



This early 1950s scene was taken in Heanor Market Place after the traders and shoppers had departed, leaving some of their litter scattered on the road. Notts & Derby Traction 339 (HNU 971), an AEC 66 IT trolleybus with Weymann's body new in 1942, was operating the 15 mile interurban A1 route between Ripley and Nottingham. Notts & Derby was one of three subsidiaries of the Balfour Beatty group's Midland Counties Electric Supply Company which were taken over by the British Transport Commission in April 1948 as a consequence of the electricity industry being nationalised. Motorbuses replaced the trolleybuses on the three-route trolleybus network in April 1953 when the entire fleet was sold to Bradford Corporation. This vehicle was rebodied by East Lincs in January 1958.

(Photographer Roy Marshall, copyright The Bus Archive, ref. RM02_00757)

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New Droitwich Centre – open for business!

We are delighted to announce that the move into our new Droitwich Centre was carried out successfully over the two-week period starting from 22 January, and we are now open for business.

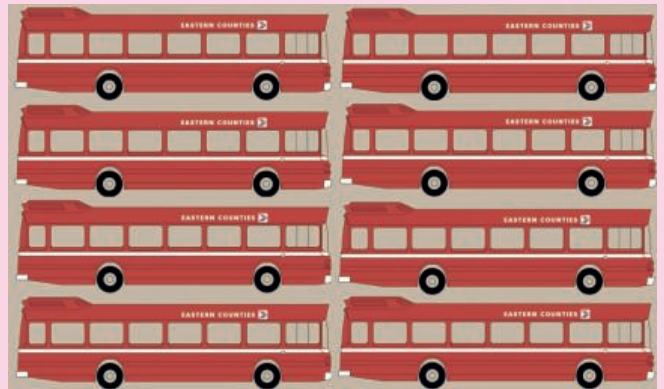
A ten-strong crew from professional heritage remover Johnsons1871 was in attendance throughout the fortnight. The process started slowly but soon picked up speed. Furniture was transferred first in a half-day (we don't have much!) followed by the 10,000 conservation boxes, then ledgers and books.

“After three years, it is quite a relief that the refit of the building and the move of the valuable, unique archive material has been completed,” says our chairman, Brian King.

“It also shows just how far we have come in recent years, and the enormous effort that has been put in by our volunteer staff in sorting, cataloguing and boxing records and papers which have been collected over nearly forty years.

“We now have a state-of-the-art facility which will be among the best anywhere in the professional archives sector.”

To give you an idea of the sheer volume of storage space now available, consider that the internal dimensions of the new centre are the equivalent of eight Leyland Nationals.



The view above shows just one of the 16 shelving stacks which can be loaded from both sides – when full, each stack weighs in excess of seven tonnes but the gearing of the mobile units makes them easy to move.



Johnsons' van was kept very busy travelling the short distance between buildings.



We were very fortunate with the weather – cold but mainly dry. There was one day of light rain but the removers were prepared. Each cage had two shelves, each carry 12 boxes – the contents of one shelf.



The Aldershot & District table is now comfortably installed in the new Search Room (right) and the desks for the admin assistant and archivist are almost tidy and ready to welcome visitors.



Well known industry professional and author Keith Shayshutt was our first visitor on our first day open. Keith is researching Southern National.

And the name of the new centre is.....



The Chris Warn collection

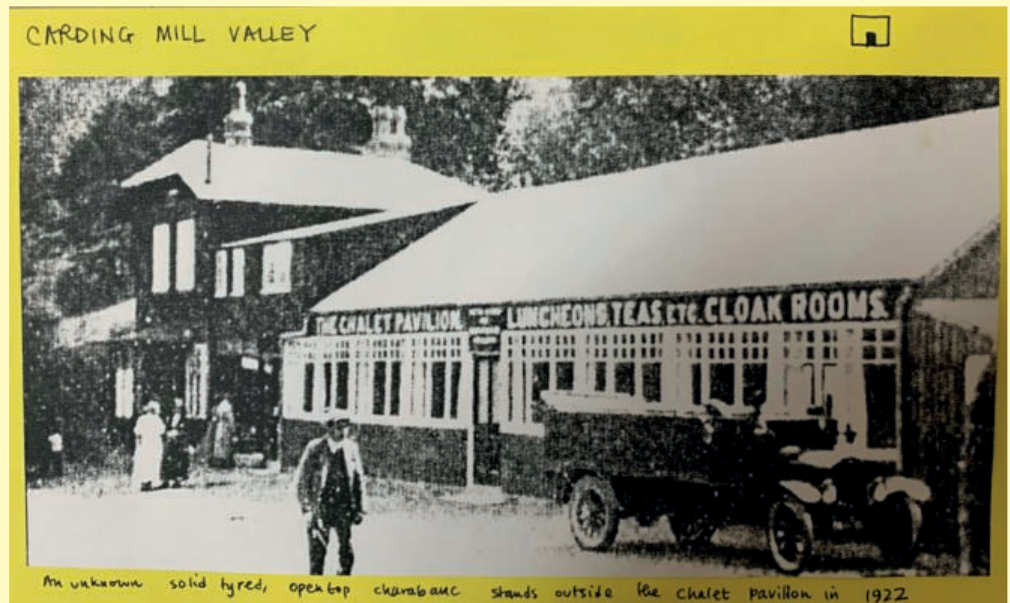
The late Chris Warn was a lifelong transport enthusiast and career educator who conducted two huge projects, and we are fortunate to hold these.

A native of Watford, Chris obtained a degree from Bristol University in the early 1960s, and took up a post as a geography teacher in Shrewsbury, a county he grew to love. He moved subsequently to Northumberland, and in 1974 joined the Omnibus Society.

While there, Chris researched the history of bus operations in the former county of Northumberland from its beginnings until 1975. He submitted this work in the form of a thesis to the University of Newcastle and was awarded his MA degree.

He returned to Shropshire in 1988 as Inspector for Secondary Schools in the county, and later an Ofsted inspector. As in Northumberland, he took a keen interest in Shropshire buses and their history and development. This resulted in another major project, the production of a complete road transport history of operators in Shropshire from 1904 to 2010.

He also photographed every Shropshire town, village and hamlet which had had a bus service. There are several termini in farmyards in this collection.



Chris also volunteered at the Omnibus Society Library & Archive (a forerunner of The Bus Archive) until his sudden death at the age of only 68 in 2011.

The Chris Warn collection is now housed in its entirety at The Bus Archive, as a significant resource to anyone researching the development and operation of bus services, and we are thankful for his dedicated hard work.

Above are a couple of examples of Chris Warn's Shropshire study, and his highly meticulous approach. The image for Carding Mill Valley features an indicator (in the top right corner) of the location of the village in relation to the county, while the shot of the Whittle's bus also notes the date and time that the photo was taken.

These extracts from his Northumberland study show the route of a feeder for Majestic Saloon Coaches' Newcastle-London route and three of Northern General's services in 1976 and 1977.

MAJESTIC SALOON COACHES Ltd
44 Woodhorn Road

Ashington

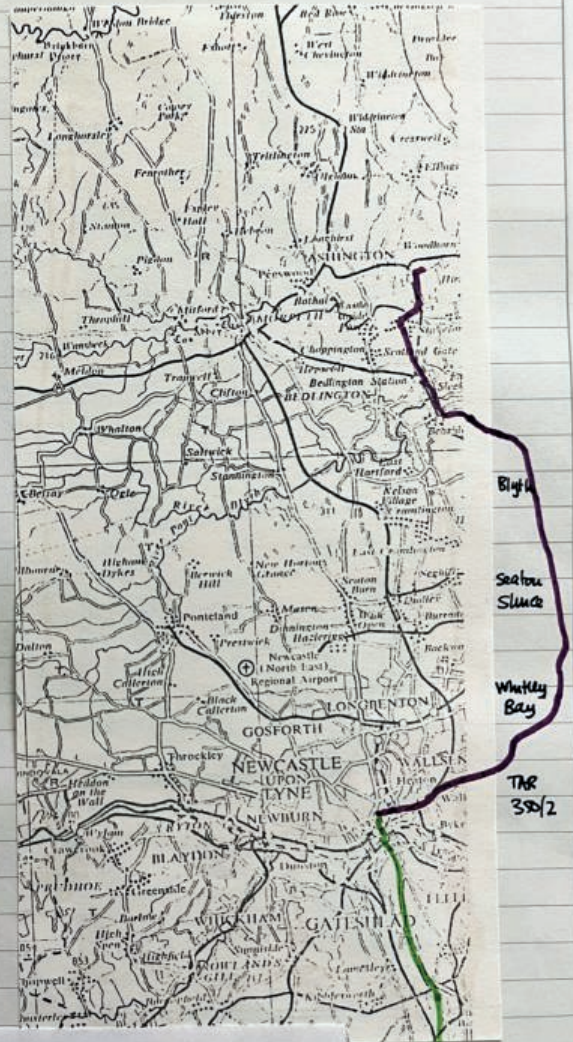
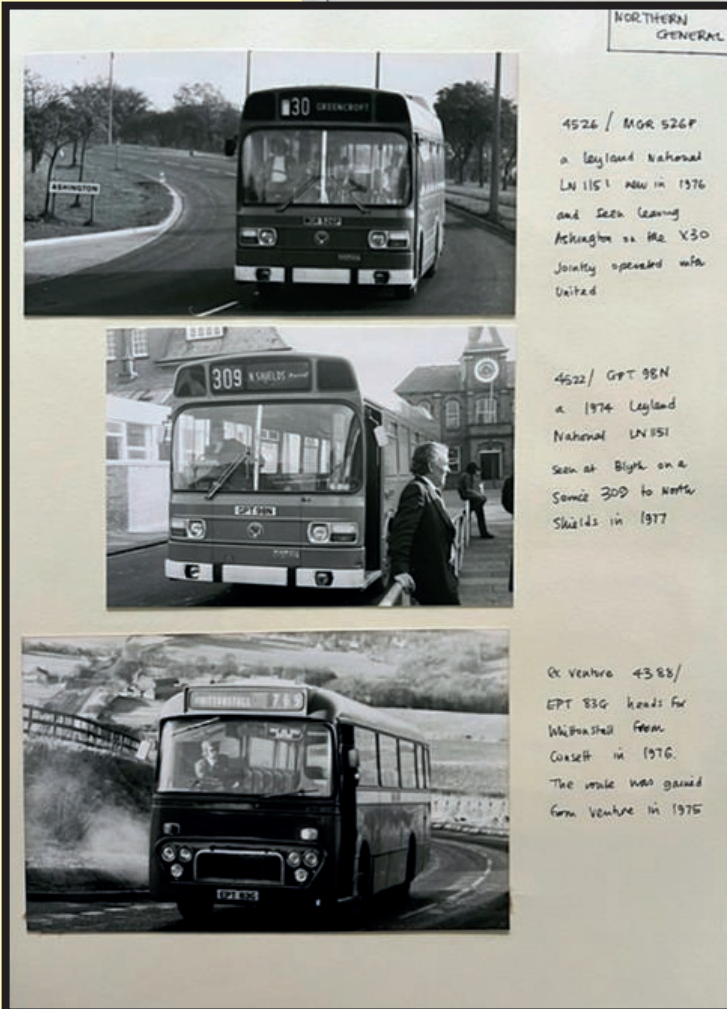
MAJ

350/2

Registered in Kellys 1934

Local office of Majestic Saloon Coaches (Newcastle & London) Ltd
Oak Villa Ebchester Co Durham.

Raw local feeder service Ncle - Walsend - Whitley Bay - Blyth
Ashington to connect with their London service.
Grd NP12 renewed NP42.



MAJ MAJESTIC SALOON COACHES (Newcastle & London) Ltd., Ebchester Co. Durham. office at 44 Woodhorn Road, Ashington. 1928-33. TAR 350. EX. LS. 350/2 feeder service Newcastle - Whitley Bay - Blyth - Ashington.

We are always keen to add personal collections and detailed studies to our collections – they add to the complete story of the bus and coach industries.

If you would like to donate the results of your studies to us, including perhaps the background research, then contact us at hello@busarchive.org.uk.

Website refresh

In tandem with opening of new Droitwich centre, our website (www.busarchive.org.uk) has been refreshed.

The up-to-date online search facility now includes over 100,000 items which can be inspected at one of our three research centres.

For the first time, click-throughs are available to the two websites where our photographs are on sale, with proceeds shared with our sister organisation, The Omnibus Society.

The title picture on the website is this nice photograph from the 1940s by Charles F Klapper of Northern, United and Sunderland District in Durham bus station – rather topical as a new facility has just opened on the same site.



Notices & Proceedings

We continue to digitise editions of 'Notices and Proceedings' and make these available free of charge (although a donation is always very welcome.)

We have started on the Metropolitan Traffic Area and can now offer early editions for all areas. What is available is shown on the right. Work continues.

East Midland	Issue 1 (13.3.31) to 53 (11.3.32)
Eastern	Issue 1 (23.3.31) to 117 (4.9.33)
Metropolitan	Issue 1 (13.3.31) to 29 (25.9.31)
North Western	Issue 1 (27.3.31) to 282 (9.3.37) and 461 (21.7.48) to 469 (15.9.48)
Northern	Issue 1 (2.4.31) to 375 (2.9.39)
South Eastern	Issue 1 (13.3.31) to 134 (23.12.33)
South Wales	Issue 1 (25.3.31) to 153 (27.5.36)
Southern	Issue 1 (20.3.31) to 41 (30.12.31)
West Midland	Issue 1 (18.3.31) to 432 (4.9.39)
Western	Issue 1 (13.3.31) to 37 (28.3.32) and 310 (7.6.38) to 361 (26.6.39)

Facebook Most Popular

We post three times each week on Facebook. Find us at @TheBusArchive and remember to 'like' or 'follow' us. These were the top six in the last quarter.



There is no mistaking where this West Bridgford UDC service 61 is going, even if the destination was not quite set correctly. Fleet number 9 (CRR 92), an AEC Regent with diesel engine and Park Royal body, was new in October 1936 and waits with a good load in Broad Marsh Bus Station, Nottingham with its crew poised on the right. The body was rebuilt by Willowbrook to lowbridge configuration in 1952, to enable it to operate into the Clifton Estate, and number 9 was withdrawn in 1957. (Roy Marshall, copyright The Bus Archive ref. RM02/05589).

Central SMT of Motherwell operated this Leyland Titan PD2/1 with Northern Counties lowbridge body, L442 (FVA 546) new in 1951. It is unloading in Balloch Bus Station, blinded ready for its next journey to the Loch Lomondside village of Luss, then the north-western extremity of the company's Dunbartonshire network. The 'standee' type side windows were popular with Central for 1951 deliveries. L442 lasted until 1968 when it passed to Northern Roadways of Glasgow. (Roy Marshall, copyright The Bus Archive ref. RM02/20649).



The famous fleet of Silver Star of Porton Down included this Harrington-bodied Leyland Tiger Cub, new in July 1955, 26 (MMR 553). On the left is similar 29 (OHR 280) and directly alongside is 34 (SAM 47) again with Harrington bodywork but front entrance. Silver Star sold to Wilts & Dorset in June 1963 but MMR 553 was not operated; it passed straight to Western National and is now preserved. (Roy Marshall, copyright The Bus Archive ref. RM02/13884).

Stratford-upon-Avon Blue Motors was owned by BMMO (Midland Red) from 1935 but retained its own identity, livery and vehicle purchasing policy from 1935 to 1971. New purchases after 1945 were largely Leylands, including 54 (JUE 352), a 1950 Willowbrook-bodied Tiger PS2/3 model seen at Banbury. It was part of a batch of six and the only one of those which was not rebodied as a double-decker in the early 1960s. (Roy Marshall, copyright The Bus Archive ref. RM02/13183).



Facebook Most Popular

The following two images were far and away the most popular, with 1,200 likes each!

Bailey of Fangfoss in the East Riding of Yorkshire ran what was then termed a 'stage carriage' service from its home village via Pocklington to York, where we see one of its Bedford OBs in Piccadilly. This Duple Vista-bodied example had been new to Lincolnshire Road Car Co in July 1950, and was withdrawn in 1957. It served with Baileys for ten years from 1958, and was later derelict at its garage. (Roy Marshall, copyright The Bus Archive ref RM02/21310).



Late 1930s coach styling is seen here with a Duple-bodied AEC Regal of Northern General new in June 1938, seen in the company of more prosaic postwar styles in Wellington Street, Leeds. 875 (CU 3955) lasted until 1955 when it passed to a contractor in the Warrington area. (Roy Marshall, copyright The Bus Archive ref. RM02/02837).

Alexander (Midland) in 1964

The Scottish Bus Group split its largest subsidiary, W Alexander & Sons, three ways in May 1961 when it turned its three areas into separate companies.

The largest of the these was W Alexander & Sons (Midland), based at the old company's headquarters at Camelon in Falkirk. It took over the Southern Area that stretched east from Glasgow to Perth and Pitlochry, and linked Glasgow with Oban in the West Highlands where it also operated local routes.

This fleet list produced three years later reveals not only the vehicles operated but also the information that was considered important for internal consumption, namely fleet and registration numbers, chassis make and model, chassis number and date of first registration. It appears that the only necessary detail about bodywork was the number of seats. The number of decks, position of entrance/exit and type of seating (bus or coach) was presumably to be divined elsewhere.

All three companies retained Alexander's alphanumeric fleet numbering system, adding a prefix letter — M for Midland, F for Fife and N for Northern — and maintained a remarkably consistent approach throughout the 1960s and 1970s as new vehicle types were introduced. RB was the Alexander class for Leyland Titan PD2 and PD3 double-deckers and among the latter in the Midland fleet were 17 unusual PD3/3C models delivered in February and March 1961.

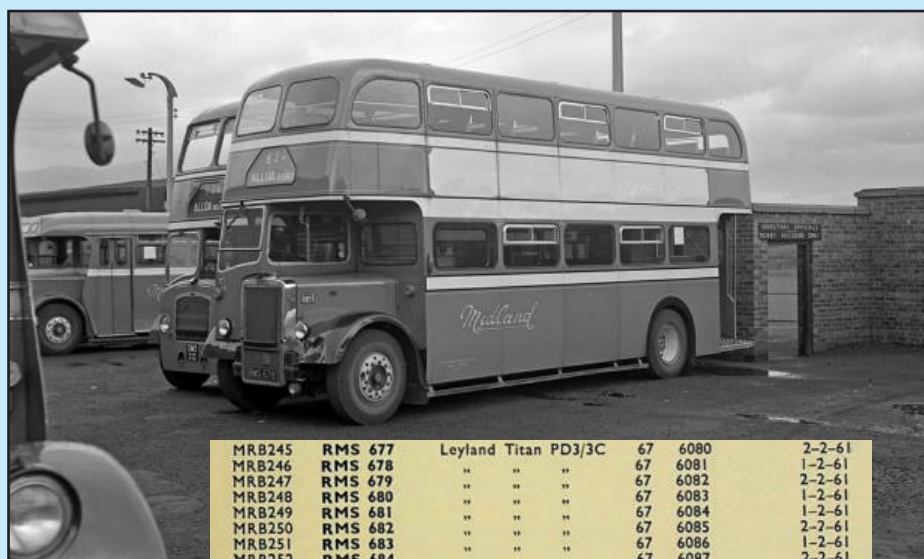
These had new chassis frames and Alexander lowbridge bodies, but

incorporated engines, axles, gearboxes, bonnets and radiators transplanted from ten-year-old low mileage PB-class Tiger OPS2 coaches, which in turn were rebuilt with mechanical units from older, less powerful PA-class PSI Tigers.

The donor PSIs were scrapped, but the PD3/3Cs were kept for the full lives of any other double-deckers new in 1961.

The photograph taken in Alloa garage shows one of them,

MRB246 (RMS 678), alongside 60-seat Bristol Lodekka LD6G MRD109 (OMS 212), which the fleet list records as first registered on New Year's Day 1960. The 'directors, officials and ticket holders only' notice above the doorway behind the bus refers not to either the bus company or its passengers, but Recreation Park, home of Alloa Athletic FC which is still there today although the garage has long since gone. (Roy Marshall, copyright The Bus Archive ref. RM02/20703).



MRB245	RMS 677	Leyland Titan PD3/3C	67	6080	2-2-61
MRB246	RMS 678	"	67	6081	1-2-61
MRB247	RMS 679	"	67	6082	2-2-61
MRB248	RMS 680	"	67	6083	1-2-61
MRB249	RMS 681	"	67	6084	1-2-61
MRB250	RMS 682	"	67	6085	2-2-61
MRB251	RMS 683	"	67	6086	1-2-61
MRB252	RMS 684	"	67	6087	2-2-61
MRB253	RMS 685	"	67	6088	10-3-61
MRB254	RMS 686	"	67	6089	10-3-61
MRB255	RMS 687	"	67	6090	10-3-61
MRB256	RMS 688	"	67	6091	2-2-61
MRB257	RMS 689	"	67	6092	2-2-61
MRB258	RMS 690	"	67	6093	10-3-61

Fleet No.	Registration No.	Type and Make	Seating Capacity	Chassis No.	Date of Original Registration
MRB182	KWG 443	Leyland Titan PD3/3	67	572473	1-5-58
MRB183	KWG 444	"	67	572474	1-5-58
MRB184	KWG 445	"	67	572475	1-5-58
MRB185	KWG 446	"	67	572593	1-5-58
MRB186	KWG 447	"	67	572594	1-5-58
MRB187	KWG 448	"	67	572595	1-5-58
MRB188	KWG 449	"	67	572620	1-5-58
MRB189	KWG 450	"	67	572621	1-5-58
MRB195	KWG 456	"	67	581492	16-7-58
MRB197	KWG 458	"	67	581503	1-9-58
MRB199	KWG 460	"	67	581443	1-9-58
MRB200	KWG 461	"	67	581703	22-7-58
MRB201	KWG 462	"	67	581704	1-8-58
MRB202	KWG 463	"	67	581894	1-8-58
MRB203	KWG 464	"	67	581895	1-8-58
MRB205	NWG 894	"	67	583521	1-1-60
MRB206	NWG 895	"	67	583522	1-1-60
MRB210	NWG 899	"	67	583559	1-1-60
MRB211	NWG 900	"	67	583560	1-1-60
MRB212	NWG 901	"	67	583561	1-1-60
MRB213	NWG 902	"	67	583562	1-1-60
MRB215	NWG 904	"	67	583660	1-1-60
MRB217	NWG 906	"	67	583663	1-1-60
MRB218	NWG 907	"	67	583664	1-1-60
MRB219	NWG 908	"	67	583700	1-1-60
MRB220	NWG 909	"	67	583701	1-1-60
MRB221	NWG 910	"	67	583702	1-1-60
MRB223	NWG 912	"	67	583733	1-1-60
MRB224	NWG 913	"	67	583733	1-1-60
MRB225	OMS 299	"	67	592695	11-10-60
MRB227	OMS 301	"	67	592695	9-9-60
MRB230	OMS 304	"	67	592743	24-9-60
MRB231	OMS 305	"	67	592809	9-9-60
MRB232	OMS 306	"	67	592810	9-9-60
MRB233	OMS 307	"	67	592811	9-9-60
MRB234	OMS 308	"	67	592851	17-9-60
MRB235	OMS 309	"	67	592852	9-9-60
MRB236	OMS 310	"	67	592861	24-9-60
MRB237	OMS 311	"	67	592873	17-9-60
MRB238	OMS 312	"	67	592874	17-9-60
MRB241	OMS 315	"	67	592982	17-9-60
MRB242	OMS 316	"	67	592983	18-9-60
MRB243	OMS 317	"	67	592981	17-9-60
MRB245	RMS 677	Leyland Titan PD3/3C	67	6080	2-2-61
MRB246	RMS 678	"	67	6081	1-2-61
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MRB256	RMS 688	"	67	6091	2-2-61
MRB257	RMS 689	"	67	6092	2-2-61
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The colours of Nulac

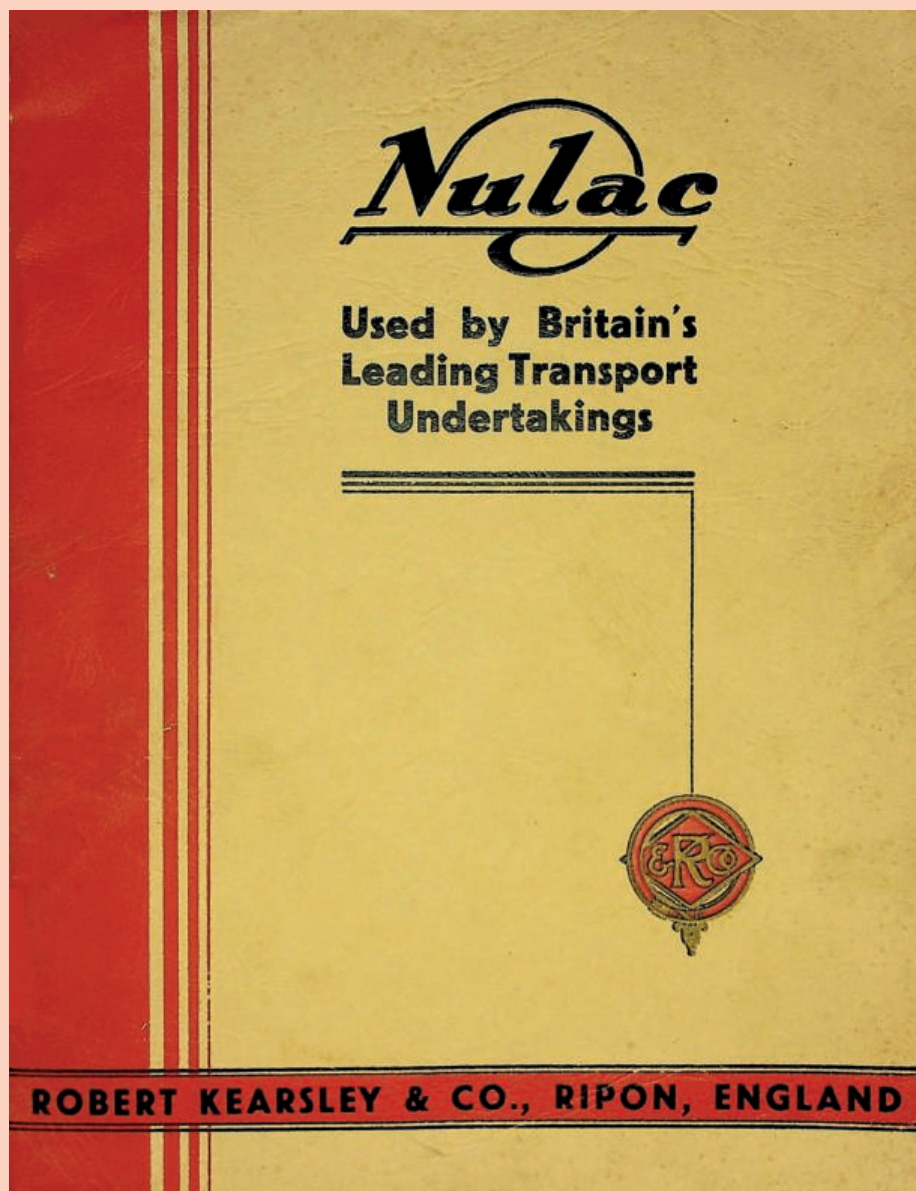
In the years before colour photography became universal and inexpensive, there was a living to be made by artists in adding colour to black and white photographs, as is evident from the contents of a lavishly illustrated brochure produced in the late 1930s for paint and varnish manufacturer Robert Kearsley & Company to promote its Nulac synthetic resin coach finishes on buses and trams.

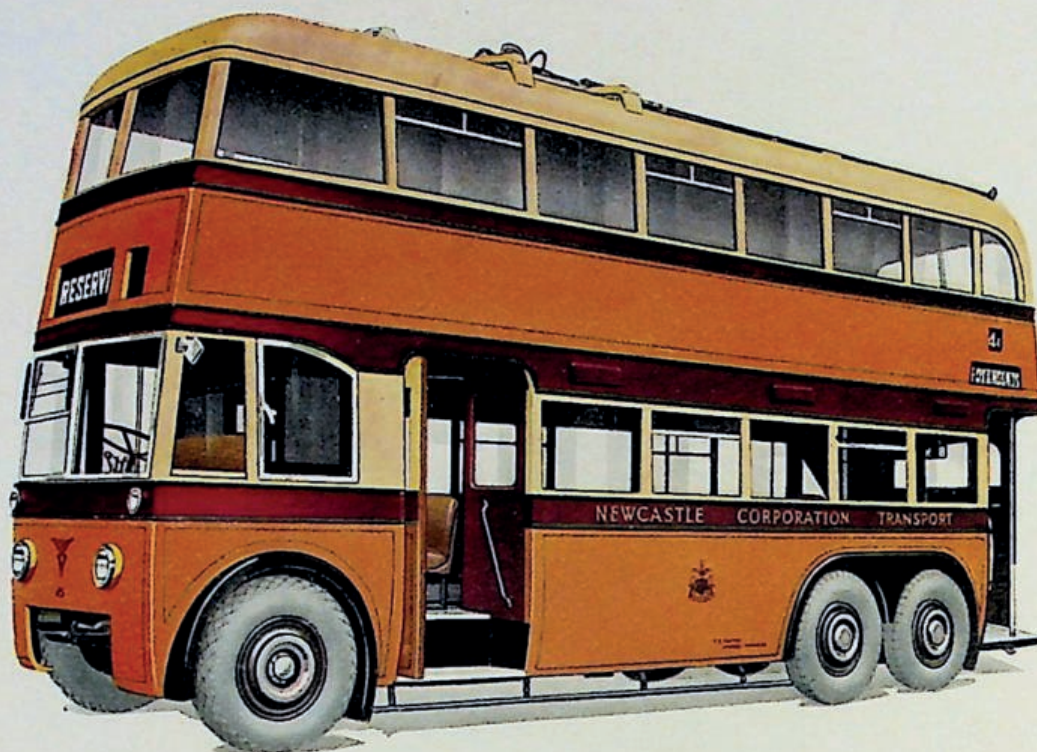
Of all the products bought by operators, those associated with liveries and brand identity cried out to be depicted in colour. The Kearsley company had been in business in Ripon since 1837, so around the time of its 100th anniversary it was keen to show its wares and share its experience. "It is our desire to impress upon those interested that we are always willing to discuss the merits of Nulac finishes and to demonstrate their outstanding value without obligation."

The examples shown on the next page are of double-deckers new in 1935, a Brush-bodied AEC 664T supplied to Newcastle Corporation for the start of its trolleybus system and a Leyland Titanic TT3 with centre-door English Electric body for Bury Corporation.

You can enjoy the whole publication on Flickr at

<https://www.flickr.com/photos/145880868@N07/albums/72177720315472162>





NEWCASTLE CORPORATION TROLLEY BUS.

Body built by The Brush Electrical Engineering Co. Ltd., Loughborough.



BURY CORPORATION OMNIBUS.

Body built by The English Electric Co. Ltd., Preston.

Warrington's second Seddon bodies that never were

Besides building bus chassis until around 1980, Seddon built single-deck bodywork in Oldham on its own and other manufacturers' chassis until 1975, this side of the business (which also built lorry cabs) trading from 1960 until the early 1970s as Pennine Coachcraft.

Early orders from Great Yarmouth Corporation and the Halifax Joint Omnibus Committee were delivered in 1964 and 1966, and Pennine also undertook two major rebuilding contracts for two other municipal operators, converting rear-engined double-deckers from single- to dual-door layout for one-man-operation. There were 100 MCW-bodied Leyland Atlanteans for Liverpool in 1969, followed in 1969/70 by 35 Northern Counties-bodied Daimler Fleetlines for Nottingham.

A large number of files in the Archive relate to this side of Seddon's activity, each file referring to a particular order. Among them is a file for Warrington Corporation in 1971 for seven Bristol RESL6Ls, its second for Seddon-bodied Bristols as eight similar vehicles were delivered in October and November 1970. A letter from Warrington general manager Fred Mantle, dated 11 March and received four days later at Oldham, advises that the chassis were in the course of construction by Bristol and would be delivered to Seddon later that month.

What follows is a paragraph in which the customer is determined to avoid the sort of mishap that can often be caused by the simplest of human error. "You will recollect that I have altered the specification of two of the chassis in a major way by deletion of the centre exit and fitting semi-luxury seating," he explains. "Two of the chassis specifications have been altered to provide a five-speed gearbox and a different axle ratio and I must ask you to please ensure that you put the correct bodies on the correct chassis, i.e. the bodies with semi-luxury seating are to go on the chassis with the five-speed gearboxes."

He also requested a meeting with a Seddon representative to tie up all the details of several comparatively minor amendments to Warrington's original specification.

Along with this are details of the destination and numeral blinds for the seven buses, and a schedule of some of the units to be used in the construction of their bodies.

However, something caused Warrington to cancel the order with Seddon and return to East Lancashire Coachbuilders, which had supplied all its bodywork from 1954 to spring 1970. As planned, five had two doors and bus seats, and two had one door and semi-luxury seating; they went into service in January and February 1972. Does anyone know why the order was changed so late in the process?

WARRINGTON CORPORATION TRANSPORT DEPARTMENT		
DESTINATION BLINDS		
PRIVATE	Central Station LONGFORD	CLEAR SPACE
APPESTHORNE ROAD	Central Station WOOLSTON	CLEAR SPACE
Orford Lane ERKSTONE AVENUE	Bradshaw Lane THEWALL	Fitch 10 $\frac{1}{2}$ " Top line 2 $\frac{1}{2}$ "
Orford Lane HEVELAND ROAD	CENTRAL STATION	Space 1 $\frac{1}{2}$ " Bottom line 4", Space 2 $\frac{1}{2}$ "
Knutsford Road WESTY	Stockton Heath STRETTON	Blind width 39" Sight width 37" Height 11 $\frac{1}{2}$ "
Fisher Avenue FATHAN AVENUE	Stockton Heath APPLETON THORN	Single line characters 6"
Smith Drive WATHAN AVENUE	Stockton Heath ARLEY	Note that the exposed letters on - Bank Quay Station.
Watterby Lane ORFORD	Stockton Heath COBBS ESTATE	Lymm Grammar School, Longford/Risley are all
Dovely Lane DALLAN	BANK QUAY STATION	3 $\frac{1}{2}$ " letters.
TOWN CENTRE	Padgate Station BOUGHTON GREEN	NUMERAL BLIND Clear
Padgate Lane REEMWOOD CRESCENT	Liverpool Road BURNWOOD ROAD	1 Fitch 10 $\frac{1}{2}$ " 1A Numeral 8"
Watterby Lane ORFORD GREEN	Padgate Station FEARNHEAD	2 (As bold as space allows) 2A 4
SCHOOL	Padgate Lane DAM LANE	4A 3 Suffix A 4"
Manchester Road WESTY	BRIDGE FOOT	3A Space 2 $\frac{1}{2}$ " 15 Sight width 11 $\frac{1}{2}$ "
Liverpool Road PENKETH	Bold Heath WARRINGTON	16 Sight height 11 $\frac{1}{2}$ " 5 5A Print Ground Black
Liverpool Road PENKETH LANE ENDS	Bold Heath ST. HELENS	6 6A
Park Road GREAT SANKEY	Massey Brook WARRINGTON	7 8 Length of roller between 9 flanges 13 $\frac{1}{2}$ "
Liverpool Road MEETING LANE	Massey Brook LYNN CHURCH	10 10A
Via Meeting Lane GREAT SANKEY CIRCULAR	Lymm Grammar School	11 12 13
Via Lingley Green GREAT SANKEY CIRCULAR	STOCKTON HEATH	13A 14
Lingley Green HONITON WAY	APPLETON SCHOOL	17 18 19
Lingley Green TOWN CENTRE	PRIVATE	20 25
BLACKBROOK	Longford/ Risley	75 77 78
Orford Lane ALDER LANE	Walton Gardens	79 80
Knutsford Road LOUSHERS LANE	Depot	81 85 86
WALTON		140 182
BEWSEY		Clear Clear
GAINSBOROUGH ROAD		A B C D
CENTRAL STATION		
Stockton Heath GRAPPENHALL		

15 MAR 1971

ALL COMMUNICATIONS TO BE ADDRESSED TO THE GENERAL MANAGER

WARRINGTON CORPORATION TRANSPORT

TELEPHONE 34296,7/8



F. MANTLE, A.M. Inst. T
GENERAL MANAGER

YOUR REF
OUR REF: ZA.E49

TRANSPORT OFFICES
WILDERSPOOL CAUSEWAY
WARRINGTON
11th March, 1971.

Seddon Motors Ltd.,
Rhos Works,
OLDHAM.

Dear Sirs,

Order for seven vehicles.

With regard to the 7 bodies which you are to build for us on Bristol chassis in the near future, I have to advise you that Bristol Motors have informed me that the chassis are now in the course of construction and will be delivered to you more or less on time later this month.

You will recollect that I have altered the specification of two of the chassis in a major way by deletion of the centre exit and fitting semi-luxury seating. Two of the chassis specifications have been altered to provide a 5-speed gearbox and a different axle ratio and I must ask you to please ensure that you put the correct bodies on the correct chassis, i.e. the bodies with semi-luxury seating are to go on the chassis with the 5-speed gearboxes.

I would also refer you to my recent letter asking you to amend our original body specification in several comparatively minor ways and I would suggest that there ought to be a meeting with a representative of your Company at an early date to tie up all the details.

Yours faithfully,

F. Mantle
GENERAL MANAGER

WARRINGTON	WARRINGTON	ITEM NO.	SECTION PART NO.	DESCRIPTION OF COMPONENT	QTY	WARRINGTON
REAR Axles	870004	1	870004	WHEELBASE	7	WARRINGTON
	870005 x 33 3/16"	2	870005	RIGHT SIDE PELLAR	1	WARRINGTON
		3				
		4				
		5				
	870006 x 43 11/16"	6	870006	SPRINGER BAR	7	WARRINGTON
	" x 48 1/16"	7	870007	WHEELARCH BAR	3	WARRINGTON
3 Speed Axles	870008 x 48"	8	870008	STRUT ROD	3	WARRINGTON
	870009 x 37 1/4"	9		CAUT BAR	3	WARRINGTON
	870010 x 8 1/2"	10	870010	SHOCK PIVOT	6	WARRINGTON
	" x 8 1/2"	11				
		12	870011	"	3	WARRINGTON
		13	870012	FRONT REAR WHEELARCH	2	WARRINGTON
	870013 x 27 1/2"	14		SEAT BAR	2	WARRINGTON
	870014 x 36 3/16"	15	870014	HAULT TO FRONT CHASSIS	4	WARRINGTON
	" x 48 3/16"	16	870015	FRONT CHASSIS PELLAR	3	WARRINGTON
	870016 x 15 11/16"	17	870016	HAULT BAR	1	WARRINGTON
	870017 x 21 11/16"	18	870017	WHEELARCH BAR	3	WARRINGTON
	" x 28 7/16"	19	870018	SEAT BAR	3	WARRINGTON
	" x 33 11/16"	20	870019	"	3	WARRINGTON
	" x 46 11/16"	21	870020	"	3	WARRINGTON

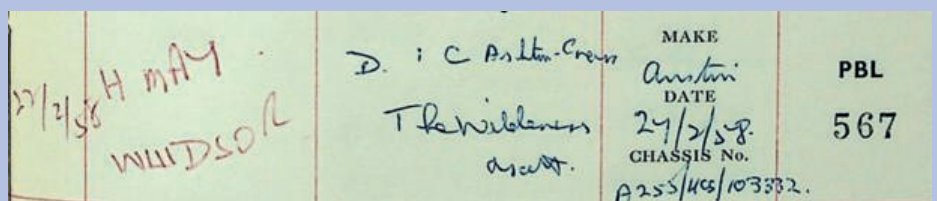
Seddon/Pennine Coachcraft built 46 bodies on Bristol RE chassis for three municipal customers. Besides the eight delivered to Warrington, there were ten RE6Ls for Burnley Colne & Nelson in 1971 and 28 for Reading in 1968 on short wheelbase RE6G chassis; the Reading buses were built to the operator's own design.

Registration success!

Long term readers will know that we hold probably the largest collection of vehicle registration records outside local authority archives and of course DVLA. We estimate we have over TWO MILLION 'last user' cards, and registers for several authorities for initial allocation of numbers.

These often match a registration number with a chassis or frame number and a certified copy issued by us can often result in a 'lost' registration number being restored by DVLA.

Bryan Mutch recently paid for this service, and he was delighted with the result: "Just wanted to let you know that, thanks to your records, the DVLA are now showing on their computer system PBL 567 as being a 1958 Austin A35! Don't have the logbook yet but I'm sure that will be through in a few days. Thank you for your help and thank goodness you have kept all those records!"



The Berkshire Allocation book entry which proved so successful.

Surviving Motor Taxation records

The **Kithead Transport Archive** was set up in 1989 and became part of **The Bus Archive** in April 2018. The Kithead name has been retained and is dedicated to motor vehicle registrations, <https://kitheadtrust.org.uk/trace-a-registration-mark>. A charge is made for carrying out searches.

The bulk of the surviving Motor Taxation records of the former Local Authority Motor Taxation Offices fall into three categories - **Registers** covering the period up to the end of 1920. These usually quoted comprehensive details relating to the name and address of the registrant and particulars of the vehicle, together with date of registration. **Allocation books** introduced in 1921, essentially for recording the allocation of registration marks to dealers or owners. The amount of information recorded varies widely. **Record cards** introduced in 1921, the main purpose of which was to record with the "home" authority the office at which the vehicle was currently registered. The cards were variants of the basic MoT form RF 16, later VE 16 and latterly VC2. The Kithead website also shows details of other known surviving Motor Taxation records. This is the entry for Berkshire.

BERKSHIRE

Berkshire Record Office, 9 Coley Avenue, READING, RG1 6AF (0118 937 5132)

Registers 1904 - 1924 (BL & MO series) also Heavy Motor Car (i.e. vehicles over two tons unladen), General Identification Mark (the forerunner of Trade Plates) and 1921 Trade Plate registers.

Kithead Trust

Allocation books RX1 to 999 GBL and ABL-B onwards; Card index to 1947.

Situations Vacant

The Bus Archive has grown hugely over the past five years, and as a result our admin tasks have increased significantly to keep pace. We are looking for one or more volunteers to take responsibility for some specific functions, in order to support our activities:

- Insurance – ensuring we are properly covered, negotiating renewals etc;
- legal matters – liaising with solicitors when legal matters arise (e.g. property sales etc);
- utility contract management (gas, electric, phone, security etc) - renegotiating renewals etc;
- liaison with our IT contractor - ordering new equipment, managing their response to breakdowns etc.

All these tasks can be undertaken remotely.

If you have some relevant experience in one or more of these areas and are prepared to give up a few hours each month to help, then please get in touch with our treasurer, Pat Russell at:-
pat.russell@busarchive.org.uk.

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.

Just in case you missed all the action, this is to formally record that our Droitwich centre is now open to researchers on Wednesdays and Thursdays from 10:00 to 16:00 – but please book in advance!

Charles Gill (1953 - 2024)



We were shocked and saddened by the sudden death last month of our Walsall volunteer colleague, Charles Gill. An accountant by profession, Charles was a native of Bradford although for many years he lived and worked in Thirsk in North Yorkshire. Transport and buses in particular were a lifelong passion for Charles and he was an active member of the Omnibus Society, indeed at the time of his passing he was the OS national treasurer. He made the six-hour round trip to Walsall once a month to give valuable help at The Bus Archive with processing donated timetables and publicity. His loss will be felt keenly by all who knew him.



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