



The operating environment for bus and coach companies in 2023 is a difficult one with several failures and closures of business. A recent one was Heyfordian Travel latterly of Bicester, but originally based in Upper Heyford, Oxfordshire. In happier times, here is FBW 887, a Massey-bodied Daimler CVD6 new to Heyfordian in March 1952. It is seen in very shiny condition in Gloucester Green bus station, Oxford in July of that year. The lettering in the upper deck front windows shows that some passengers' observance of etiquette has not changed in 70 years, imploring the occupants of the front seats to KEEP YOUR FEET DOWN. London Transport STD26 (DLU 336) is on the left. The Leyland Titan was being used on an enthusiasts' trip from London – hence the photograph. (Photographer Norman Treacher, copyright The Bus Archive, ref. NT12/10671).

IN THIS ISSUE

Progress on new archive building • Volunteers wanted
Barton ledgers • National Bus splits
A 'cold case' murder solved • NIRTB souvenir brochure

Facebook Most Popular

We post three times each week on Facebook, where our followers have just hit 6,000. Find us at @TheBusArchive and remember to 'like' or 'follow' us.

Here are the most popular half dozen photographs from the last quarter.



A tranquil scene in Stow-on-the-Wold, Gloucestershire and it looks like five of the fleet of C. Scarrott of the town have been caught in this Charles Klapper photo. From left: FAD 456, a Duple-bodied Bedford OWB new in December 1943; BAD 288, another Duple-bodied Bedford, but a WTB this time which had appeared as an unregistered demonstrator at the 1935 Commercial Motor Show; and FDG 107, a Bedford OB new in July 1946 with a Duple Vista coach body (Copyright The Bus Archive, ref CK03/03835).

A smart line-up of Ipswich Corporation buses on layover in the town's bus station. In the lead is 64 (ADX 64B) a Massey-bodied AEC Regent V new in 1964, followed by 92 (DDX 92L) an East Lancs-bodied AEC Swift new in 1973. Unfortunately the Roe-bodied Leyland Atlantean double-decker farthest from the camera can't be identified. (Photographer Harry Hay, copyright The Bus Archive, ref. HH01/10131).



Seen in Gloucester Green bus station, Oxford, CBW 600 was a Saunders-bodied Guy Arab III new in April 1947 to Worth of Enstone. It didn't go far when sold, to Honour of Charlton-on-Otmoor and then saw use as a caravan. (Photographer Roger Holmes, copyright The Bus Archive, ref RH04/01542).

Quite a striking Austin K4 with Kenex 31-seat body and a rather inappropriate registration. It had been new to Mallinson of Windermere in 1951 but is here operating for Swan Motors of Bentley. (Photographer Roger Holmes, copyright The Bus Archive, ref RH04/01674).



Facebook Most Popular

Not the best photograph, but an evocative view which shows the Cinderford (Gloucestershire) depot of National Welsh in October 1980. From left to right are Leyland National KDW 363P (new to Western Welsh in 1975), Bristol RE/ECW coach SAX 10G (new to Red & White in 1969), another RE coach but with Plaxton Panorama Elite body NAX 6M (also new to Red & White but in 1973), RE/ECW bus LAX 123F (new to Red & White in 1967) and finally MCW-bodied Daimler Fleetline JKG 484F (new to Cardiff in 1967). (Photographer C White, copyright The Bus Archive).



With more than 1,600 likes this is our most popular photo ever – by some margin.

A delightful scene captured at the depot of Whieldon's (Green Bus Co.) at Uttoxeter. Guy Arab III 5 (RRE 794) carried the very attractive Burlingham coach body, was powered by a Meadows 6DC engine and was new in February 1949. Its proud driver awaits. Green Bus was sold to Midland Red in 1973. (Photographer C White, copyright The Bus Archive).



Correction

The photographer of Scout Motor Services Leyland Titan PDI BCK 100 in Newsletter No.21 was David Dodd and not Dodds.

T.C. File No.	SERVICE	Application Date	PARTICULARS OF APPLICATION	Publication Date S. & F. No.	DECISION OF TRAFFIC COMMISSIONERS	Date in Operation	Date in Time Table	Who and When Notified	Date Licence Checked
1/110	Leicester (Central) - Beeston 11/15/41	17-12-41	(1) - R alt. title (2) to substitute time & fare table.				27		
1/118	Melton (Rural) - BPP Bell Bus Shops & Buses 11/15/42	1-12-41	New Service.		Granted Permit No E 02157-23	2/2/42	27		
1942									
1/95	Leicester (Central) - Beeston (Buses) 22/1	1-1-42	To substitute schedule proposed for those already in operation (Daily morning journey on Sunday & early morning journey Mon to Saturday)		Defence Permit No 00234				
1/101	Long Clawson (Buses) - Nottingham (Bus) 22/1	6-1-42	To substitute schedule proposed for those already in operation (to retine the 7.25am journey to Long Clawson from Le Sec to 7.30 am) with appropriate intermediate times)						
1/111	Keyworth - Nottingham 22/3	7-1-42	It is applied for additional journey to operate on alternate Sundays to depart Nottingham at 6.50 am. to Keyworth beach and return from there at 7.30 am for Nottingham Bus Station to arrive at 7.45 am. May we now operate this journey each Sunday to meet the requirements of workers at the P.O. Nottingham.						
1/1	Melton Mowbray - Nottingham 22/4	Jan 6th/42			Permit No. E 02404				
1/2	Nottingham - Loughborough 22/5		February Renewals		Permit No. E 02405				
1/3	Nottingham - Swardwell 22/6		The commissioners granted these Renewals with the modification i.e. children's half fares to read - "half the ordinary return fare."		Permit No. E 02406				
1/5	Nottingham - Sandhouse 22/7				Permit No. E 02407				

The copperplate handwriting on a page from December 1941 and January 1942 details applications to add, modify or renew road service licences at this stage in the war and is a reminder of just how closely regulated bus operators were before the 1980s. One of the modifications being sought was to retime the 7.22am Long Clawson to Nottingham service to depart

eight minutes later 'with appropriate intermediate times'. It had already applied to operate an additional early morning journey from Nottingham to Keyworth Church and back on alternate Sundays; now, with great politeness, it asked, 'May we operate this journey each Sunday to meet the requirements of workers at the Post Office

Telephones Nottingham?'. In red ink, it notes that the traffic commissioners granted the renewal of four licences for interurban services out of Nottingham with the modification i.e. children's half fares to read "half the ORDINARY return fare".

Disc No	Chassis	Make	Year	Make	Year	Make	Year	Make	Year	Make	Year	Make	Year	Make	Year	Make	Year	Make	Year	Make	Year		
51	1933	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6
52	1933	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6
53	1933	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6
54	1933	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6
55	1933	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6
56	1933	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6
57	1933	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6
58	1933	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6
59	1933	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6
60	1933	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6	Lancia	6

Barton Transport was something of a frustrated bus builder as well as an operator, and over the decades undertook some radical rebuilding and modification of vehicles. There is a flavour of this in a record card for buses delivered between 1929 and 1931,

described thereon as 'Lancia Barton Type 6'. These were what came to be known as 'Barton Gliders', Italian-made chassis that Barton imported, lengthened and converted to six-wheel configuration.

The NIRTB's new bus factory

Such was its pride in its facilities that the Northern Ireland Road Transport Board (NIRTB) produced a souvenir book to mark a visit by the Northern Ireland section of what then was the Institute of Transport to two of those showpieces in Belfast on 25 October 1946 — its Grosvenor Road freight depot and the new bodybuilding works at Dunmurry.

The state-owned board had come into existence in 1935, and by 1937 had taken over most bus services in the six counties other than those of Belfast Corporation and a few that crossed the border into the Irish Free State. After placing orders with coachbuilding companies in England, Scotland and Northern Ireland, it began to build its own bus bodies in 1939 and took over the Dunmurry facility, in west Belfast, from the Ministry of Aircraft Production in 1946.

The NIRTB ceased to exist in 1948, its operations merged with the railways into the new Ulster Transport Authority (UTA), which retained the Dunmurry factory until 1952 when it opened a new central road and railway works at Duncrue Street, closer to the city centre and near Belfast docks. It continued to manufacture most of its bus bodies until 1966, the year before the UTA was broken up into separate bus, train and road freight companies. The new Ulsterbus company retained part of the Duncrue Street facility for overhauls but bought its bus bodies from commercial manufacturers.



First week's production three months after acquisition of premises.



Mounting operations of skeleton body work.



A section of final finishing and painting bays.



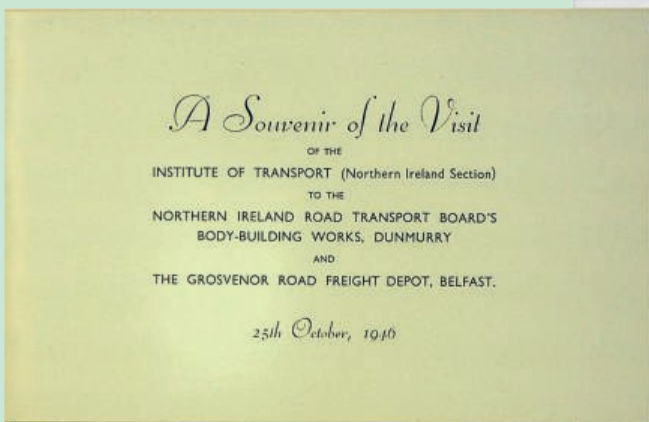
One of the Board's fleet of Single-Deck Vehicles on Tour.

The souvenir explains that the Dunmurry factory had a total floor area of 61,000 'super feet' which we may guess is what we know as square feet. Within that were a timber mill, a smithy, upholstery and seat making facilities, fabrication works where bodies were built and then mounted on chassis, and paint bays.

It completed its first three bodies within three months of acquiring the premises and would later step up production to four bodies a week.

Pictures show some of the first of an initial batch of 200 single-deck bodies on Leyland Tiger chassis at various stages in production.

Presumably none was in service ahead of the Institute's visit, as the book begins with a picture of one of the NIRTB's newest buses, an AEC Regal, at work on a tour but omits any mention of who built its body, which was a product of the Duple factory in Hendon, London.



Final stages of body completion and panel mounting.

Our new Droitwich home

Work on our new centre at Droitwich is nearing completion. The offices have been reconfigured, a very thick firewall constructed, and the storage 'pod' is now in place. A concrete screed has just been poured into the pod to take the floor level up to the height of the rails for the mobile racking (yet to be installed) and we now wait until this dries out.



Protective fencing goes up around the site at the start of the project.



The Search Room starts to take shape.

Drying is said to be at the rate of 1mm per day and at places the screed is 70mm deep, so at least 70 days' drying time. (We know an awful lot more about concrete than we did a year ago). Once it is fully dry then the mobile shelving can be constructed, and we can start moving in.



The storage pod is designed to keep itself cool with this dehumidifier to assist when required.



Screed and shelving rails in place.

The transfer from our smaller, existing centre will be quite a task and we will be using professional removers for that. We have over 10,000 conservation boxes alone, without counting books and ledgers. We hope to be open and ready to welcome our first researchers in January.

The task of moving all our holdings to the new centre will take a while and so, regrettably, we will be closed to researchers after 26 October. Our aim is to reopen on Wednesday 3 January 2024.



The storage pod takes shape.

All of this construction work has been going on at a time of unprecedented cost inflation – at least in modern times. However, we have stuck with this as it is highly unlikely that costs will ever come down again. This additional cost has been covered by a loan from one of our benefactors and so we have reopened our fundraising appeal for this project.

If you feel you can make a contribution, then please contact us at hello@busarchive.org.uk.

The start of NBC's great southern divide

It was just over 40 years ago, on 1 January 1983, that the National Bus Company (NBC) began to break up the operating companies in its Southern Region into smaller, more locally focused businesses, starting with Western National. Only Eastern National remained undivided when privatisation began in the summer of 1986.

One of the biggest myths to have taken root since then is that this was a preparation for privatisation. It was not, and there is no mention of the p-word in a memorandum prepared by NBC's Southern regional director, John B. Hargreaves, following a board meeting on 15 July 1982, setting out what was proposed and why, and now in the Archive.

The model was the restructure of the Midland Red Omnibus Company in September 1981 into four stage service companies and an express service company, with the existing company retaining ownership of the properties and providing the new companies with their major engineering and stores requirements. Neighbouring NBC companies provided accounting and secretarial services.

'The local identity that the new companies have created for themselves is paying dividends,' wrote Hargreaves. 'Passengers, staff, local authority officers and members are responding most favourably to an organisation in which they can easily associate themselves. There is a speedy and flexible response to local market conditions and a closer contact with trade union officials is proving to be particularly effective.'



The plan for 1983 reversed the policy of the earlier years of NBC that, among other things, merged Devon General into Western National, abolished first the distinction of its red livery and later its name. The South Devon company would be a reborn Devon General. (Photographer Roy Marshall, copyright The Bus Archive, ref RM02/MAD80).



North Devon opted to paint its buses red instead of green and adopted Red Bus as its customer-facing name. The transition, as on this manifestly green Marshall-bodied Bristol LH, was to use vinyls saying, 'This is now a...RED BUS Your Local North Devon Bus Company'. (Photographer Roy Marshall, copyright The Bus Archive, ref RM02/U1933).

'Furthermore, the disciplines created by the buying-in of central engineering functions including stores, and secretarial services including accounting, are proving very worthwhile. There is no evidence to suggest that there has been a falling off in basic engineering or accounting standards. The concept appears to be ideally suited to the Western National scenario.'

While privatisation did not figure in this thinking, the first stirrings of deregulation did. The relaxed road service licensing arrangements of the 1980 Transport Act were, in his words, 'easing the way' for independent operators to run services over established routes, and he cited moves by Smiths of Portland and Tally Ho! in the South Hams that were having a detrimental impact on Western National.

Devon County Council was applying for East and Mid Devon to be designated as a trial area under the 1980 Act, which would remove all road service licensing in an area where 26 independents were already based, out of around 150 (with approximately 1,000 vehicles between them) across all the company's territory.

This was adding to the effect of a continuing fall in passenger numbers (down by 20.4% on stage services between 1979 and 1981), three years of financial losses and less willingness – or ability – on the part of county councils to provide sufficient revenue support. He said the fall in passenger numbers was exacerbated by the partial collapse in demand for traditional seaside holidays and a rise in the numbers of families taking self-catering breaks and using their own cars.



A Southern National Bristol VR, with coach seats and painted on NBC's so-called 'Venetian blinds' livery style, operating to the Butlin's camp at Minehead. (Photographer Roy Marshall, copyright The Bus Archive, ref RM02/FC23).

And he detected a threat to NBC's share of budgets for revenue support, commenting: 'Conservative councillors in the South West are encouraged by their prevailing political ideals to believe that independent operators could give better value.'

Setting out the need to change, he warned: 'A radical approach is needed to attack present financial difficulties before they become insurmountable.' Councils like Devon were moving away from area-wide integrated public transport networks to amalgams of financially viable services with supported journeys added on. 'This situation requires local rather than area-wide planning and operation of bus services.'

Overhead costs needed to be reduced and company-wide union agreements replaced by negotiating local agreements based on the going rate for each area.

The plan would create four operating subsidiaries of the Western National Omnibus Company (WNOC), each with a manager, traffic manager and engineer. WNOC would have an engineering service unit responsible for the central works in Plymouth and regional repair centres in Torquay and Penzance, and a secretarial/accounting service unit.

'The formation of subsidiary companies of WNOC rather than of NBC is desirable to avoid the possibility of Plymouth City Council seizing the opportunity to renegotiate the Plymouth Joint Services agreement [in place since 1942 and allocating 20% of revenue to Western National] on its transfer to the appropriate new company.'

Provisional names for the four operating companies were Western National (271 buses in Plymouth, Dartmouth and

THE WESTERN NATIONAL OMNIBUS COMPANY LIMITED

PROPOSED ALLOCATION OF DEPOTS AND VEHICLES

<u>COMPANY</u>	<u>DEPOT</u>	<u>NUMBER OF VEHICLES</u>	<u>COUNTY</u>
1. NORTH DEVON Head Office - Barnstaple	Barnstaple	19	Devon
	Bideford	17	Devon
	Ilfracombe	16	Devon
		52	
2. SOUTH DEVON Head Office - Exeter	Exeter	131	Devon
	Exmouth/Sidmouth	34	Devon
	Torquay/Brixham	91	Devon
	Newton Abbot	41	Devon
		297	
3. WESTERN NATIONAL Head Office - Truro	Truro	30	Cornwall
	Penzance	40	Cornwall
	Camborne	41	Cornwall
	Newquay	29	Cornwall
	St Austell	27	Cornwall
	Plymouth & Torpoint	93	Devon/Cornwal
	Dartmouth	11	Devon
		271	
4. SOUTHERN NATIONAL Head Office - Taunton	Yeovil	21	Somerset
	Taunton/Bridgwater/ Minehead	58	Somerset
	Weymouth	55	Dorset
	Bridport	16	Dorset
		150	
	TOTAL	770	

Cornwall), Southern National (150 buses in Somerset and Dorset), South Devon (297 buses in Exeter, Torbay, Newton Abbot, Exmouth and Sidmouth) and North Devon (52 buses in Barnstaple, Bideford and Ilfracombe).

Lest anyone question the concept of such a small business, he argued: 'It is considered appropriate to form an independent company in North Devon for only 52 vehicles because the area is isolated and self-contained in every respect

with a strong local identity. Further, there is no community of interest with any of the neighbouring towns, the nearest of which is 40 miles away, and the company's staff there have a commendable will to survive.'

OPERATING COMPANIES

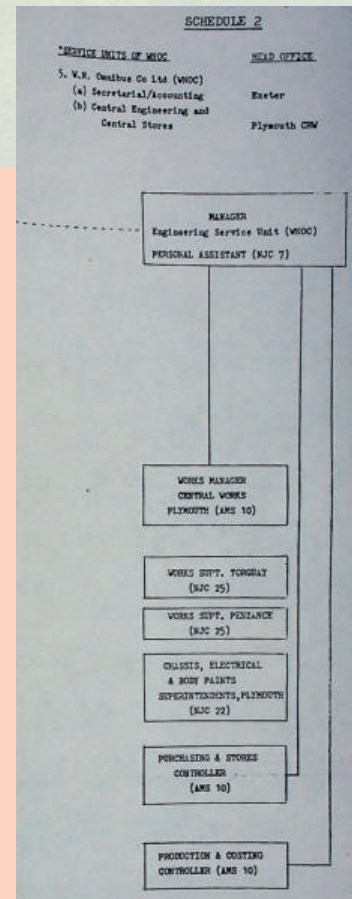
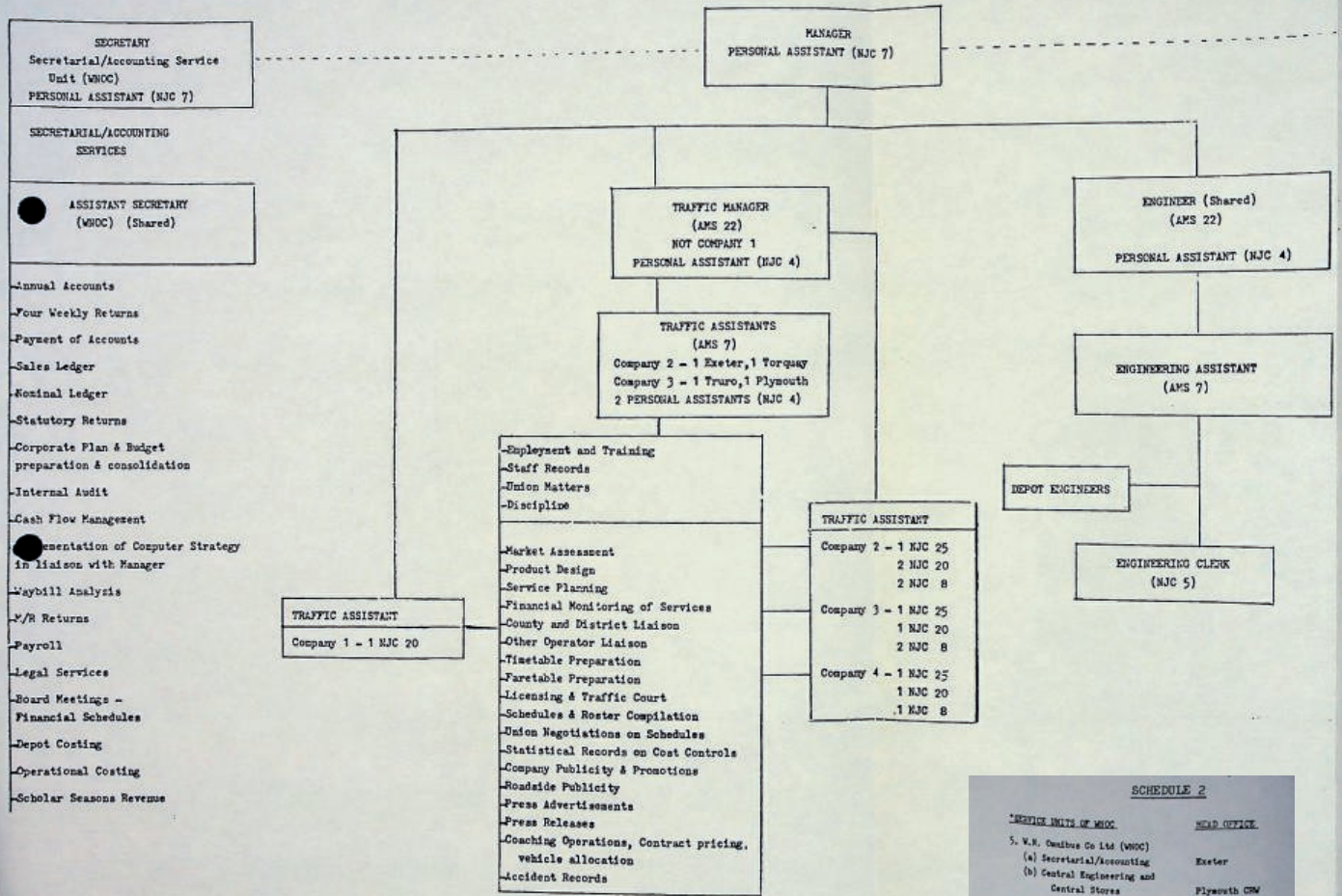
1. North Devon (Barnstaple, Bideford, Ilfracombe)
2. South Devon (Exeter, Torbay, Newton Abbot, Exmouth & Sidmouth)
3. Western National (Mid & West Cornwall, Plymouth, Torpoint & Dartmouth)
4. Southern National (Yeovil, Taunton, Bridgwater, Weymouth & Bridport)

HEAD OFFICE

Barnstaple
Belgrave Road, Exeter
Truro
Taunton

WESTERN NATIONAL REORGANIZED

PROPOSED STRUCTURE FOR OPERATING COMPANIES AND
ENGINEERING AND SECRETARIAL/ACCOUNTING SERVICE UNITS



A quarter of managerial and administrative posts would be abolished with an annual saving of £269,000, which equates to around £909,000 at current prices. Three managerial, 37 clerical and admin and seven miscellaneous posts would go, but there would be five additional supervisory staff.

'It is virtually impossible to quantify the net revenue benefits that will

accrue from a more localised management structure,' he said. 'Evidence from Midland Red suggests that these could be substantial.'

The traditional Devon General name was revived for the South Devon company and, come privatisation, the North Devon and Southern National companies were sold as a combined package.

Who uses the archive? The story of two unusual requests

Pat Russell highlights two unusual requests for information recently received.

The usual stream of requests for data and research comes from enthusiasts, publishers and authors, interspersed with a few ancestral requests from family members wanting to know more about 'Great Uncle Charlie's bus company in Little Middleditch-in-the-Marsh'.

Occasionally, we get some more esoteric requests, and here are two:

1 – The cold case review.

Back in November 2020, we received an unusual request from Northumbria Police, which said it was conducting a cold case review of a murder which took place in Sunderland in 1992. Essentially, it wanted to know if we could tell it about the likely movement of buses in a particular location at a specific date and time. From our archive, we were able to provide full details of the route passing the specific place, together with the times and details of the operator.

We also provided a photograph of the typical bus which would have been operating the service at that time.

The police acknowledged the thoroughness of our response and thanked us. Very recently (May 2023) this case reached the courts, and a man was convicted and jailed for the murder of a nine-year old girl. We have no way of knowing how much, if at all, our evidence was used in court, but it is nice to think it may have been of some help in the case.



2 - Helping the academics

In the Bus Archive we have an unrivalled electronic collection of modern-day timetables, having an almost complete set of the timetable data behind the Traveline information – known as the Traveline National Dataset – published since 2014.

We have so far had requests from three different academics to share some of this data, as it seems we are the only source of some of the older data in this dataset. The most recent request was from researchers at Leeds University's Institute of Transport Studies. As well as providing the data they needed, I participated in a seminar at the university to illustrate more of what we have at the Bus Archive, and to learn more about their research.

Their primary goal is to analyse the timetable data to show how the frequencies of buses has changed over time to (a) understand areas of deprivation and campaign for better bus services, and (b) to investigate (and ultimately reverse?) the impact of changes in car usage on bus services.

This graph gives an example of the analysis which can be done from the data; it shows frequencies in the morning peak (in 2008) - blue is heavy, yellow medium, red where there is very little in the way of bus service.



This analysis is in its early stages, and there is still much cleaning of data to be done (there are too many blue areas in my view), but nevertheless, as each coloured area on the map represents a small population, it will be interesting to see the final results, comparing neighbouring areas, different times of day/week and how the whole pattern has changed over a period of years.

This interaction has led to further enquiries from academics for information from the archive. It may even lead to some cooperation in digitising our older, paper-based timetables, so that their modern analytical techniques can be taken back for 100 years or so, as the university has some very sophisticated scanning and optical recognition equipment.

Geoff Lumb's Karrier returns to Ashton

Geoff Lumb is a long-standing friend and supporter of The Bus Archive and indeed we are receiving batches of material from his considerable personal archive. His efforts as an historian and vehicle preservationist were duly acknowledged when one of the buses he spent decades rebuilding to original condition, a 1928 Ashton Corporation Karrier, returned to Ashton-under-Lyme on 30 June for the first time in over 80 years.

The Museum of Transport Greater Manchester has raised the funds to buy Ashton No.8, which led a short life as a working bus but spent nearly 50 years as a caravan in north Wales before Geoff recovered the six-wheel single-decker to his home in Huddersfield and began the painstaking task of restoring to how it looked when new, drawing on his extensive research into Karrier (based then in Huddersfield) and operators that bought its buses.

Geoff was joined on the occasion by local MP and Labour Party

deputy leader Angela Rayner, Tameside Council's assistant executive member for Heritage, Culture and Digital Inclusivity, Cllr Sangita Patel, and other Tameside councillors. Alison Chew, Transport for Greater Manchester's deputy director of bus said: 'We are delighted that

this piece of Greater Manchester's transport history is coming home after so many years, and I want to commend the efforts of Geoff Lumb in restoring the bus and everyone who helped raise funds to find it a permanent home at the Museum of Transport.'



Donations

As usual, we have received a substantial amount of material, donated to us by many people.

This time we would like to thank: Steve Alcock, David Allen, Stephen Barber, Ian Care, Jeanette Cunningham, Michael Dodsworth, John Dyson, Alan Elliott, Geoff Fisk, Jim Froggatt, Paul Gainsbury, David Gaywood, Stephen Greenwood, Andrew Hamer, Robert Howes, Thomas W. W. Knowles, Richard Morris, Alan Lambert, Caroline Ley, Oxford Bus

Museum, PSV Circle, C. G. Roberts, Philip Rushworth, Steven Saunders, John Savage, John W. Smith, David Squire, Philip Taplin, Gordon Tennant, Warrington's Own Buses, Julia Watson, Graham Westcott and Martin Weyell. Gordon Tennant, Warrington's Own Buses, Julia Watson, Graham Westcott and Martin Weyell.

We are always on the lookout for donations, whether these be original archive material, published books and publicity, or 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.

Correction

Jean Taplin's late husband was Peter Taplin and not Mike Taplin as we stated incorrectly in the obituary article about Jean in Newsletter No.21. As always, we are happy to set the record straight.

Digitisation Update – Notices & Proceedings

A reminder that we have a team of volunteers scanning copies of Notices & Proceedings. We now have the list on the right available.

We have a vacancy (and a spare scanner) for a remote volunteer, so if you are interested in joining the team please email us at hello@busarchive.org.uk.

Yorkshire	1 to 93 (3.2.33)
East Midlands	1 to 33 (6.11.31)
North Western	1 to 48 (7.5.32); 100 to 211 (13.5.33 – 10.8.35)
South Wales	1 to 153 (27.5.36)
South Eastern	1 to 111 (24.6.33)
Northern	1 to 375 (2.9.39)
West Midlands	1 to 432 (4.9.39)
Southern	1 to 41 (30.12.31)
Western	1 to 37 (28.3.32)

Volunteers wanted!

In recent years The Bus Archive has grown tremendously, spurred on by your support and generous donations of money and archive material. We therefore always need more ‘hands to the pump’.

If you live within a reasonable distance of our centres in London or the West Midlands, and you have some free time on your hands,

either on a regular, semi-regular or one-off basis, then you might want to think about volunteering in person. We can offer an interesting and stimulating environment alongside colleagues where you could sort out and catalogue timetables and publicity or original records from companies and manufacturers.

For anyone who lives elsewhere, we can offer remote volunteering

tasks, as long as you have a basic familiarity with computers. These remote tasks could be scanning or cataloguing photographs or N&Ps, answering specific queries, and there must be some people out there who like doing admin jobs!

If you would like to help a worthwhile cause, just drop us an email at hello@busarchive.org.uk and we can have a ‘no obligation’ chat.

Chaucer’s tale of love struck traffic staff

The Traffic Superintendent

“The arrow which points to the traffic superintendent’s office in Canterbury bus station must have been shot from Cupid’s bow. It has found 66 targets among the 200 East Kent Road Car Company’s drivers and clippies who operate from the station.”—Evening News

WHENAS we hadde rested, soth to seye,
Up-on a hil, by Cantorbery weye.
Cometh to joyne us in ure pilgrimage
A gentil wight, that was of evenc age,
And was a verray mayster of the rode.
Of fyr-reed engyns coude he al the lode,
Hir tymes, and hir chartes, everichdel;
Certes, hir routes wolde he rekne wel,
Hir comyng and hir goyng, ute and inne:
Ther nas no passager coude on him winne;
“For this,” he seyde, “goth to Medwayestoune,
And this to Sarre, and this to Harbledoune;
That other goth anon to White-stable.”
Curteis he was, and wonder serviceable.
Within his daunger had he for the nones
Two hundred men and wommen, al at ones;

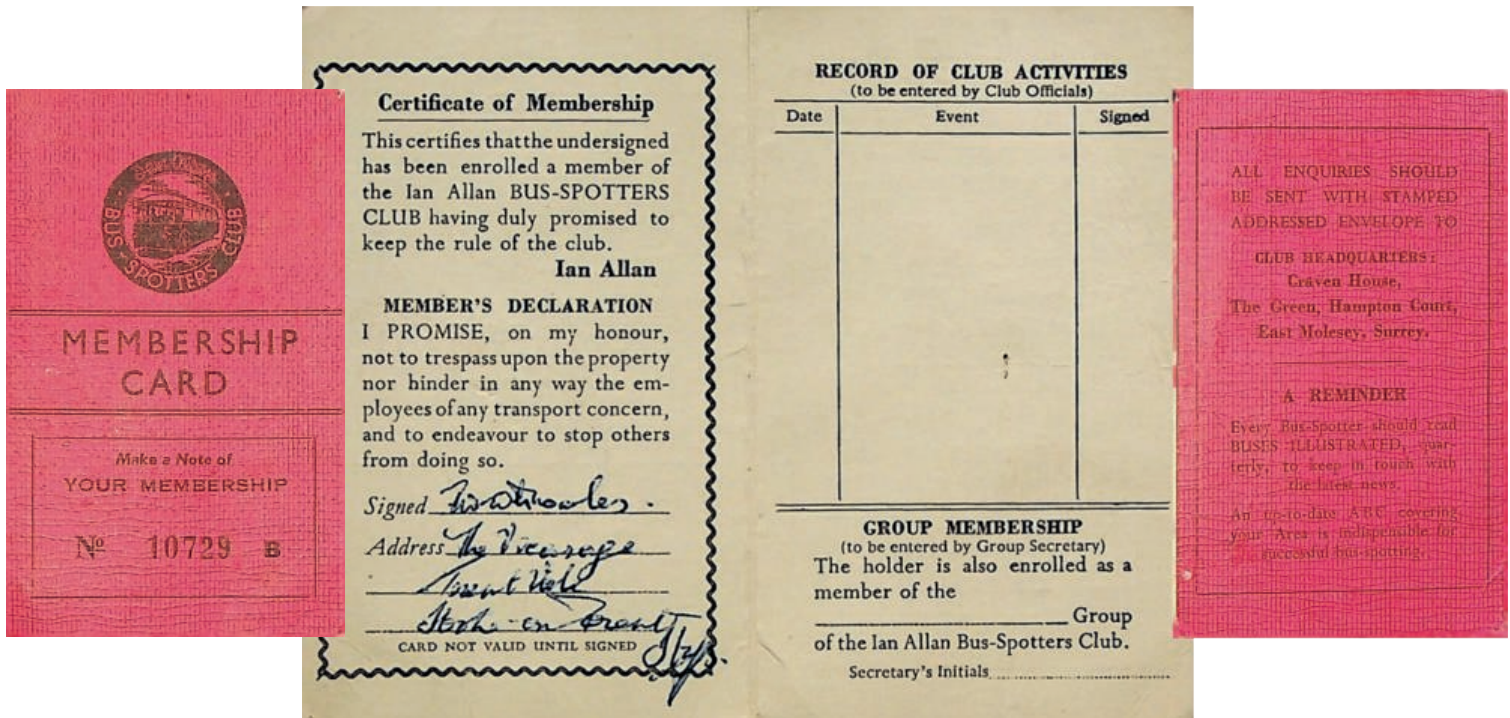
And sat within his chaumbre, sone and late,
At Cantorbery, faste by the gate,
To chekken hir viages by the klok;
His voys was lude; he was hir aller cok
Whenas they sholde sterten on hir waye;
They dorste nat for any thing delaye.
If that a clippie loved an enginer
To hem he was a gentil counseiller,
And evere in hir confidence he was.
He wolde smilen through his ye-glas
Up-on the couples at the chirche dore;
In smilyng, certes, nas him non bi-fore.
And plesaunt was his *benedicite*.
Ful fetis was he, as it seemed me;
He coude wel the villages of Kente,
And spak hir quiet names, as he wente.

G. H. VALLINS

Mike Greenwood found this extract from Punch magazine of 31 March 1954 in which the author took inspiration from the 14th century writings of Geoffrey Chaucer to relate a 20th century Canterbury Tale of matches being made by East Kent Road Car’s drivers and conductresses.

Ian Allan Bus Spotters Club

From the days when youthful enthusiasts would grow up to be industry professionals. Thomas W. W. Knowles, later to be general manager of Lancaster City Transport, was one of them and just to prove the point here is his membership card of the Ian Allan Bus Spotters Club.



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.

Droitwich Centre

Please note that our Droitwich Centre will close after 2 November and reopen on 3 January 2024. This is so that we can move into our new home (see page 8).



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