



In this edition, we mark the 50th anniversary of the sale of Blue Bus Services to Derby City Transport by revealing what Trent thought about the whole thing. This photo shows what for many was the epitome of the Blue Bus Services fleet – a Daimler CD650 with lowbridge Willowbrook body in Derby Bus Station.

(Photographer Roy Marshall, copyright The Bus Archive, ref. RM02/NCA3).

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A glimpse at Aldenham • Working together with Wythall

New Building Progress

We are delighted to report that all work on our new Droitwich Centre has now been completed. We would like to thank all of our donors for their generosity – 174 individuals and organisations contributed £50 or more and 32 gave us £5,000 or more. Including Gift Aid reclaimed on donations, we raised a fantastic £436,000.

These funds have been put to good use, with a state-of-the-art thermal storage ‘pod’ constructed within a warehouse and top-quality rolling racking inside. It is truly impressive and gives us 40% more storage space than today.



A reminder of the warehouse in an ‘as acquired’ state.



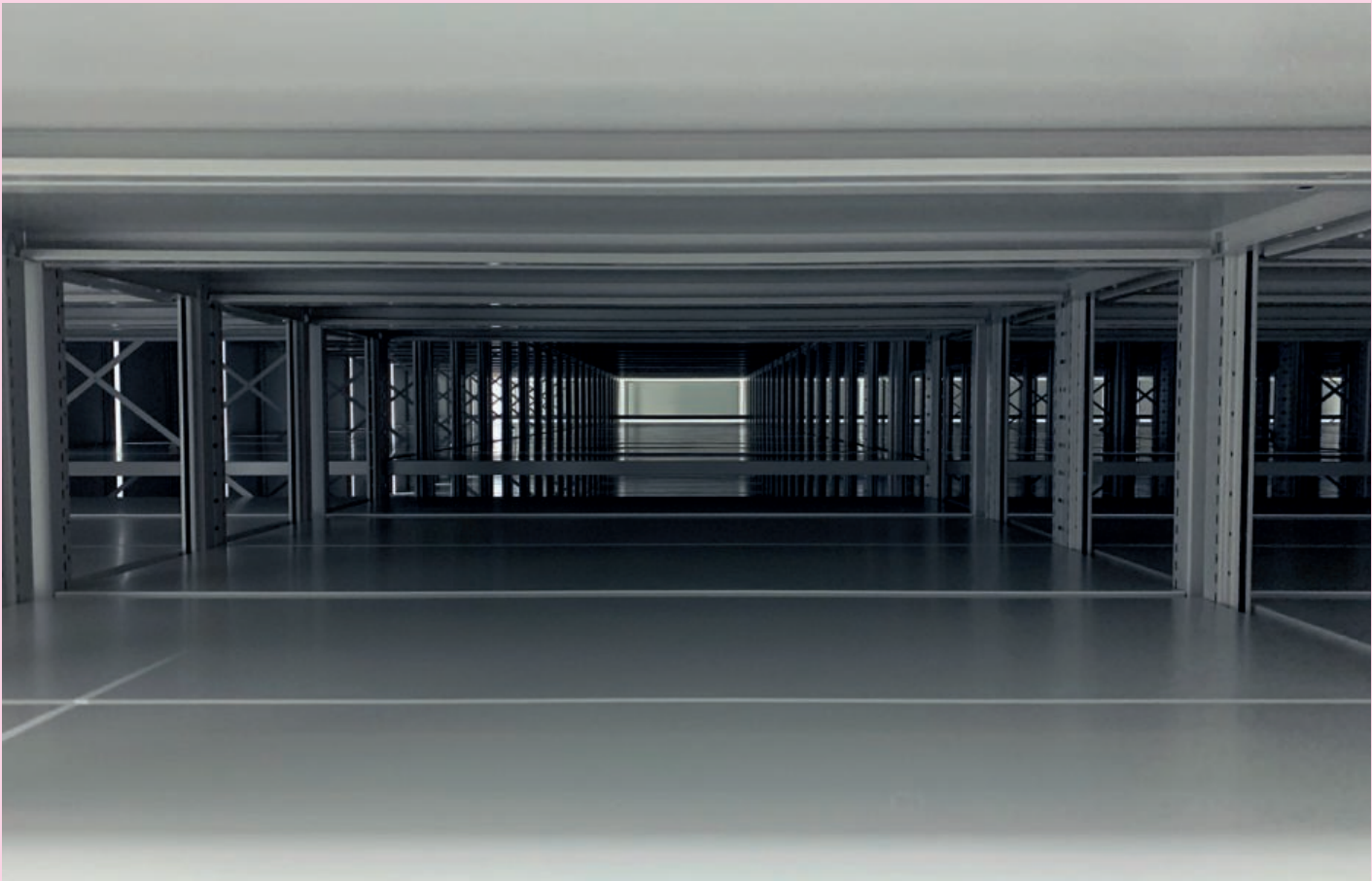
The storage pod is constructed to give minimal heat changes and precise control of humidity. It also gives good fire protection.



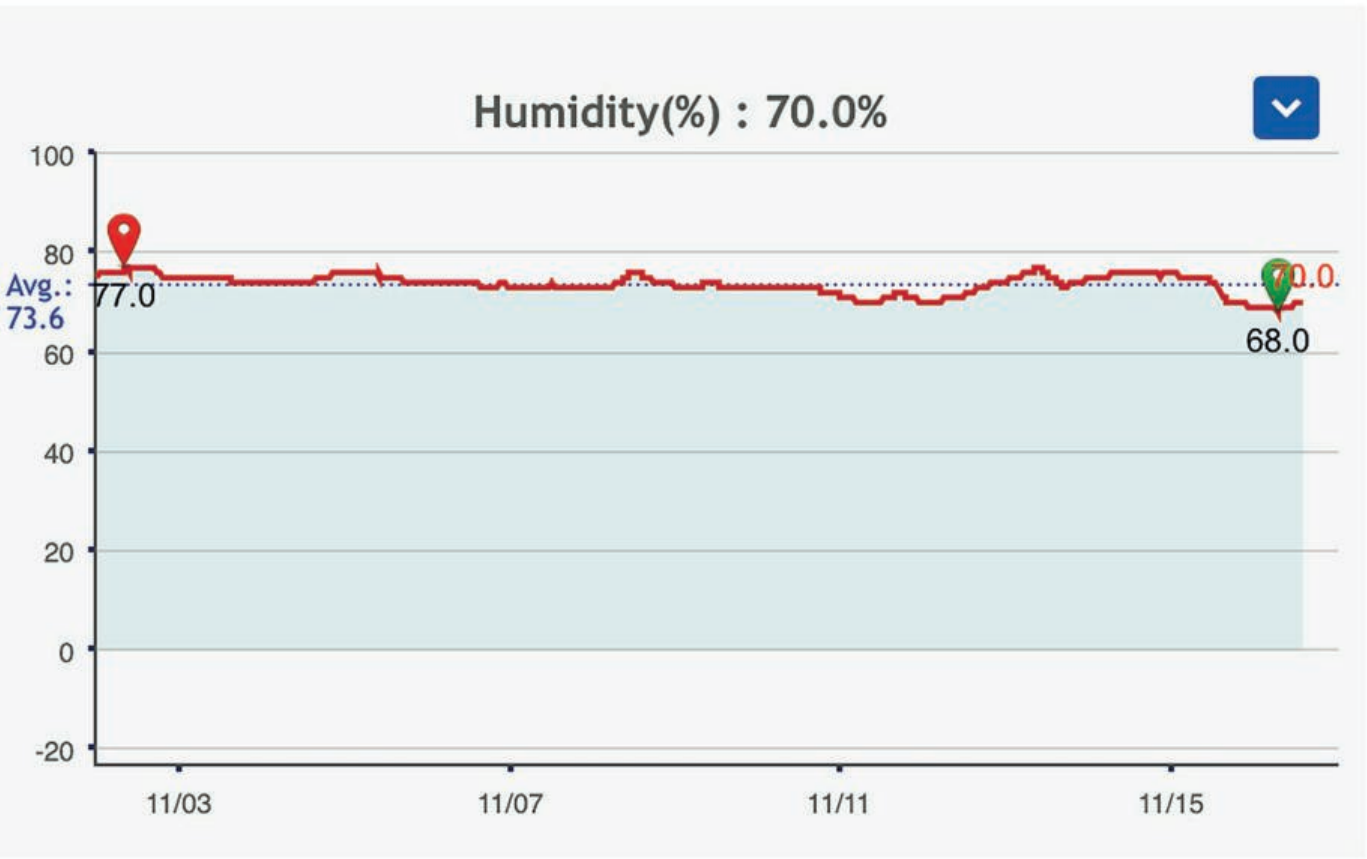
The pod now with high density rolling racking installed.



A glimpse down one of the 14 aisles.



We couldn't resist an arty shot through the empty shelves – there are 1,771 shelves!



The temperature and humidity inside the pod is monitored continually. This two-week graph in November shows the humidity lowering from 77% to 68% with a few spikes in between.

Crosville licensing records donated to Archive

The Crosville Enthusiasts Club (CEC) has enhanced The Bus Archive by donating its collection of road service licensing records that Crosville Motor Services donated to the club when it cleared out its Chester headquarters in the 1980s.

Since then, the club kept them in a variety of locations – lofts and other parts of members' houses and latterly in a room at the Birkenhead Tram Museum, but it needed to find a safe and secure new home for them when the museum gave notice to clear the room.

“We visited The Bus Archive and were hugely impressed by the way in which the records were stored in professional archive conditions,” says CEC archivist Ian Bewley. “So for us it was a very easy decision to donate the collection there.”



The collection came to The Bus Archive in 140 banker boxes. We have been able to make a start on processing these quite quickly, and here are the first 100 conservation boxes with lots more to come.



The North Western Traffic Area
Arkwright House
Parsonage Gardens
Deansgate Manchester M60 9AN

Road Traffic Act 1960

Serial No. C 35474

Road Service Licence

LICENCE No. C.C.I./15

The TRAFFIC COMMISSIONERS for the NORTH WESTERN TRAFFIC AREA
hereby license:

Name Crossville Motor Services Ltd

Address (including postcode) CORNE WHARF CHESTER

First change (see Note 2)

who shall be the holder of this licence for the purposes of the Road Traffic Act 1960,
to provide a service of STAGE carriages in accordance with the
conditions set out in Schedules 1-4 attached hereto.

This licence shall have effect as from 1st December 1982 and shall
continue in force until 30th November 1983

Date of issue 7th February 1983

Notes

1. This licence does not confer on the holder any right to operate any service or to use any vehicle on any road in contravention of any prohibition or restriction applying thereto.
2. The holder of this licence must notify the Commissioners of any change of address within 7 days and send or deliver the licence to them to be endorsed accordingly.
3. An application for a licence to continue the service after the expiry of this licence must reach the Commissioners not less than twelve weeks before the date on which it is desired that the new licence shall take effect.

PSV 13
(REVISED 1980)

Receipt No.

593826

Note that this road service licence was due to run until 1987. Who could have guessed in 1982 that the whole system would be changed by then?

PAISLEY - LANSFORD/GLAUGHER/LLANDRONA - BANFOR
LLANDRIFAN & BISHOP'S

N56 - Via Menai Bridge, Llandegfan, Beaumaris, Llangedog Bridge, Glanrafon, Llangedog Church, & Penmon Ty Gwyn
N57 - Via Menai Bridge, Garth Ferry, Beaumaris, Llangedog Bridge, Glanrafon, Llangedog Church, & Penmon Ty Gwyn
N58 - Via Llangedog Church, Menai Bridge, Garth Ferry, Beaumaris, Llangedog Bridge, Llangedog Church
N59 - Via Menai Bridge, Garth Ferry, Beaumaris, Llanddona.

SERVICE NOS: N56, N57, N58, N59

	N56	N56	N59	N58	N57	N59	N56	N57	N59	N56	N59	N57	N56	N58	N56	N59	N56	N59	N57	N59	N57		
BANFOR Town Clock	0630	0659	0720	A	0845	....	0945	1045	....	1145	1245	....	1345	1445	1545	1645	1745	....	1945	2145	2215		
Banfor Railway Station	0632	0702	0723	....	0848	....	0948	1048	....	1148	1248	....	1348	1448	1548	1648	1748	....	1948	2148	2218		
Menai Bridge Wood St. Bus Station	0640	0710	0731	....	0856	....	0956	1056	....	1156	1256	....	1356	1456	1556	1656	1756	....	1956	2156	2226		
Garth Ferry	0646	0717	0738	....	0903	....	1003	1103	....	1203	1303	....	1403	1503	1603	1703	....	1903	2103	2203	2241		
Colmont	....	....	....	....	....	....	0958	....	....	1158	....	....	1358	1503	1558	....	1758	....	2003	2203	2241		
Llandegfan Bldgway Stores	....	....	....	....	....	....	1003	....	....	1203	....	....	1403	1603	1603	....	1803	....	....	....	....		
Llandegfan New Road Bld	....	....	....	....	....	....	1009	....	....	1209	....	....	1409	1609	1609	....	1809	....	....	....	....		
BANFOR Bus Stand	arr.	0654	0724	0745		0910		1018	1110		1218	1310		1418	1510	1618	1710	1818		2010	2210	2248	
BEAUMARIS Bus Stand	dep.	0654	0724	0745	0820	0910	0950	1020	1110	1150	1220	1310	1340	1420	1520	1620	1710	1820	1850	2010	2210	2248	
Llanddona				0755				1004			1204		1324			1524	1624	1724		1904		2224	
Llanfawr			0729		0805	0915		1025	1115	1155	1225		1345	1425	1525	1625				2015		2253	
Beaumaris Cottage	0658	0728	0749		0829	0919		1029	1119	1159	1229		1349	1429	1529	1629		1824		2019		2257	
Llangedog Bridge	0702	0737	....	....	0833	....	....	1033	....	....	1233	....	1433	1533	1633	....	1828	....	2023	....	2301		
Glanrafon	0706	0741	....	....	....	....	....	1037	....	....	1237	....	1437	....	1637	....	1832	....	2027	....	2305		
Llangedog Church	....	....	....	....	0837	....	....	1042	....	....	1242	....	1442	1537	1642	....	....	....	....	....	....		
Craig Road Junction	....	....	....	....	....	....	....	1044	....	....	1244	....	1444	....	1644	....	....	....	....	....	....		
Penmon Ty Gwyn	....	....	....	....	....	0923	....	1045	1123	....	1245	....	1445	....	1645	....	....	....	....	....	....		
Craig Road Junction	....	....	....	....	....	0924	....	1124	....	....	1324	....	1445	....	1645	....	....	....	....	....	....		
Llangedog Church	....	....	....	....	....	0840	0926	....	1126	....	....	1356	....	1540	....	....	....	....	....	....	....		
Glanrafon	0707	0744	....	....	....	0931	....	1131	....	....	....	1401	....	....	....	....	....	....	....	....	....		
Llangedog Bridge	0711	0748	....	....	....	0844	0935	....	1135	....	....	1405	....	1545	....	....	1836	....	2028	....	2306		
Beaumaris Cottage	0715	0752	....	....	....	0848	0939	....	1049	1139	....	1249	....	1409	1449	1549	1649	....	1840	....	2310		
Llanfawr	....	0755	....	....	....	0852	0943	....	1053	1143	....	1253	....	1413	1453	1553	1653	....	1844	....	2314		
Llanddona	....	....	0755	....	....	....	....	1005	....	....	1205	....	1325	....	....	....	....	1725	....	2040	....		
BANFOR Bus Stand	arr.	0720	0801	0807	0857	0948	1019	1058	1148	1219	1258	1339	1418	1458	1558	1658		1739	1849	1919	2045	2240	2319
BEAUMARIS Bus Stand	dep.	0720	0802		0903		1020	1110		1220	1310		1420	1505	1600	1700	1740	1850	1920	2050	2240	2319	
Llandegfan New Road Bld	0729	0811		0912			1120			1320			1420	1515			1750	1900		2100		2319	
Llandegfan Bldgway Stores	0735	0817		0918			1126			1326			1420	1521			1756	1906		2106			
Colmont	0740	0822		0923			1131			1331			1420	1526			1801	1911		2111			
Garth Ferry							1027			1227			1427	1529	1607	1707							
Menai Bridge Wood St. Bus Station	0742	0824		0925		1034	1134		1234	1334			1434	1529	1614	1714	1804	1914	1934	2114	2247	2326	
Banfor Railway Station	0750	0832		0933		1042	1142		1242	1342			1442	1537	1622	1722	1812	1922	1942	2122	2302	2341	
BANFOR Town Clock	0753	0835		0936		1045	1145		1245	1345			1445	1540	1625	1725	1815	1945	1945	2125	2305	2341	

Operator via Beaumaris Primary School
the licence is valid on Saturday & Sunday only
Operator via Llandegfan Bldgway Stores
the time-table is valid on Saturday & Sunday only
be those notified
advance with
have themselves

TRAFFIC COMMISSIONERS
SCHEDULE No. 2
APPROVED
INITIALS
NORTH WESTERN AREA

CC1/15

Why Derby's Blue Bus buy made Trent see red

Fifty years ago, the news that Derby Corporation Transport was to acquire the Blue Bus Service business of Tailby & George Ltd came as a surprise — a shock even — to Trent Motor Traction when the corporation's general manager, Peter Crook, conveyed the news in a phone call to Trent's traffic manager, David Meredith, on 6 July 1973, around five months before the deal was concluded.

That much is abundantly clear in a seven page report prepared 12 days later by Trent's general manager, Len Waller, who had been in discussions with the independent operator for over a year with a view to Trent acquiring the business and rationalising the services that the two companies provided. That report, produced for National Bus Company (NBC) headquarters and now in The Bus Archive, set out the history of those protracted discussions and the possible consequences of the municipal undertaking's unexpected purchase.

The owners of Tailby & George, Mr D W Marshall and his wife (formerly a Miss Tailby), were planning to retire and in May 1972 contacted the NBC chairman, Freddie Wood, to say that they would be prepared to consider an offer to buy Blue Bus Services, which was profitable. They had doubts about the future security of their small business against a background of the impending reorganisation of local government, mooted reform of road service licensing and continued loss of passengers to car use.

Blue Bus Services held stage carriage licences for two services between Derby and Burton-upon-Trent, one via Repton and one via Etwall, as well as a works service to the Pirelli tyre factory in Burton and two for Derby County football matches. Trent also operated between Derby and Burton on a mutually agreed shared timetable, covering part of one of the two routes and all of the other. Blue Bus Services and the East Midlands traffic commissioner regarded Trent as the principal operator when setting fares levels.

In a meeting in Ripon in June 1972 with NBC's Eastern Region director, Mr G M Newberry, Mr Marshall expressed his hope that an arrangement might be feasible by which Blue Bus Services would retain its separate identity under his leadership, under the control of a parent NBC company for a transitional period. He also suggested that the depot at Willington, between Derby and Burton and close to East Midlands Airport, had potential for the development of what NBC classed as Central Activities – its coach business.

Protracted discussions continued, on a formal and informal basis, between Mr Marshall and Trent's managers and NBC's Eastern Region architect to place some realistic value on the business. Mr Waller's judgment was that they were taking so long because the seller insisted on strict confidentiality, was slow in providing the information that Trent required and seemed uncertain about exactly what he

wanted to sell. "We not infrequently had the impression that he was waiting for our valuation and offer so that he could then try another possible purchaser."

The discussions remained cordial, and Mr Marshall never put Trent under any pressure to reach a decision. "It was in fact our intention to finalise the Trent proposal at the end of July, provided that we could have had from Mr Marshall some additional information — for which we had been waiting a little time — as to his likely extra commitments because of this year's raising of the school leaving-age limit." This was raised from 15 to 16 in 1972 and first affected those who had a 15th birthday during the 1972/73 academic year.

In a conversation later in the day, Mr Marshall confirmed not only that the agreement with Derby Corporation had been made — subject to government approval and "other matters still to be settled" — but that Derby was paying £212,000 for the business, which is about £2.2 million at 2023 values.

Mr Waller had cause to believe that Mr Marshall had tried to interest at least one other potential buyer. "It is understood, incidentally, that Marshall made an approach to Burton Corporation about a possible offer for his business and they passed the information on to Derby. When is not certain; presumably it was fairly recently and whilst he was still dealing with us."

By then, Derby Corporation had also stated that, if the sale was approved, it would sell the Burton end of the Blue Bus Services business — one bus out stationed there — to Burton Corporation.

What appeared to concern Trent most was the possibility of this being the thin end of a potentially large municipal wedge. Seven days before they were told of the intended acquisition, Messrs Waller and Meredith had met with Peter Crook, his deputy and the chairman of Derby Corporation's transport committee, a man Mr Waller identified in his report as "a Mr Bookbinder" to discuss the possible extension of Trent's long-established joint operation arrangements in Derby and they had all adjourned for lunch where the informal discussions ranged on to other topics.

This "a Mr Bookbinder" was David Bookbinder, who gained a much higher profile in the 1980s as the leader of Derbyshire County Council and one of the Labour Party politicians on a collision course with Margaret Thatcher's Conservative government in Westminster.

He had already been elected to the county council which was shadowing the old ones in the months leading up to the restructure of local government taking effect in April 1974 and was to be its lead on transport policy.

The conversation over lunch left the Trent delegation with the clear impression that Derbyshire wanted to take advantage of the Local Government Act 1972 to exert greater influence over transport operation and go so far as to move towards the creation

of an area transport authority "without necessarily having any specific powers to do so". News of the Blue Bus Services takeover strengthened that view, with Mr Waller reporting that "there are rumours that approaches may be made to other independent operators in the vicinity of Derby with a view to negotiating the purchase of their businesses".

While Trent was obliged to operate commercially and Blue Bus Services stated that it was turning a profit, the audited accounts for Derby Corporation Transport showed a loss of £108,000 in 1971/72 and £142,000 in 1972/73, financed from the Rate Fund, and

estimates for 1973/74 were of this rising to more than £200,000 — as much as the corporation had agreed to pay for its acquisition. In Mr Waller's view, the corporation had become less inclined to balance its books and "I cannot think [that]...the corporation has intended to purchase Blue Bus Services necessarily to maintain it as a viable enterprise [and] the price they are prepared to pay would seem to prove that".

This, he said, could have a detrimental effect on Trent's finances, if the traffic commissioners agreed to lower fares on joint services than Trent would wish to charge.



Former Blue Bus 'Exie' EXE 276J, a Willowbrook-bodied Bedford YRQ new in 1971 as a Bedford demonstrator, became Derby Borough Transport 44 and was pictured leaving Derby Bus Station in 1974. Peter Henson © The Bus Archive



Trent 621 (621 CCH), a Northern Counties-bodied Daimler Fleetline then ten years old, at Willington on service to Burton in 1973. Roy Marshall © The Bus Archive

TRENT MOTOR TRACTION COMPANY LIMITED

A Report concerning the sale of Tailby and George Ltd
(trading as Blue Bus Services) of Willington, Derbyshire

In May 1972 Mr D W Marshall who, with his wife (formerly a Miss Tailby), substantially owned Tailby and George Ltd (T/A Blue Bus Services), made an approach to Mr Wood, Chairman of National Bus Company, indicating that he was prepared to consider an offer for the business. Subsequently, on 21 June 1972 he had a meeting with Mr Newberry at Ripon when, inter alia, the following was recorded in a note of the discussion which then took place:-

"He is over 60 years of age and although the business is profitable (see schedule attached), he doubts whether its future as a small business is secure, because of licensing reform, car abstraction and possibly local government reform.

He recognises the scope for rationalising their stage carriage services with those of Trent, but hopes an arrangement might be feasible under which Blue Bus Services would retain its identity as a subsidiary under his leadership, under the control of a parent NBC Company for a transitional period. The premises are close to the East Midlands Airport at Castle Donington and he thinks there might be scope for development there of Central Activities. (Express Services and Tours). "

Since that time meetings have taken place, always between Mr Marshall himself and variously, on our side, with Trent's Traffic Manager, Chief Engineer, the Eastern Region Architect or Mr Linnell (Richardson and Linnell, Derby) - in order that some realistic value might be placed on the business: a more detailed report on that aspect of the matter is attached (Appendix "A"). The contacts have been maintained throughout the whole period from June 1972 to date, either on a formal or an informal basis, but have been protracted chiefly because (a) of Mr Marshall's insistence on strict confidentiality (b) his dilatoriness on occasions (possibly because of the strictures imposed by (a)) in producing the information we required for our purpose (c) his apparent uncertainty at times as to just what he wanted to sell and (d) we not infrequently had the impression that he was waiting for our valuation and offer so that he could then try another possible purchaser.

Facebook highlights

We post three times each week on Facebook, where we now have in excess of 6,200 followers. Find us at @TheBusArchive and remember to 'like' or 'follow' us.

Below are the most popular half dozen photographs from the past quarter (all are copyright The Bus Archive), but we also do weekly slots for publicity and archive items: we are one of the Internet's more pleasant diversions!



Lytham St Annes Corporation ran a predominantly Leyland fleet which included 67 (50 NTD) a 1960 Leyland PD2/30 with MCCW body. It passed to the new Fylde Borough Transport authority in 1974 and was withdrawn three years later. It is seen here after reversing at the Meadow Lane terminus of service 11. Photographer Harry Hay, ref. HH01/6259.

This looks like a brand new Alexander-bodied Leyland Leopard for the Lancaster City Council fleet. 314 (WCW 314R) was new in 1977 and was an unusual purchase for a municipal fleet; its contemporaries were focused on rear-engined single- and double-deckers. This bus later saw service with Clydeside Scottish. (Photographer Harry Hay, ref. HH01/04411).



Lincoln City Transport 58 (KVL 58H) was a Leyland Panther with Roe body new in 1970. It later saw service with Webber of Blisland. (Photographer Harry Hay, ref. HH01/18102).

We ran a short season of Bedford SB coaches with independent operators including this view of PCB 841J with Kime's of Folkingham, Lincolnshire. This Duple Vega 31-bodied SB5 had been new to Aspden of Blackburn in November 1971. (Photographer Clive King, ref. CK02/05435).



Facebook highlights

Another Bedford SB coach was MPR 705, a Plaxton Consort IV-bodied SBI new in March 1959 to Bere Regis of Dorchester and still with that company in 1976. (Photographer Clive King, ref. CK02/05258).



And our most popular Facebook post ever!

Colour photography in the 1950s was still quite rare for enthusiasts and this yard shot of Premier Travel captures the feel of the era and the fleet very well. It can be dated between 1955 and 1957. The main subject is CCX 662, a Daimler CWA6 with Brush body which had been new to Huddersfield Joint Omnibus Committee as its 206 in May 1944; it was in the Premier fleet from 1955 to 1960. Also in shot is the rear of HVE 403, one of three Wilks & Meade-bodied Daimler CVD6 double-deckers in the fleet; a sister is parked in the right hand corner. They were new in 1950. As if that isn't enough, just getting into shot on the right is CCE 568, a Duple-bodied Dennis Lancet II coach new in 1937. (Photographer Frank Wright, ref. FW02/00278).



Duple sells its wares

As the market-leading coach bodybuilder, Duple Motor Bodies could afford to provide its customers, and presumably its prospective new ones too, with a lavish book, the *Duple Annual 1957*, as it entered that new year with a comprehensive range of bodywork available on a variety of lightweight and heavy-duty chassis.

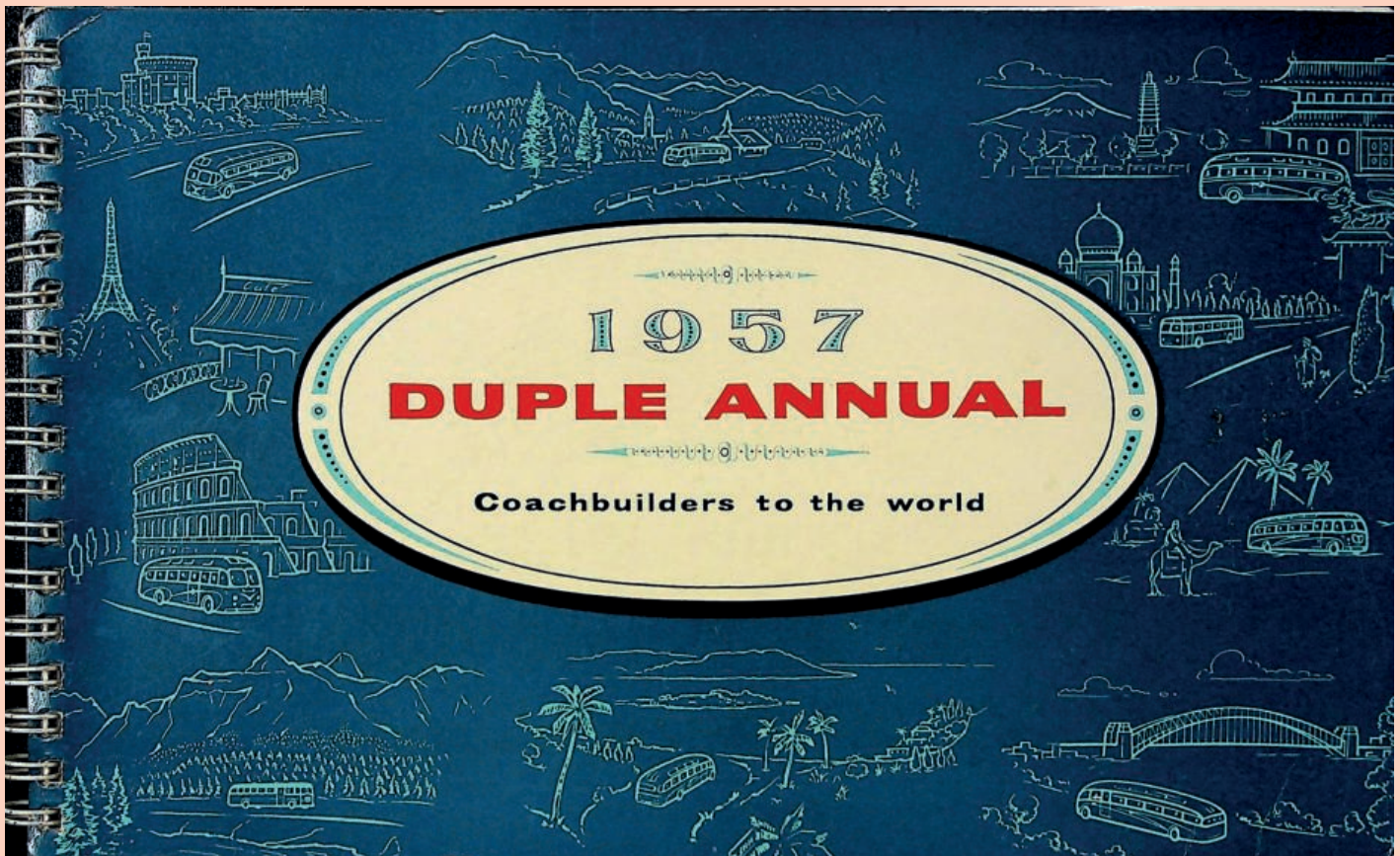
The business was expanding, too. It had complemented its original factory and headquarters at Hendon, London NW9 — a 12 acre site with over 1,000 employees, according to the *Annual* — with the acquisition of the Nudd Bros & Lockyer company in Kegworth, Leicestershire in 1952 to form the Duple (Midland) company which itself expanded into larger premises in nearby Loughborough and specialised in manufacturing all-metal bodywork for both buses and coaches.

Something notable on the opening page of the *Annual* is the set of directions to the Hendon factory, which show the public transport option — Underground to Hendon Central, London Transport buses and Green Line coaches to the front door — before the information on how to get there by road. Perhaps coach purchasing 67 years ago did not necessarily just involve men in suits and driving cars buying them from other men in suits and driving cars.

The range of bodies on lightweight chassis takes in the Super Vega with “butterfly” radiator grille on Bedford SB, a similar design without name on Commer Avenger and available to rebody older heavy-duty chassis with outdated half-cab bodies (it showed one on a Crossley chassis) and a metal-framed bus body on the Bedford SB.

Those on heavier duty chassis are the Britannia from Hendon and an unnamed metal framed body from the Midland factory (it would be called the Donington) on AEC Reliance and Leyland Tiger Cub.

The Britannia had been introduced in 1955 and Duple was hinting that it would not be around for too much longer in what then was a highly fashion-conscious coach market, saying: “When a more modern, more comfortable, more magnificently appointed super luxury touring coach than the Britannia takes to the road, Duple will have built it. Until then, the Britannia must be given pride of place.” When that came in 1958 with all-new models from Hendon for the 1959 season, they all kept their names, so Super Vega and Britannia they remained.



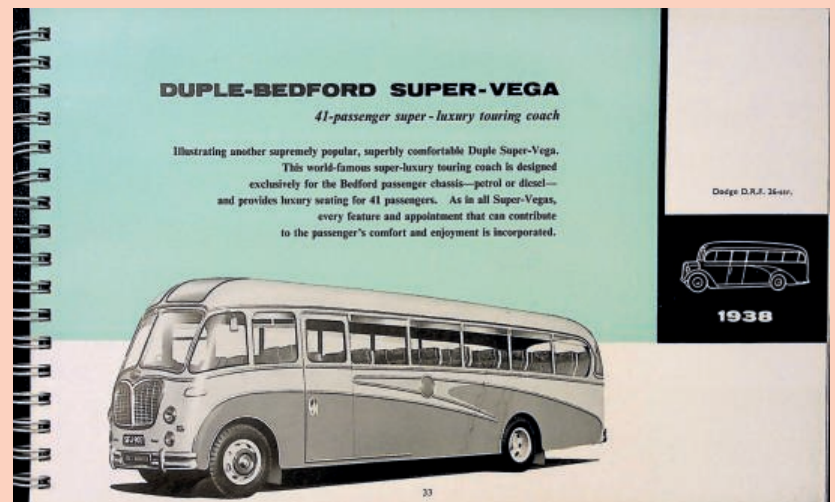
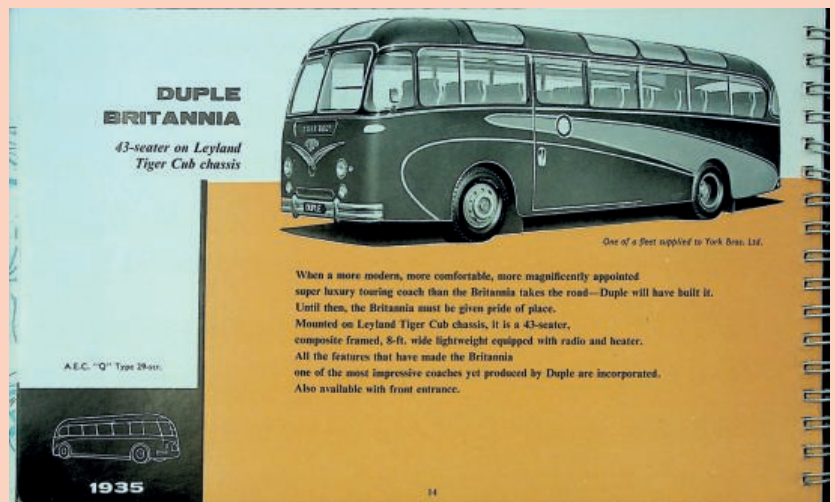
The *Annual* highlighted several of the coaches supplied to British operators, as well as export sales to Fiji and Pakistan, left-hand-drive Super Vegas for overseas use by British European Airways and other airlines, and right-hand-drive ones for use in Britain by the United States Navy.

Each photograph and description of a current vehicle is accompanied by a drawing of a product from Duple's past.

There also are scenes from the 1956 British Coach Rally in Brighton — the first held there (the inaugural 1955 event was in Clacton) — where Duple built 23 of the 54 vehicles that took part and was awarded five of the trophies in the Concours d'Elegance. Top place was taken by a 1954 Duple Ambassador-bodied Leyland Royal Tiger in the Southdown fleet.

There are 48 pages in the 1957 Duple Annual and we have uploaded all the pages to Flickr.

<https://www.flickr.com/photos/145880868@N07/albums/72177720313316451/>



Aldenham, a facility like no other

Such was London Transport's pride in 1956 in its newly completed Aldenham Works that it produced — in the name of A A M Durrant, its chief mechanical engineer (Road Services) — a small book highlighting the features of this unique factory that overhauled a highly standardised fleet on an industrial scale.

As he explained in his introduction, the London General Omnibus Company — the Underground Group company whose fleet formed the nucleus of the bus operations at London Transport's formation in July 1933 — had decided in 1920 to centralise the overhauling of its fleet at the Chiswick Works. It outgrew the capacity of the Chiswick site, the fleet having nearly doubled since 1920 to almost 8,000 and was forecast to grow bigger with the replacement of trolleybuses with motorbuses. "The fleet may ultimately consist of some 10,000 vehicles," wrote Durrant.

London Transport's original plan was to build its new overhaul works at Ickenham, near Uxbridge, but the site there was in the Green Belt and objections were insurmountable. The Aldenham site also was in the Green Belt, but it had already been used for other industrial activity, making objections more difficult. The 1935-40 New Works Plan included an extension of the Northern Line that would have taken Underground trains on a new branch from Edgware to Bushey Heath with a large depot occupying most of the area between Elstree South and Bushey Heath stations, a building with a high roof to allow trains to be raised and transported by overhead crane.

The outbreak of war killed off the planned railway extension, but the depot was already being built and was used by London Transport for large-scale wartime aircraft construction. In peacetime, it would take over the bus body and chassis overhauling work from Chiswick, a facility that by 1956 had a staff of 1,800 and an impressive output of 45 buses a week. According to the book, the workforce could be increased to 2,500 and weekly output to nearly 60 buses.

By 1956, the fleet was so standardised — there were over 6,000 RT-type double-deckers between two and eight years old — that a bus could be admitted to the works, body separated from chassis, major units removed for overhaul and reassembled with identical elements from other vehicles. The Ministry of Transport also allowed a bus entering the works to surrender its identity to one ready to go back on the road, thus saving the expense of reclaiming unexpired vehicle excise duty on the first vehicle and paying for a new tax disc for the second one.

The Routemaster double-decker then in development and introduced in volume from 1959 was a chassisless product designed from the outset to be overhauled at Aldenham.

Photographs in the book show how the height of the building made it possible to move bodies around over lines of others being stripped and reassembled, as well as demonstrating the sheer scale of the complex. A floor plan shows the layout and flow of vehicles as an overhaul progressed.

Aldenham Works closed in 1986. The facility never achieved the potential envisaged for it. Rising car ownership and the sharp decline in bus use that followed a damaging platform staff strike in the spring of 1958 meant that there would never be a need for 10,000 buses and the transfer of the Country Area to the National Bus Company in 1970 also reduced the work that it would ultimately handle.

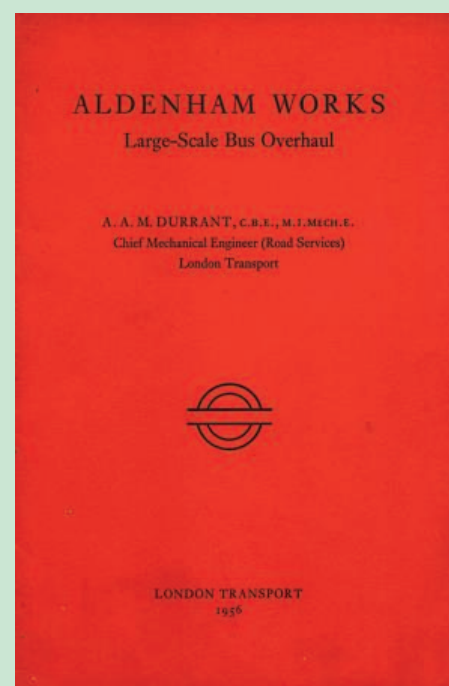


Fig. 4 Vehicles in the body repair shop.

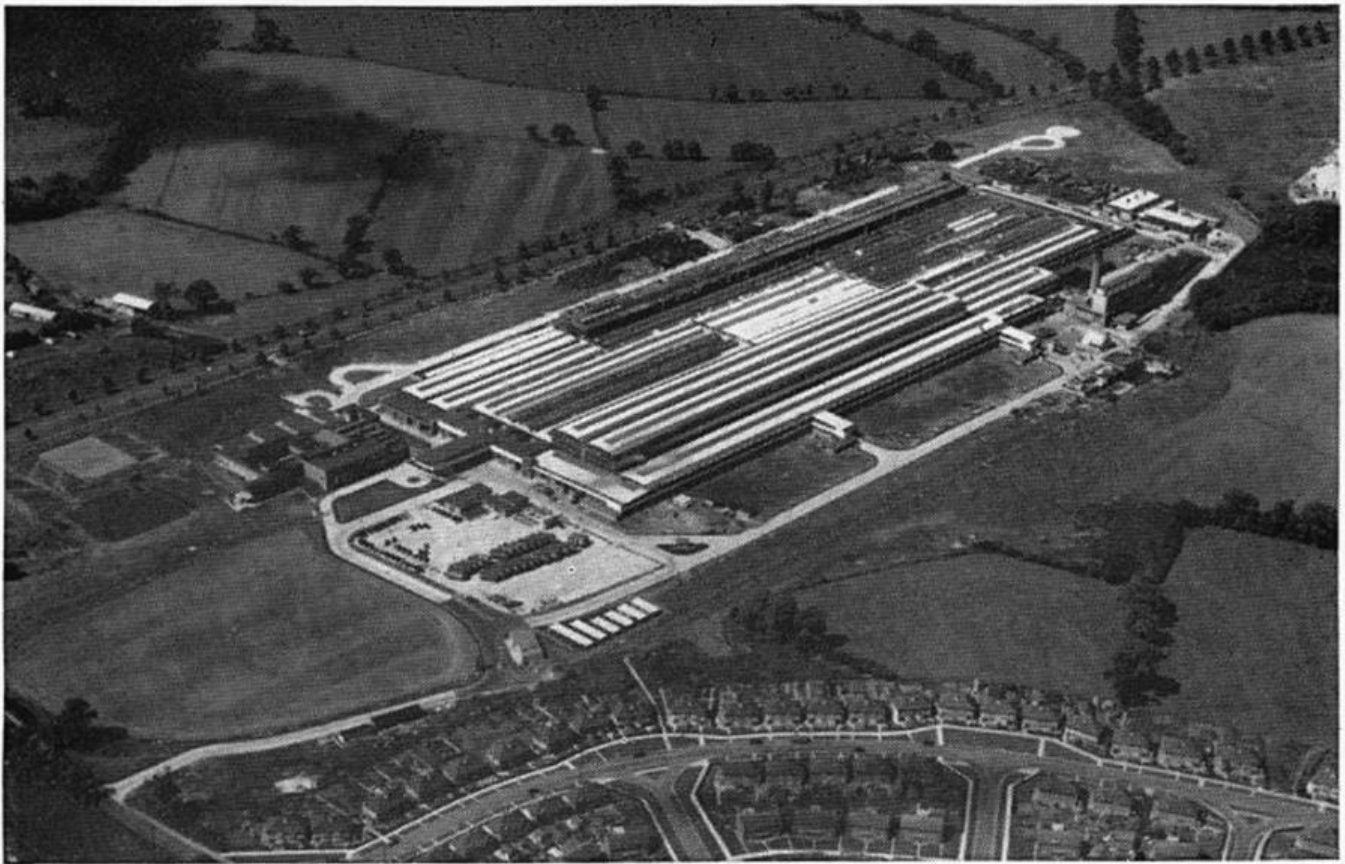
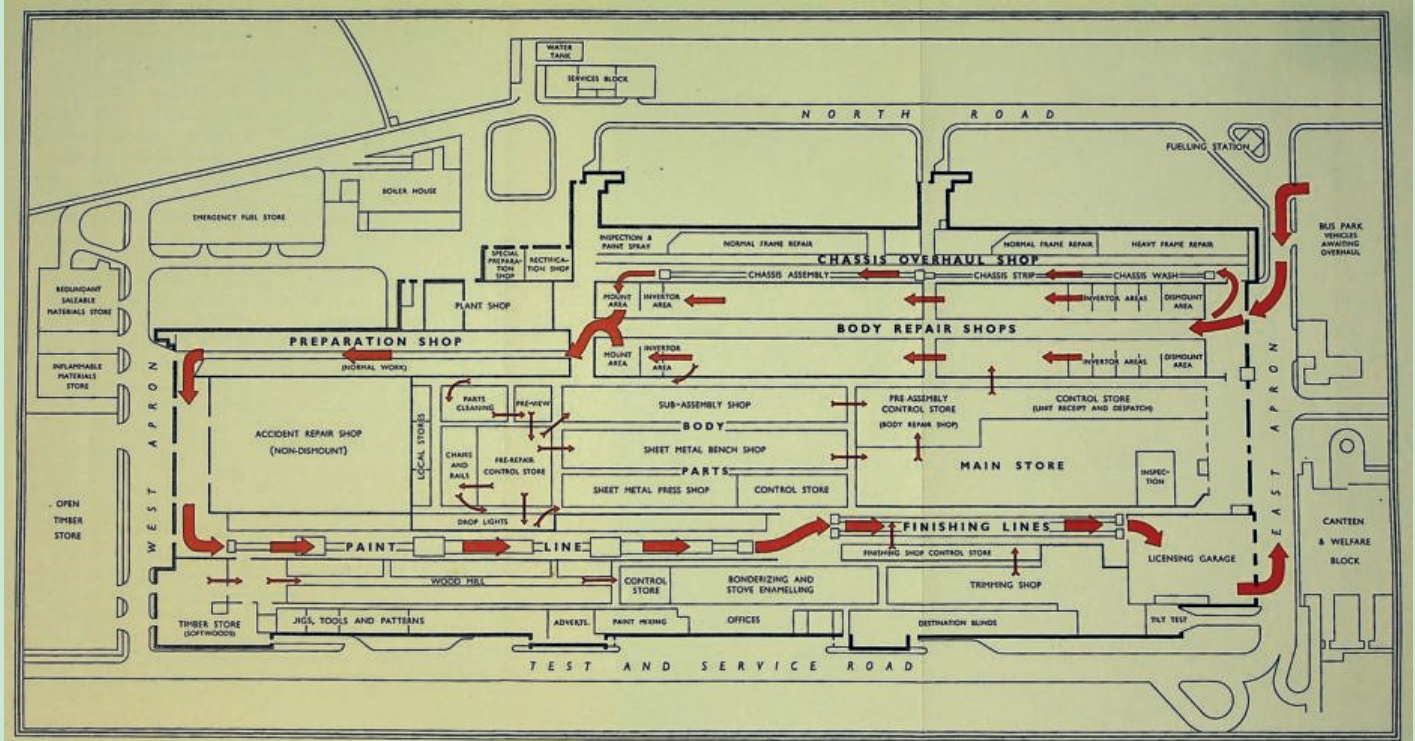


Fig. 8 Aldenham Bus Overhaul Works from the air



Helping the Transport Museum Wythall

The Bus Archive has been able to provide the Transport Museum Wythall with some of the information it required for one of its major restoration projects.

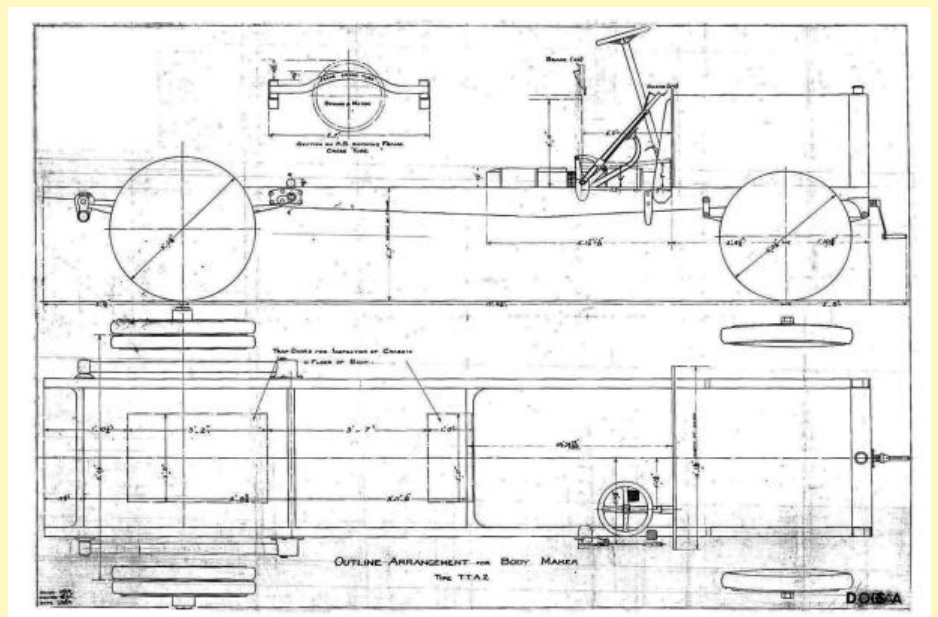
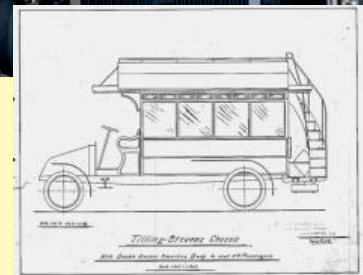
O 9926 is a Tilling-Stevens TTA2 petrol electric built in 1913 for Midland Red and one of 30 similar double-deckers sold in October the following year to Birmingham Corporation Tramways as part of an agreement by which the corporation took over all of the company's routes operated wholly within the city boundary along with its Tennant Street garage in the city centre.

It remained in service until 1924 and its Thomas Tilling body was discovered decades later being used as a garden shed. It was rescued by an enthusiast in Nottingham and the museum purchased it in 1974. Six years later it obtained a Tilling-Stevens lorry chassis which, although technically similar to the original, was too long.

It now has a correct length chassis, but needed a general arrangement drawing to show how it would all fit together, which is where The Bus Archive rode to the rescue.

Its extensive Birmingham & Midland Motor Omnibus (BMMO) — or Midland Red — collection includes the original contract between Tilling-Stevens and BMMO which includes the general arrangement drawings.

We were delighted to work with Wythall to produce copies of these drawings. And the moral of the story? We have lots of vehicle plans, and if you are restoring a vehicle and need sight of such information, please just ask us.



Donations to the Archive

We are indebted to the following people and organisations who have donated archive material to us in the past quarter:

Michael Aulton, John Ashley, Chris Brooke-Taylor, Christine Crawford, Maurice Doggett, Anthony Francis, Mrs J Francis, Tony Hall, Peter Heath, Brodie Jackson, Geoffrey Gould, Bill McGregor, G Irvine Millar, Richard Newman, Mrs Oxborough, Brian Parker, Philip Rushworth, Alastair Stevens-Brown, Nigel Tarrant, Oscar Taylor, Gordon Tartaglia, Richard Wallace, Roger Watts, Nigel Webb, Lewis Welham, Crosville Enthusiasts Club, Greater Manchester Transport Society, Thornbury & District Museum.

We thank you all for your generosity.

**A Merry Christmas
and a Happy New Year
from The Bus Archive**



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 is now closed to facilitate the move to our new building. We hope to reopen early in 2024 but cannot put a date on that at the moment. Please check our website for updates.



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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

**Please note our offices will close on Tuesday 19th December and
reopen on Tuesday 2nd January.**