 after a long illness. Peter is survived by Peter junior and our thoughts and good wishes go out to him.

Perhaps the final word should go to Brian King, the second chairman of The Kithead Trust and now filling the same role at The Bus Archive: "Peter's dedication and commitment to Kithead should never be forgotten. His contribution to the assembly of archive material and his husbandry of the collection cannot be overstated. We all owe him tremendous gratitude."



One of Peter's publications.

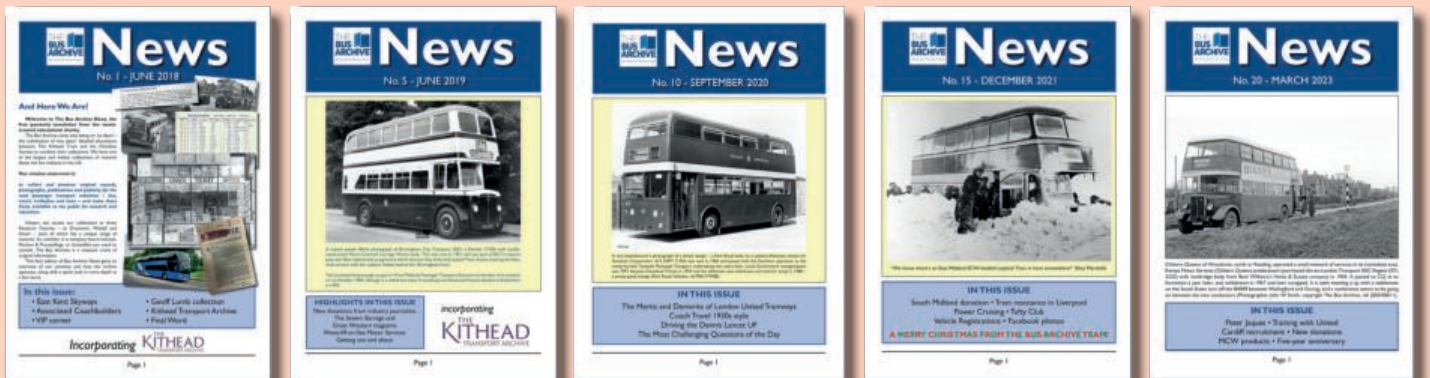
Five-year anniversary

It is five years in April since the creation of The Bus Archive – and what a time it has been. In 2018 we brought together the collections which had previously been held by the Omnibus Society Library and Archive, and The Kithead Trust into a new, free-standing charity. The name was chosen deliberately to be simple and straightforward, and that has proved to be a great decision: we are always near the top of any online search for an archive of bus material.

Looking back on the five years, the thing which stands out is the tremendous support we have had from both the bus industry and the enthusiast movement. Last year alone we were donated the equivalent of more than 500 ‘banker boxes’ worth of material. This not only enhances our collection but the sale of surplus material provides a valuable source of funds to keep us going.

And only last week we were able to give the go-ahead to start work on fitting out our new building at Droitwich so there is lots more to look forward to.

So, a big ‘thank you’ to everyone – our volunteers, staff, donors and researchers for making The Bus Archive what it is today.



New Editor



With this edition, we are delighted to announce that well-known journalist Alan Millar joins our team of volunteers as editor of Bus Archive News.

Alan was editor of *Buses* from 1999 to 2021 and is now its consultant editor. He began his transport career with Greater Glasgow PTE in 1973 and has been a full-time transport journalist since joining the weekly *Commercial Motor* in 1978. After periods editing *Motor Trade Executive* and *Coachmart*, he worked as a freelance for a range of titles and clients from 1990. He currently is chair of the UK Bus Awards.

A United trainee's log book

This trainee driver's log book, just donated to us from the collection of Fred Kennington, dates from March 1937 and belonged to Eddie Unwin, a conductor with United Automobile Services at its Berwick depot who went for training at Jesmond depot in Newcastle, a facility closed last year by successor operator Arriva. His 30 days of training began on 30 March and ended on 14 May, and he went on to pass his Public Service Vehicle driving test on 20 July.

By day five, his instructor noted that his gear changing was improving, on the next it was 'very fair', on day seven there was a 'good general improvement' and on day 17 he was showing 'good road sense, gear changing good'. The training moved on to city driving on day 18, with instructions that 'great care to be taken at traffic lights and signals, tramcars to be watched especially at stops, people at Belisha crossings have right of way'.

As is evident from some of the mechanical knowledge that drivers were expected to gain, their responsibilities extended beyond steering, braking, accelerating and changing gears. They had to carry a toolbox and do repairs as far as possible. Day 13 included 'instruction on changing of fan belt and road shaft'.

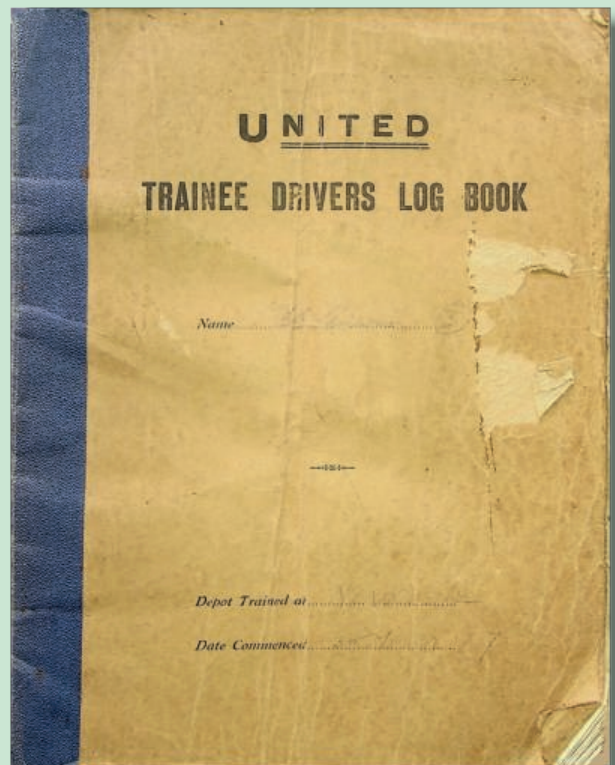
'I also worked for United for a period and knew Eddie very well,' says Fred. 'After his retirement, I recorded his story for the local record office's oral history archive.'

Eddie was born in 1912. On leaving school aged 14, he got a job as a

cleaner on the London & North Eastern Railway (LNER) at Tweedmouth locomotive shed, but was paid off on reaching his 16th birthday and was unemployed for 18 months. He became a conductor at the recently opened Berwick depot in 1930. At the time, staff worked Berwick-Newcastle and Berwick-Edinburgh.

A little later, the company needed a conductor at Wooler outstation and Eddie was told to work there or be dismissed. He told Fred that he was paid £1 2s 6d a week (that's about £67.40 at today's values). He had to pay £1 for digs and got pocket money from his mother. While he was there, the other conductor was sacked, so Eddie had to work double shifts. He was sent to Alnwick depot when a replacement was recruited at Wooler.

He returned to Berwick in April 1933 as part of one of the two crews on takeover of County Motors based at the new outstation at Kelso. The four of them travelled to Newcastle, joining the last County Motors departure, taking over the bus at Coldstream. They were not allowed passes to get home on the Scottish Motor Traction (SMT) service from Kelso to Berwick. The Kelso outstation was closed



and the bus moved across the border to Cornhill. 'At least his sister lived on a nearby farm, so digs were no longer a problem,' says Fred.

Eddie returned to Berwick once again until 1934 when United and SMT took over John Stenhouse's. Both operators established outstations at Yetholm and he had to go there. It is not clear when he returned to Berwick after that, but he left the company in 1939 to join the fire service and, later, the RAF.

'On his return, he worked with Crown Coaches and other operators, but eventually he went back to Berwick and United and this is where I met him. He was an extremely nice chap whom I knew very well. Looking back through his recording, he had a very poor opinion of United, though things did improve postwar.'

A United trainee's log book

Some of the buses used in training

Main training vehicle:

AL4.15 (VN 1693) Albion PKA26 with unknown body new in 1930 to Dunning of Great Ayton and passing to United in 1933, withdrawn 1940.

AJ86 (VF 2805) ADC 425 with United body new in 1928 and withdrawn in 1937.

LT8 (GE 5242) Leyland Tiger TS2 with Midland body new to County MS, Stakeford in 1928, withdrawn 1939.

LT84 (TY 9569) Leyland Tiger TS4 with Leyland body new in 1932 to Jermy, Felton.

PUPIL NO. 3..... FIRST DAY LICENCE NO. 1.78.....
 Date 24/12/37.....

TIME.	WORK.	Type of Vehicle.	Hours of Driving.	INSTRUCTOR'S REMARKS.	PUPIL'S SIG.
	GENERAL explanation on course of instruction				<i>[Signature]</i>
	EXAMINATION of a vehicle with various parts and their functions described.				<i>[Signature]</i>
	DEMONSTRATION of engine starting, various controls and levers, slow running adjustment.				
PRACTICAL WORK—FORENOON.					
	1.—Empty and fill radiator.				<i>[Signature]</i>
	2.—Examining for petrol and oil.				<i>[Signature]</i>
	3.—Checking tyre pressures.				<i>[Signature]</i>
	4.—Wheel change (rear).				<i>[Signature]</i>
	5.—Wheel change (front).				<i>[Signature]</i>
	6.—Examining interior of body.				<i>[Signature]</i>
	7.—Tool kit and equipment.				<i>[Signature]</i>
	8.—Driver's Running Sheet.				
PRACTICAL WORK—AFTERNOON.					
	1.—Prepare engine.				<i>[Signature]</i>
	2.—Gear movement				<i>[Signature]</i>
	3.—Wheel change.				<i>[Signature]</i>
	4.—Greasing.				
	5.—Inflate tyres.				
	6.—Remove Battery.				
	7.—Withdraw axle shaft				
	8.—Greasing.				

HOME PAPER 5 QUESTIONS COMPULSORY. INSTRUCTOR'S SIG. *[Signature]*.....

PUPIL NO. 3..... NINTH DAY LICENCE NO. 1.78.....
 Date 9/1/38.....

TIME.	WORK.	Type of Vehicle.	Hours of Driving.	INSTRUCTOR'S REMARKS.	PUPIL'S SIG.
	Starting up and fault finding.				<i>[Signature]</i>
	Accidents lecture.				<i>[Signature]</i>
	Driving on gradient.				<i>[Signature]</i>
	Night driving lecture.				
	Removing axle shaft.				
	Change front wheel.				
	Petrol pipe connections.				
	Dynamo belt.				
	Clean plug.				
	Replace fuse.				
	Change batteries.				
	Magneto.				<i>[Signature]</i>
	Night driving.				
	Judging speed (night).				
<i>attention to wheel & suspension</i>					

NO HOME PAPER. INSTRUCTOR'S SIG. *[Signature]*.....

PUPIL NO. 3..... EIGHTEENTH DAY LICENCE NO. 1.78.....
 Date 22/1/38.....

TIME.	WORK.	Type of Vehicle.	Hours of Driving.	INSTRUCTOR'S REMARKS.	PUPIL'S SIG.
	Starting up and slow running.				<i>[Signature]</i>
	Lecture on city driving.				<i>[Signature]</i>
	Driving in cities and heavy traffic. Attach notes on traffic.				<i>[Signature]</i>
<i>Good use to be taken at traffic lights & signals. Look out to be watched especially at stops. People on vehicle crossing have right of way.</i>					
	Night driving.				
<i>Driving to Lifford on Lifford satisfactorily</i>					

NO HOME PAPER. INSTRUCTOR'S SIG. *[Signature]*.....

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. All colour views were taken by Mark Page, the monochrome by Charles Klapper. All are copyright The Bus Archive.

Of the three Scottish municipalities which were taken into the ownership of regional councils in 1975, Dundee had the oldest fleet. Seen here at the Shore Terrace stance in 1974 is 139 (CYJ 254), an AEC Regent III with Alexander body new in 1953, and 279 (HTS 279), a Daimler CVG6 with Metro-Cammell body of 1958. (ref MP02/00867).



Blue Bus of Willington was a traditional independent which took great pride in the appearance of its fleet. Seen here in Tutbury in May 1973 is one of its magnificent Willowbrook-bodied Daimler CD650 double-deckers, 20-year-old SRB 424. The sale to Derby City Transport was only a matter of months away.... (ref MP02/00595).



A contrast in vehicle types in the Walsall municipal fleet in July 1968. 203 (OLD 596) is a former London Transport RTL-class Park Royal-bodied Leyland Titan which was acquired by Walsall when only five years old in 1959. It lasted through to West Midlands PTE ownership in 1971. Alongside is 827 (WDH 902), a Willowbrook-bodied Daimler CVG6 new to Walsall in 1956. (ref MP02/00235).



Captured in Tilehurst in November 1971 on the famous service 17 is Reading Transport 27 (XRD 27J). This long length Bristol VRT with Northern Counties body could seat 77 despite having two doors. It had been new five months earlier. The petrol station behind is offering 'Treble Pink Stamps'. (ref MP02/00475).



Facebook Highlights

New double-deckers for independent operators were becoming quite rare in 1967 when this Daimler Fleetline was new to Turner of Brown Edge. Northern Counties-bodied 9 (BRF 733E) is seen here at the operator's High Lane garage in April 1973. (ref MP02/00465).



And a roll of the drums....

By far the most popular image was our January cover photo — a fantastic scene at New Canal, Salisbury although it was probably replicated in market towns and cities throughout the land in the late 1940s and early 1950s. WN 5409 was a 1933 AEC Regal with Weymann body new in 1933 as South Wales Transport 309. It passed to the RAF in 1940 and is seen here still looking very smart in the fleet of Winterslow & Pitton Motor Services. Alongside is APY 808 a Duple coach-bodied Dennis Lancet 2 which was new to Pickering of Saltburn, North Yorkshire in 1938 and passed to W&P in 1948. Finally, on the right we have a partial view of RH 4776, an English Electric-bodied AEC Regent new to Hull but which was then running for Skylark Motor Services. (Photographer Charles Klapper, ref. CK03/01932).



New Donations

We continue to receive a large number of donations – ranging from original archive material, published books and publicity, and individuals' personal research. It is all very gratefully received.

If we do not have a particular item, then it will be added to our collection, but if we do then we can sell the duplicate copy to raise funds for our charity.

This time we have to thank: Andrew Allison, David Bean, R M Beever, Geoffrey Broadhurst, Lewis Burrell, Leon Coast, Charles Gill, Julian Dolman, Charles Gillard, Alisdair Goodall, Martin Harris, Bruce Hugman, David Jones, Fred Kennington, Brian King, David McCollum, Grant McKenzie, Sue Osborne, Colin Page, Derek Parsons, Andrew Robertson, Steve Rooney, Jane Sallans, David Smith, Andrew Stopford, Sarah Troman, Aidan Turner-Bishop, Keith Turns, Keith Warrell, Roland Wilcox and John Yarham.

Our illustrations this time are from two personal collections. The first is from David Smith, a municipal manager par excellence with 15 very successful years at the helm at Cardiff. Following his retirement from that post at deregulation, in 1988 he was employed as temporary managing director at Portsmouth City Transport Ltd. The collection of records which David has donated to us show his ambitious plans for the revitalisation of the Portsmouth company which was sadly not adopted, with its council owner choosing instead to sell the company.



Portsmouth City Transport Ltd.

MEDIA INFORMATION

TEMPORARY ARRANGEMENTS : MANAGING DIRECTORSHIP

The Company is pleased to announce the appointment of Mr. David Smith to assume, for a temporary period, the responsibilities of Managing Director after the departure of Mr. Eric Boyes on 31st December 1987.

The other is from well-known writer Keith Turns who has donated a further tranche of his writings and press cuttings.

A Festing time ahead at Watlington.

My timetable was over ten years old, but I went to what I guessed was the departure point for the 12 noon bus. A headless pole stood by the roadside but no-one else around seemed interested. However, I marked down one laden shopper who seemed a likely customer.

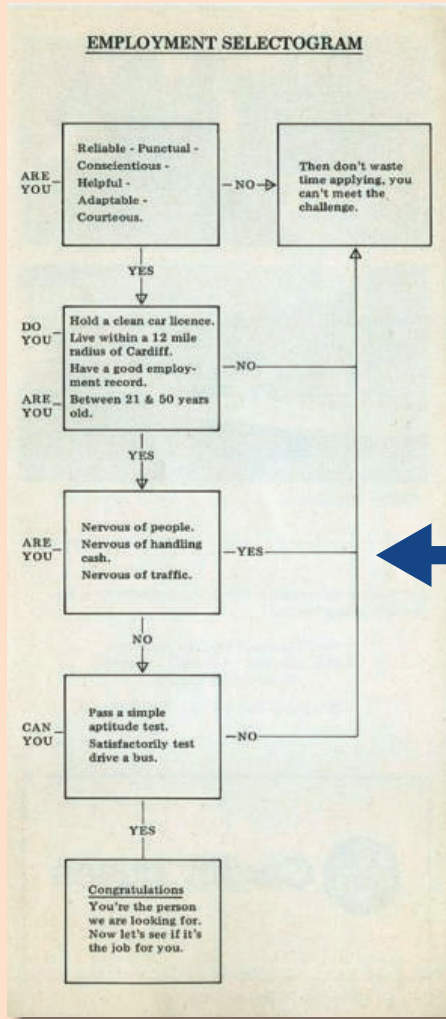
At ten to twelve a repainted Grey-Green 41 seat Bedford arrived and people converged from all directions. In fact, by the time everyone was aboard, our load was nine.

Cardiff recruitment

We had to do a double-take recently when one of our Facebook posts about a 1970s Cardiff recruitment leaflet was shared – by Cardiff Bus.

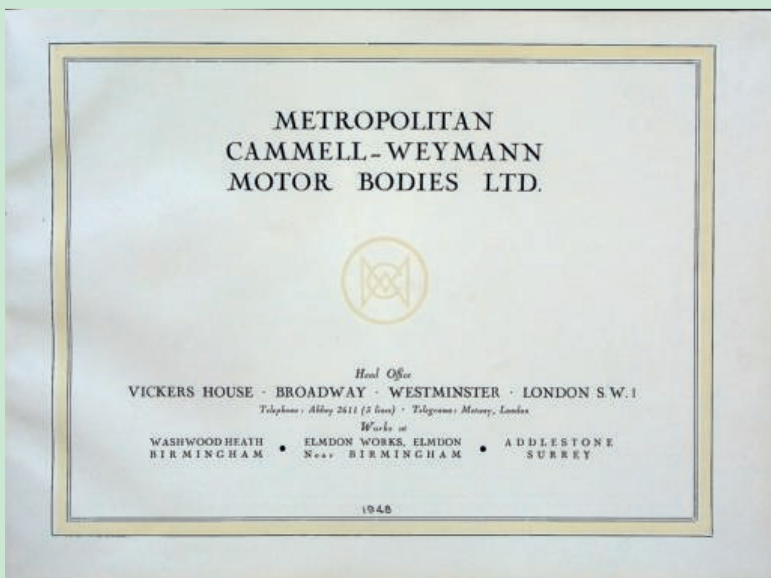
The six-page bi-fold leaflet was published originally in 1976 and is typical of its time – designed to look modern, today it looks rather dated with images more in keeping with the 1950s than the 1970s. It also featured an ‘Employment Selectogram’ which we wonder whether anyone ever got through.

A great piece of bus industry history.



MCW book is reminder of joint venture

In our collection is this rather splendid leather-bound brochure for 'Metropolitan Cammell Weymann Motor Bodies Ltd.' embossed with the name 'A T Froggatt'.



Metropolitan Cammell Weymann Motor Bodies Ltd (the first three names sometimes linked by hyphens, sometimes not) was a joint venture sales organisation established on 5 July 1932 to act as dealers in and designers and sellers of all types of motor bodies produced by two still independent companies. Its office was in Vickers House, the Broadway, central London headquarters of Vickers, parent company of the Metropolitan Cammell Carriage Wagon & Finance Co. Ltd of Birmingham (MCCW) in which shipbuilder Cammell Laird also had a shareholding. The other partner, Weymann's Motor Bodies (1925) Ltd, had its factory at Addlestone in Surrey and at the time that the joint sales company was formed it was owned by the London branch of Berhard, Scholle & Co., a South African bank.

The joint venture, often abbreviated as MCW, gave Weymann access to the patents that MCCW held for its metal-framed bodies. Metropolitan Cammell's established business was manufacturing railway rolling stock, so the joint company gave it access to Weymann's customer base among bus operators. Orders were placed through MCW, while production — allowing for some customer preference about where their buses were built — was allocated 60% to MCCW and 40% to Weymann.

The venture survived two changes of ownership of Weymann's. The Prudential Assurance Company acquired it in 1937 after Berhard, Scholle & Co. went into liquidation and sold it to United Molasses, a Tate & Lyle subsidiary, in September 1942. The company name was shortened to Weymann's Ltd in January 1945 and similar simplification changed the MCCW name to the Metropolitan Cammell Carriage & Wagon Co. Ltd. It often traded as Metro-Cammell.

It did not survive a third ownership change, as Metro-Cammell purchased Weymann's from United Molasses in 1964 and centralised production in Birmingham in 1966 when the Addlestone factory closed. From then on, MCW manufactured the products that it also sold. Further consolidation in 1970 saw it transfer bus production from its Elmdon factory near Birmingham airport to the Metro-Cammell rolling stock works at Washwood Heath. By then owned outright by the Laird Group, it developed its own chassis and complete vehicles from the mid-1970s but, having failed in a bid to acquire rival Leyland Bus, MCW closed in 1989 when Optare acquired the rights to its bus designs.

Arthur Thomas Froggatt joined Weymann's in 1934 as its general manager and was its chairman and managing director from 1947 until he retired, aged 70, in 1951. He was born in Wellingborough, Northamptonshire and spent his working life in coachbuilding. He was appointed MBE in 1945.

We have included a few sample pages, and apologies for the scanning quality; the full brochure is available to view at <https://www.flickr.com/photos/145880868@N07/albums/72177720306284565>.



A 54 SEATER HIGHBRIDGE TYPE DOUBLE-DECK Omnibus Body mounted on Gardner chassis and of M.C.W. Patented Metal Construction, built for BIRMINGHAM CITY TRANSPORT.

When existing contracts are completed nearly 7,500 M.C.W. Bodies of all types will have been supplied to this Corporation.



A 46 PASSENGER (24 seated-22 standing) SINGLE-DECK Omnibus Body mounted on A.E.C. "Regal" chassis with rear drop-frame seats for LISBON ELECTRIC TRAMWAYS LTD. The bodies 8' 0"

wide, are of M.C.W. Patented Metal Construction and when existing contracts are completed 54 M.C.W. bodies will have been supplied to this undertaking.

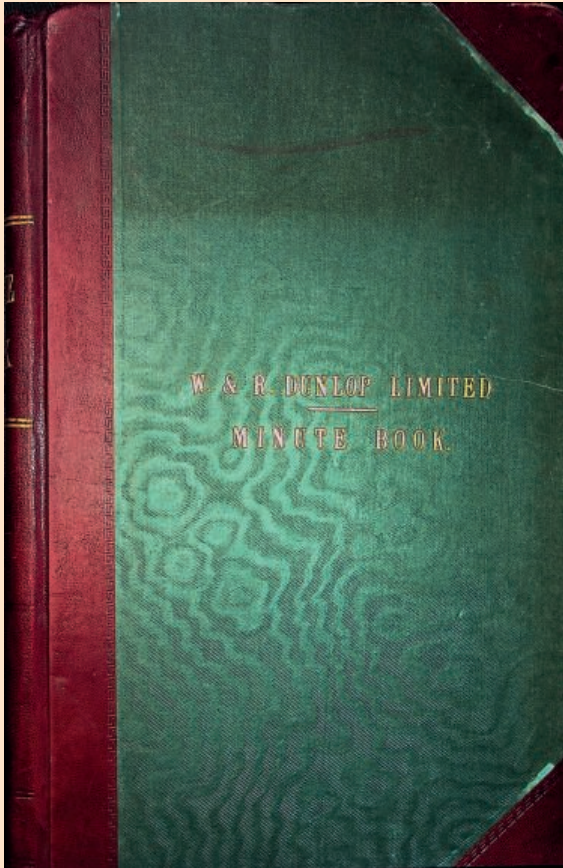


40 SEATER SINGLE-DECK Omnibus Body built for the BIRMINGHAM AND MIDLAND MOTOR OMNIBUS CO. and mounted on operator's own make and type of chassis. This is one of more than 300 similar bodies that

have been or will be supplied to this important operator. The bodies are of M.C.W. Patented Metal Construction and possess many interesting features including stressed skin and rivetted exterior panels.



W & R Dunlop – a Scottish takeover



Pivotal moments in the relatively short history of a small, but significant Scottish operator are contained within its minute book, which is preserved in the Archive.

W & R Dunlop Ltd was the last of the pioneering independent businesses that served the west Renfrewshire towns of Greenock, Port Glasgow and Gourock, remaining in family ownership until Western SMT, part of Scottish Motor Traction, bought the company in 1945.

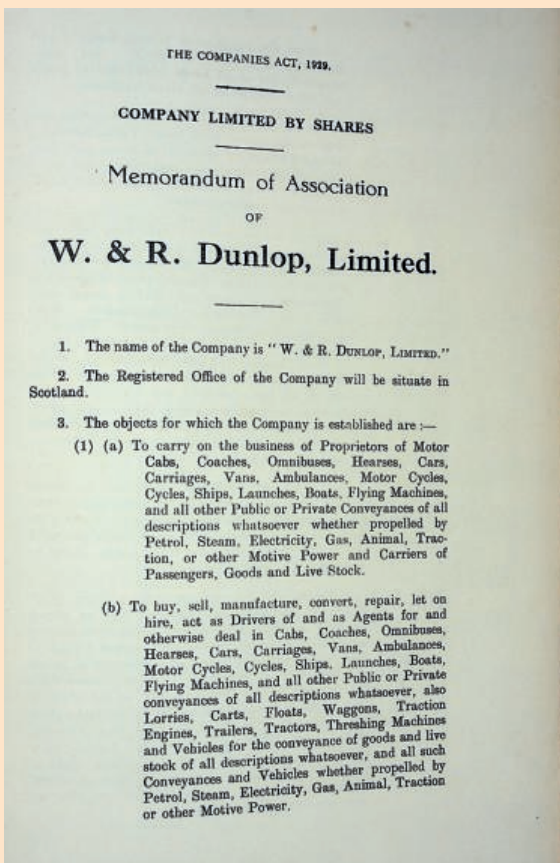
The memorandum of association, dated 1934, reveals that this was a business determined to keep open its options on the trade it would pursue and the means of propulsion that it was willing to adopt. Besides 'coaches and omnibuses', it entertained the possibility of operating motor cabs, hearses, cars, carriages, vans, ambulances, motorcycles and cycles...even ships, launches, boats, flying machines and 'all other public or private conveyances of all descriptions' and was prepared for them to be propelled by petrol, steam, electricity, gas, animal, traction or other motive power. Besides operating them, it might also buy, sell, manufacture, repair, hire out or provide drivers for all or some of these.

The company's two directors, motor hirers William and Robert Dunlop, held the £60 of share capital in the limited company.

William Dunlop resigned as a director at 3pm on Tuesday 4 March 1941 and the company secretary, Arthur M Newman, retained that role as well as succeeding him as managing director. Also present at that meeting were Robert and Esther Dunlop. The minute indicates that this formalised how the company was already being managed. 'In confirming his resignation, Mr William Dunlop mentioned that Mr A M Newman for a long period now had fulfilled his, Mr Dunlop's, duties.'

The sale of the company to Western SMT was agreed on 8 August 1945 and took effect at a meeting in Glasgow at 3pm on Wednesday 5 September. Dunlop's directors Robert Dunlop, Arthur Newman and his wife, Mrs Esther Newman, resigned their positions and transferred their shareholdings along with those of Mrs Esther Dunlop and William Dunlop.

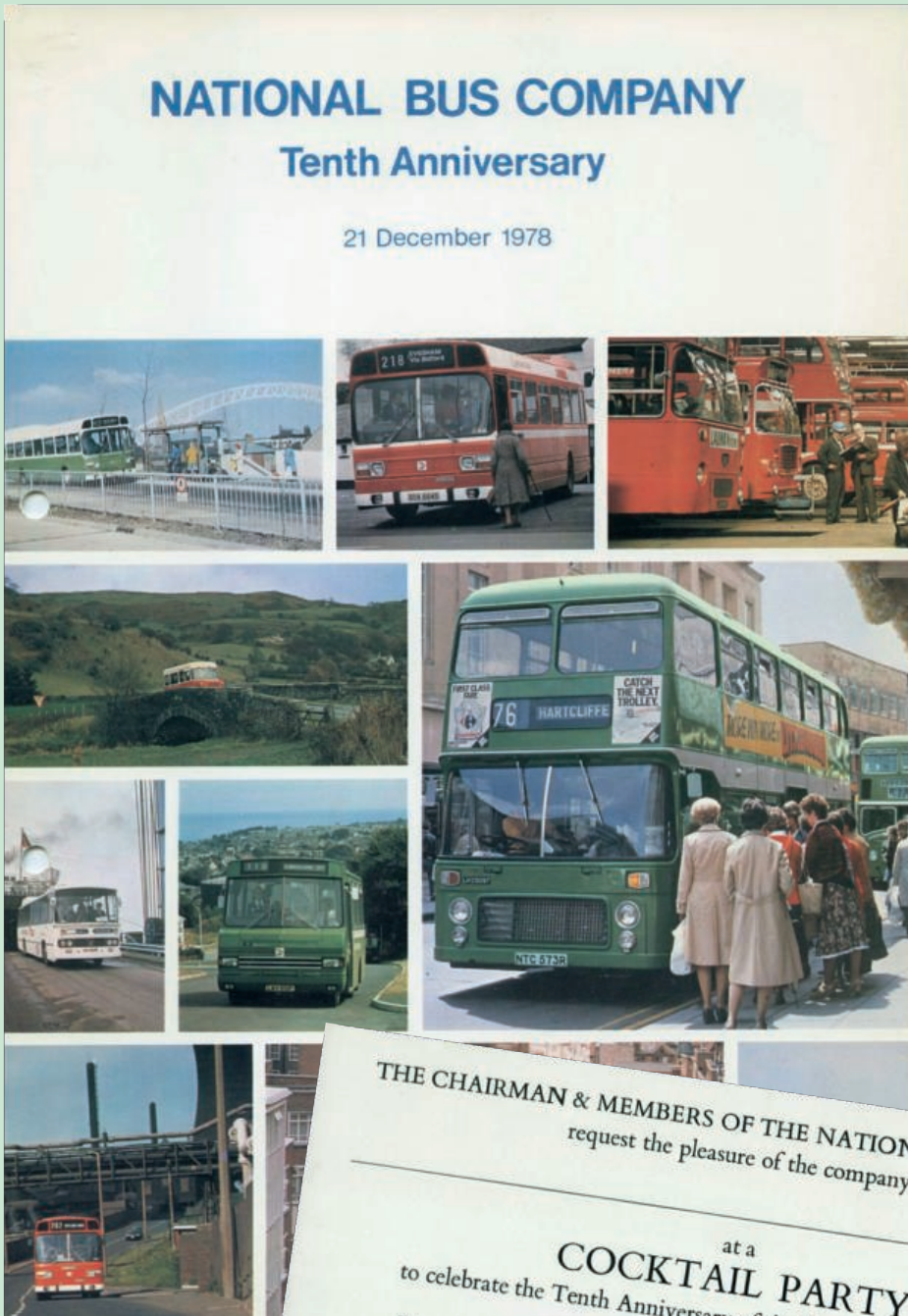
Western SMT Co. Ltd acquired 4,140 of the 4,200 shares, with the remaining 60 transferring, 20 each, to Sir William Johnston Thomson, John Cuthill Sword and Major Malcolm S Spier, two of whom were giants in the Scottish bus industry. Sir William was SMT's chairman and had founded the company, in



NBC Cocktails

On 21 December 1978, a celebration was held for the Tenth Anniversary of the formation of the National Bus Company. The main event was held at The Press Centre, London where this glossy brochure was issued to all attendees and members of the press.

A more select event followed - a Cocktail Party for around 50 people at the Banqueting & Conference Centre, New Street Square, London just next to NBC HQ. Very nice!



**National
Bus Company
10th Anniversary**

THE PRESS CENTRE, LONDON
21 DECEMBER 1978

Toast List

The National Bus Company:
Proposed by: Sir Frederick Wood, Chairman

Response by:
The Rt Hon Lord Shepherd, PC
Chairman designate, National Bus Company,
who will also propose the toast;

"The Guests"

Response by:
The Rt Hon William Rodgers, MP
Secretary of State for Transport

**CHAIRMEN AND MEMBERS
OF THE
NATIONAL BUS COMPANY
1968-1978**

PAST

A N Todd, Esq (Chairman 1968-1971)
T W H Gailley, Esq CBE
(Chief Executive 1968-1971; Member 1972-1974)
W Aiker, Esq 1968-1971
Lord Cooper of Stockton Heath 1972-1976
A M Evans, Esq 1976-1978
Sir William Hart CMG (deceased) 1968-1971
J Lancaster, Esq 1969-1972
W M Little, Esq CBE 1968-1975
A E Orchard-Lisle, Esq CBE 1972-1976
Sir Melvyn Rosser 1969-1972
Professor R Smith PHD 1971-1974

PRESENT

Sir Frederick Wood (Chairman)
Robert Brook, Esq
(Deputy Chairman and Chief Executive)
The Rt Hon Lord Shepherd PC
(Chairman designate)
A P de Boer, Esq
Professor K M Gwilliam
G Heywood, Esq
W F Higgins, Esq
I S Irwin, Esq
S J B Skyrme, Esq CBE
(Chief Executive 1972-1976)
Mrs M Wilkinson

THE CHAIRMAN & MEMBERS OF THE NATIONAL BUS COMPANY
request the pleasure of the company of

at a
COCKTAIL PARTY
to celebrate the Tenth Anniversary of the formation of the Company
to be held at the
Banqueting & Conference Centre, New Street Square, London EC4
on Thursday 21 December 1978

R.S.V.P. to
The Secretary, NBC
25 New Street Square
London EC4A 1AP

NATIONAL

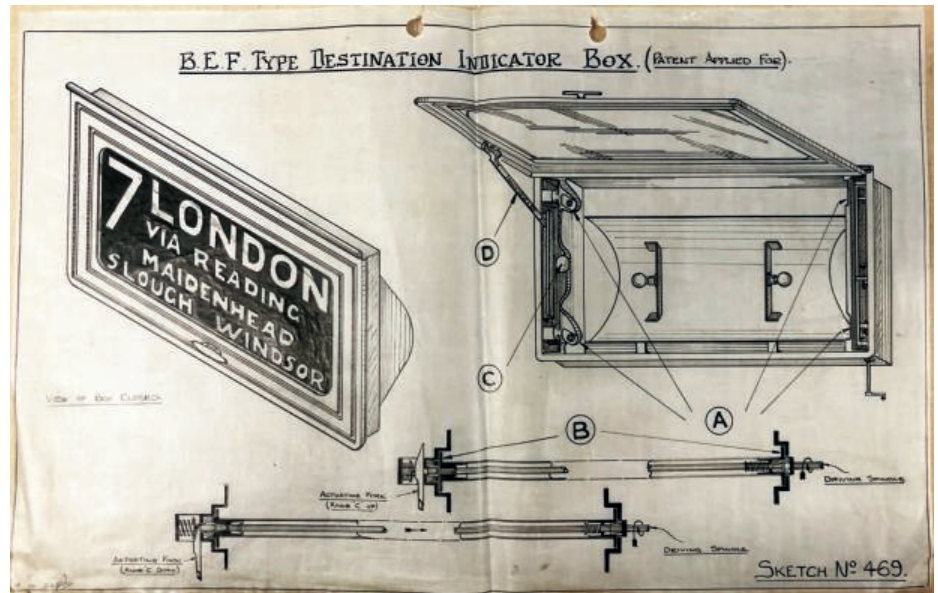
5.00-7.00pm

Destination Box –The BET way

We recently came across this design for the famous BET Federation destination blind box. In this drawing it is clearly illustrating a Thames Valley display.

A correction

Bob Kell has written to point out our error on the early history of AUP 575, one of our Facebook highlights from the last edition. He writes: “AUP was actually new to Charlton's Blue Safety Coaches Ltd of Hebburn-on-Tyne (with sister AUP 576) with 1936 Burlingham coach bodies. United Automobile purchased Charlton's London services and coaching fleet in 1936 but Charlton retained stage services until selling this business to Northern General in July 1937 with the remaining 26 buses and coaches. AUP575 (Charlton's no.54) then became NGT no. 798 but not for long. AUP575/6 were sold to a Finance House (Bristol Wagon Co.) in September 1938 and on to Hall Bros, then also of Hebburn-on Tyne. AUP576 went to the American Red Cross in 1940 and was eventually re-registered BG9602. AUP575 was rebodied postwar by Associated Coachbuilders Ltd as shown.



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.

Saturday opening

We are pleased to announce that, in collaboration with our colleagues at the London Transport Museum, we are now opening our **Acton** centre on certain Saturdays. For more details, please enquire at hello@busarchive.org.uk.



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

Newsletter editor: Alan Millar
Newsletter design and layout: Mike Greenwood

www.busarchive.org.uk

01922 629358

Phone line open Tuesday and Wednesday, 10.00 to 16.00, answerphone at other times. hello@busarchive.org.uk