



Moor Lane Bus Station, Bolton is the setting for this busy view as Ribble coaches and double deckers stand by and load up. In front is Leyland LZ2 Cheetah 1587 (RN 7843) with Brush coach body which was new in 1936 and still looks smart more than ten years later. An early postwar Burlingham bodied Leyland Tiger PSI from the associated Standerwick fleet lies beyond.

(Photographer, John Fielder, copyright The Bus Archive).

IN THIS ISSUE

- A dedicated room and a VIP visitor
- New buses for Oxford in 'the good old days'
- An Interesting Donation of Reading material
- English Electric in all its glory • More donations
- Regular Facebook and Publicity Highlights

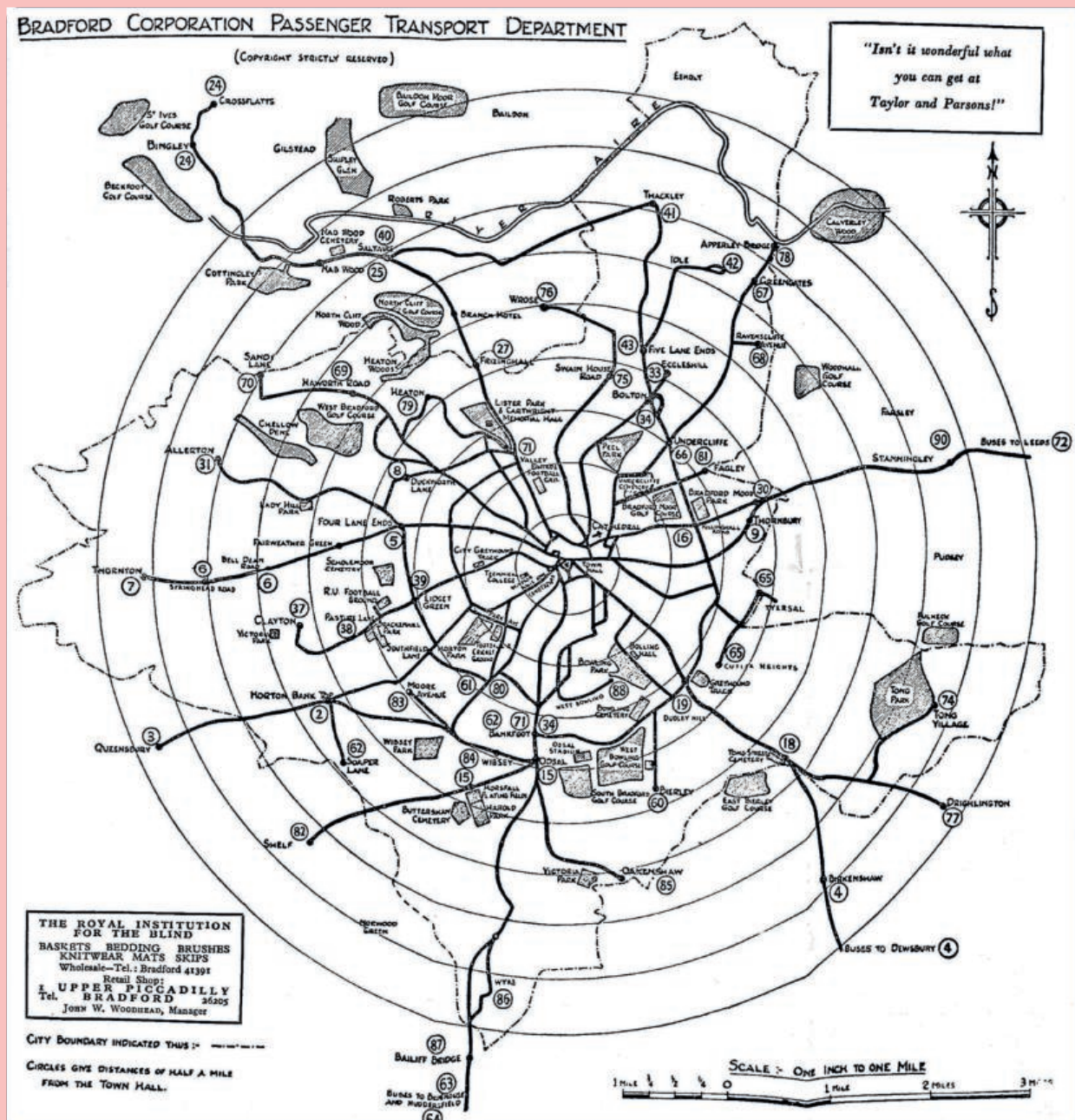
Publicity Corner

Bradford

This splendid timetable booklet is from Bradford Corporation, with currency between December 1948 and May 1949. One of our researchers likened it to a painting in a children's book!

Brown, Muff's "Yorkshire's Leading Store" (established 1814) also appeared to offer an overnight funeral telephone service...

The radial map doesn't differentiate between trolleybuses and buses, and trams don't even get a mention, although they would run until May 1950.



Trent's "Anywhere Ticket" was introduced on 1st July 1923. It was only available from company offices and was only valid on Mondays to Thursdays (presumably weekends and Bank Holidays were busier times and there was more profit to be made!). It was withdrawn in 1929 after an increase on petrol duty forced the company to think again about its discounts.

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VIP visitor

Praveen Kumar is an enthusiast who lives in India and works with Volvo. He was in the UK recently to visit a number of museums and archives in pursuit of his hobby. Praveen writes: “The opportunity to visit the Bus Archive was a remarkable achievement in my journey. The extensive collections, artefacts, and exhibits were awe-inspiring, and I am eager to delve deeper into the insights and inspiration they offer. I also hope that I am the first person from India to visit your prestigious Bus Archive”. You are indeed, Praveen!



Photo Below
Praveen (right) with Bus Archive Trustee Neil Barker (left) and noted Coventry historian Roger Bailey (centre).



New vehicle defects, delays and price rises

Documents from City of Oxford Motor Services in the 1960s and 1970s highlight issues of concern over buses newly delivered or whose delivery had just been delayed.

There were so many “fix” items identified on the Northern Counties body on a new Daimler Fleetline that they didn’t all fit into the space available on a standard form it sent to the BET Federation’s engineering department in London.

These include missing transfers, an exposed wiring loom in the cab, loose rivets in the upper saloon ceiling and malfunctioning ‘bus stopping’ sign and passenger counter. These complaints had already been conveyed to the bodybuilder.



VEHICLE RECEIPT FORM

To: The B.E.T. Federation, Limited,
Engineering Department,
Stratton House,
Piccadilly, London, W.1.

We have received the following vehicle under Contract 66/50

REGISTRATION NUMBER	BODY/FLEET NUMBER	CHASSIS NUMBER	DATE RECEIVED	VEHICLES RECEIVED TO DATE (TOTAL NUMBER)
KFC 377G.	377	62627	15/11/68	5

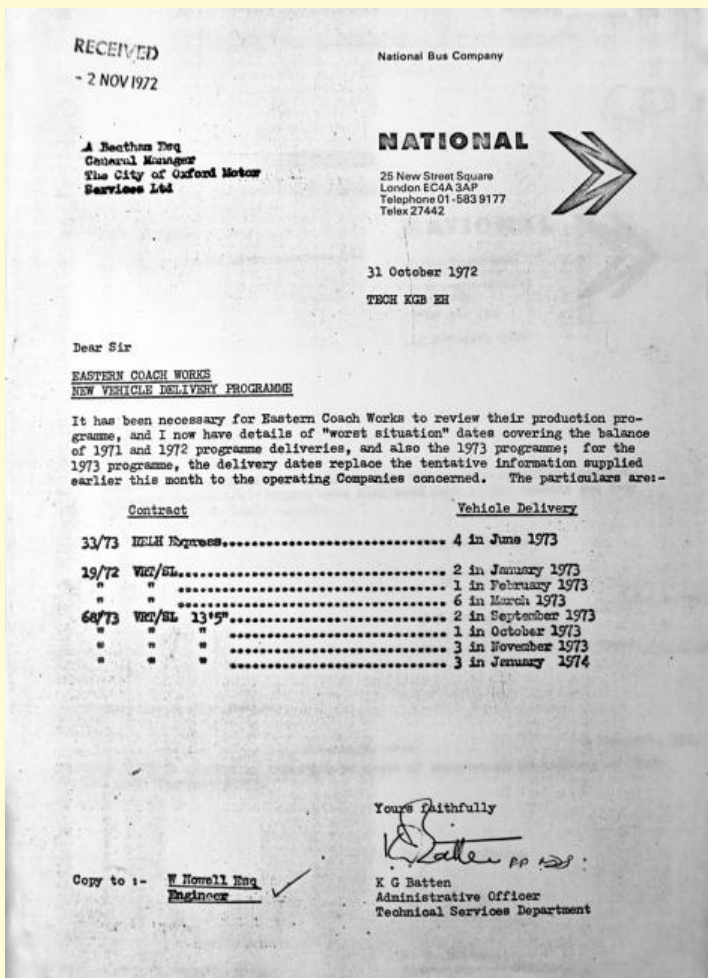
Particulars of any defects or shortages noted at time of receipt of vehicle.

DEFECT OR SHORTAGE	HAS ANY DIRECT ACTION BEEN TAKEN BY YOU?
No cover fitted over wiring loom in cab.	Body Builder advised
Interior view mirror the wrong pattern.	-
Stand Clear of Doors transfer not fixed	-
Fleet No transfer not fixed.	-
Grab handle not fitted on N/S Partition & Saloon.	-
Cleek strap required on cab door	-
Upper saloon - ceiling finisher rivets loose.	-
Draught excluder on cab door not fixed at lower end.	-
Passenger Counters do not function	-
Bus Stopping Sign - mal function	-
2 amp. Socket not fitted.	-

Company CITY OF OXFORD
General Manager/Chief Engineer [Signature]
Date 19/11/68

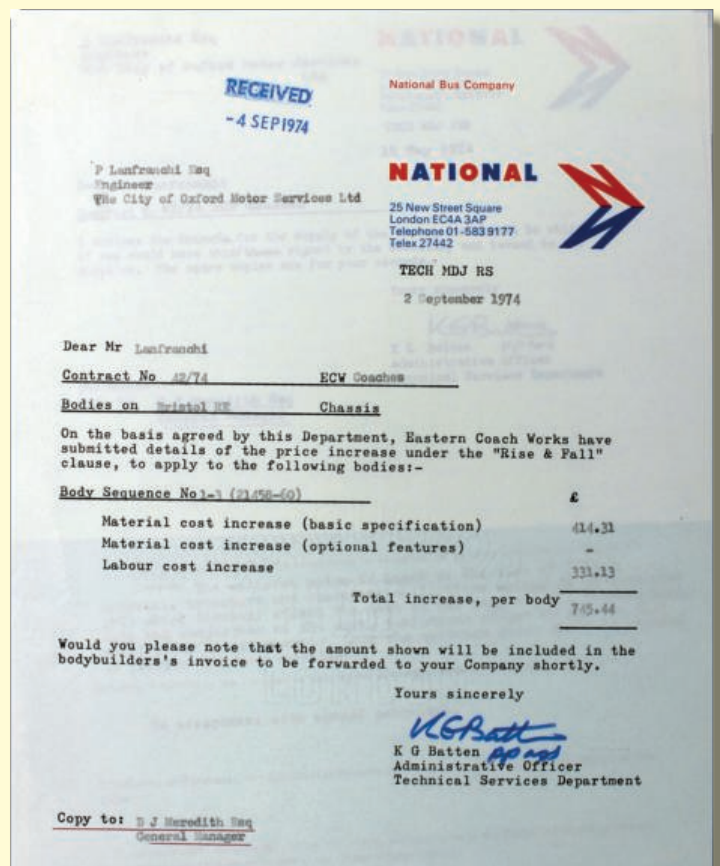
NOTE: Please return this form immediately on receipt of the vehicle and the attached form after vehicle has been in service one month

20/11/68



A letter from National Bus Company headquarters in October 1972 advises that Eastern Coach Works — jointly owned by NBC and Leyland — was reviewing its production programme and had details of "worst situation" dates for completing the balance of its 1971/72 deliveries and of the 1973 programme. Bristol VRTs due in 1972 would now come in the first quarter of 1973 and of nine in the 1973 programme, three would extend into January 1974. This was before the miners' strike and three-day week brought added disruption to British industry.

Adding to concern was galloping inflation, and nearly a year later, engineer Peter Lanfranchi was being advised that labour and material costs were adding nearly £750 to the cost of each of three new ECW coaches bodies on new Bristol REs — under the terms of so-called "rise and fall" clauses in which prices seldom if ever fell.



Dedication of 'The Millington Room'

On 14th June, the secure search room at Droitwich was formally named 'The Millington Room' in memory of Neil Millington.



Neil spent his working life in the motor trade, eventually as owner of Autosound Services of Bradford which supplied and fitted entertainment and video systems for coaches and buses.

Coaches became a hobby on his retirement as he built up a fleet of vintage bus and coaches with a core of Wallace Arnold vehicles.



Neil named his organisation Classic Connections and, whilst based in Bradford, they were regularly to be seen at rallies and heritage events up and down the country. Classic had its own enthusiastic and motivated volunteer group who helped Neil over many years. The particularly long and extensive restoration of a WA Leyland Tiger Cub coach was their crowning glory. His other motoring passions were Land Rover events and clubs, military vehicles, all of them large, and particularly Alvis cars, a marque he was heavily involved with as a trustee of the Alvis Archive Trust, whilst owning his own TF21 for over twenty years.



Neil Millington left a generous legacy to the National Association of Road Transport Museums (www.nartm.org.uk) and they, in turn, made an equally generous donation towards the refit of the new building. NARTM Chairman Dennis Talbot said: "It is remarkable to see what the team has achieved. The state of the art 'pod', humidity controls, storage, search and study facilities are truly impressive."

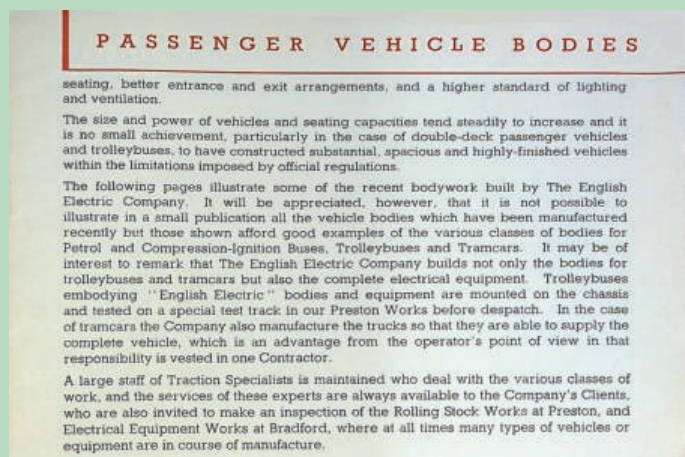
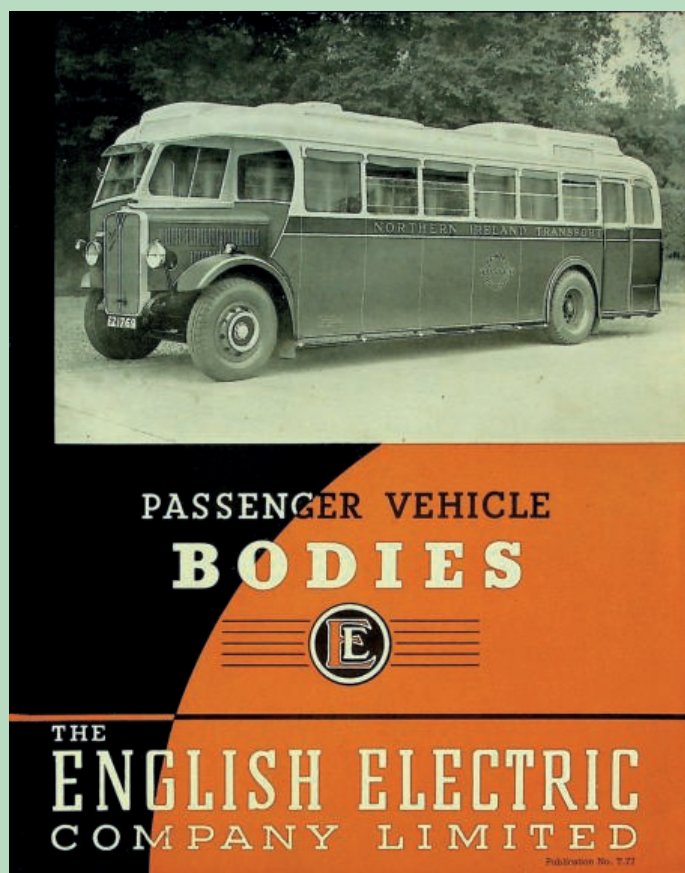
Bus Archive trustee Giles Fearnley (left) thanks Dennis Talbot as they unveil The Millington Room.

English Electric

The English Electric Company was created in 1918 to bring together four manufacturers which had prospered during The Great War but recognised that peace would mean very different prospects for its business. The Dick, Kerr & Company Ltd. of Preston was one of the constituents and it was at its Preston base that construction of bus, tram and railway equipment continued.

This 20-page brochure was produced around 1936 and shows the range of bodies which English Electric could build on almost any chassis; indeed, it emphasises that body work is constructed at the Dick, Kerr & Co. Preston factory.

We are able only to show a few pages here but the full brochure can be seen on our Flickr page at <https://www.flickr.com/photos/145880868@N07/albums/72177720319562470/>.



English Electric

B U S B O D I E S

CARDIFF CORPORATION TRANSPORT.

Double-deck all-metal bus body on A.E.C. chassis.

Seating capacity, 56.
Overall length, 28 feet.
Entrance at nearside front abreast of driver; staircase at front end behind driver; emergency exit at rear of upper saloon.



AT THEIR DICK KERR WORKS, PRESTON



BRADFORD CORPORATION TRANSPORT.

Double-deck all-metal bus body on A.E.C. chassis.

Seating capacity, 54.
Overall length, 26 feet.
Entrance and staircase at nearside rear; emergency exit at rear of upper saloon.

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T R O L L E Y B U S E S

MOSCOW TRANSPORT.

Double-deck all-metal trolley-bus body on A.E.C. chassis.

Seating capacity, 72.
Overall length, 31 feet.
Overall width, 8 feet.
Entrance and staircase at rear on continental nearside. Folding doors air-operated.

Emergency exits, rear windows in upper saloon and platform vestibule. This constitutes the largest trolley bus built to date.



AT THEIR DICK KERR WORKS, PRESTON

MOSCOW TRANSPORT

Interior of lower saloon of trolley-bus body illustrated above.

Comfortable service seats. Electric heating in upper and lower saloons.



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C O A C H B O D I E S

LEDGARD CO. LTD.

Single-deck semi-luxury coach on Leyland chassis.
Seating capacity, 32.
Overall length 27 ft. 6 in.
Entrance at nearside front; emergency exit at offside. Sliding roof. Luggage boot in rear of coach.



POTTERIES MOTOR TRACTION CO. LTD.

Interior view of coach illustrated below.

Strong and commodious luggage racks. Comfortable service seats upholstered in moquette with leather facings. Pillar-type lighting fittings.



POTTERIES MOTOR TRACTION CO. LTD.

Single-deck semi-luxury coach on Daimler chassis.
Seating capacity, 35.
Overall length 27 ft. 6 in.
Entrance at nearside front, sliding door; emergency exit front offside. Luggage container on roof.



Page Eighteen

THE ENGLISH ELECTRIC COMPANY LIMITED

REGISTERED OFFICE: QUEEN'S HOUSE, KINGSWAY, LONDON, W.C.2

PRODUCTS

GENERATING PLANT FOR STEAM.

WATER OR OIL POWER

Complete Power Stations of any size. Steam Turbines and Turboalternators. Surface Condensers. Horizontal and Vertical Water Turbines and Alternators. Diesel and Fuel Oil Engines. Mechanical Injection Cold-Staring Type Oil Engines. Alternators and D.C. Generators for all forms of drive.

ELECTRIC TRACTION AND TRANSPORT

Complete Electric Traction Systems. Electric Locomotives. Electric Motor-coach stock. Diesel-electric stock. Motors and Control Equipment for Railway or Road Vehicles. Battery Locomotives. Industrial Locomotives for all services. Electric Trams. Electric Trolley Buses. Trolley Buses and Trunks. Buses for Trolley Buses. Omnibuses and Motor Coaches.

ELECTRICAL EQUIPMENT FOR MARINE PURPOSES

Diesel-electric and Turbo-electric Equipments for ship propulsion. Diesel-electric and Turbo-electric Generating Sets for ship's auxiliaries. Motors for auxiliary drives.

TRANSFORMATION SYSTEMS AT ANY VOLTAGE

Complete Indoor or Outdoor Switching Stations. Oil Circuit-breakers of large rating capacity. Isolating Switches of all types. High-voltage Capacity Fuse Units. Transformer of any size, type or voltage. Booster Transformers. Induction Regulators. Current-limiting Reactors. Instrument Transformers.

SUB-STATIONS AND CONVERTING PLANT OF ALL KINDS

E.H.T. and L.T. Switchgear of all types. Automatic Switching Equipments. Fuse Gear of all types. Steel-tank and Glass-bulk Types of Mercury Rectifiers. Rotary Converters. Motor Converters. Motor-Generators. Synchronous Condensers. Frequency Changers.

POWER EQUIPMENT FOR ALL INDUSTRIES

Specialists in the complete electrification of iron and steel works. Non-ferrous Metal Works. Any Working Shops. Calanques, Quarries and Mines of every description. Brickworks. Cement Works. Sengs and Irrigation Works. Glassworks. Engineering Shops. Chemical Factories. Dye-works. Glass Works. Rubber Mills. Cotton, Wool, Silk and Jute Mills. Pulp and Paper Mills. Breweries. Sugar, Tea and other Food Factories. Farms and Dairies.

A.C. and D.C. Motors and Control Gear of all kinds from 1/2 H.P. to 25,000 H.P. to meet all modern conditions of Torque, Power, Factor Correction, etc.

DOMESTIC APPLIANCES

Fractional Horse-Power Motors. Electric Cookers. Electric Fries. Electric Water Heaters. Electric Washing Machines. Small Domestic Appliances (Electric Irons, etc.).

BRANCH OFFICES

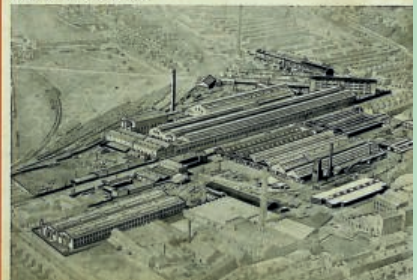
BEDFORD	—	—	Westminster Bank Chambers, High Street.	Telephone: Bedford 2000.
BELFAST	—	—	41 Donegall Place.	Telephone: Belfast 2000.
BIRMINGHAM	—	—	Central House, New Street, Birmingham, 2.	Telephone: Birmingham 2.
BRADFORD	—	—	Bradford Works.	Telephone: Bradford 2000.
BASTOL	—	—	85, Victoria Street, Bristol, 1.	Telephone: Bristol 2000.
CARDIFF	—	—	89 St. Mary Street.	Telephone: Cardiff 2000.
EDINBURGH	—	—	Victoria Chambers, 42 Frederick Street, Edinburgh, 2.	Telephone: Edinburgh 2000.
GLASGOW	—	—	200 St. Vincent Street, Glasgow, C.2.	Telephone: Glasgow 2000.
IPSWICH	—	—	Warriner Bank Building, Prince Street.	Telephone: Ipswich 2000.
KETERING	—	—	Bank Chambers, High Street.	Telephone: Kettering 2000.
LONDON	—	—	Queen's House, Kingsway, London, W.C.2.	Telephone: London 2000.
MANCHESTER	—	—	196, Deansgate, Manchester, 2.	Telephone: Manchester 2000.
NEWCASTLE-ON-TYNE	—	—	Carlisle House, Newcastle-on-Tyne, 1.	Telephone: Newcastle 2000.
PRESTON	—	—	Dick, Kerr Works.	Telephone: Preston 2000.
SHEFFIELD	—	—	Paterson's Buildings, 22 High Street, Sheffield, 1.	Telephone: Sheffield 2000.
SOUTHAMPTON	—	—	Victoria House, 22 Cumberland Place.	Telephone: Southampton 2000.
WOLVERHAMPTON	—	—	Midland Chambers, 34 Princess Street.	Telephone: Wolverhampton 2000.

WORKS: STAFFORD · BRADFORD · PRESTON · RUGBY

BRANCHES AND ASSOCIATES ABROAD:

Bombay, Calcutta, Lahore, Madras, Ceylon, Cape Town, Durban, Johannesburg, Adelaide, Brisbane, Melbourne, Sydney, St. Catharines, Montreal, Toronto, Vancouver, Auckland, Wellington, Belgrade, Bucharest, Copenhagen, The Hague, Stockholm, Cebu, Shanghai, Yokohama, Singapore, Tokyo, Buenos Aires, Mexico, Rio de Janeiro, Trinidad (B.W.I.).

VIEW OF PRESTON WORKS



Facebook highlights



The changing of the guard can be seen at Jersey Motor Transport in this early 1970s view of Weighbridge Bus Station in St. Helier. J 8853 was originally RTL485 (KLB 704) in the London Transport fleet, bought by JMT in 1959.

Passing behind is an example of the 'new order' with the change of JMT ownership to the Lewis family and the transfer of ten Plaxton Derwent bodied Ford R192s from their Trimdon Motor Services fleet.

(Photographer Peter Yeomans, ref. PY01/10104).



A contrast in Grantham Bus Station. On the left is 133 FUP, a Plaxton Highway bodied AEC Reliance of Simmons (Reliance), Great Gonerby which had been new to Atkinson (General, Chester-le-Street in 1960. Two years older was Lincolnshire Road Car 2612 (RFU 690) on the right, an ECW coach seated Bristol SC4LK.

(Photographer John Fielder, ref. JF01/50640).



A tribute to Pennine Motor Services which closed down ten years ago in May 2014. In much earlier times we see ATE 801 a Leyland TS7 with Metro Cammell body which had been new to Lancashire United in 1936 and served Pennine for five years from 1951. Closely behind is Leyland bodied Leyland Royal Tiger LWY 702 and in the distance Ribble 1250 (DCK 221) a 'White Lady' Leyland PD2 with East Lancs coach body.

(Photographer Derek Giles, ref. DG02/03247).

The Windover Kingsway was perhaps typical of coach bodies produced by small manufacturers on early underfloor engined chassis. The BET group were quite keen purchasers and here is Yorkshire Traction 974 (EHE 921) a 1953 Leyland Royal Tiger. It spent a full life with YTC, being withdrawn in 1965 and passing to Leeds General Taxis.

(Photographer J Wilkins, ref. JW02/00184).



Facebook highlights

A quite dramatic photograph of a Leyland Tiger Cub with Alexander body working for the W Alexander & Sons operating company, taken on 11th September 1958 near Killin at the western end of Loch Tay. PD17 (FMS 734) was new in July 1954 and remained with the Midland company as MPD17 when in 1961 split of the huge Alexander business into three geographic parts - Northern, Midland and Fife. (Photographer Ted Gadsby, ref. TG03/01074).



A very nice photo of Caerphilly 47 (JTG 478) a Strachans bodied Guy Arab III new in 1949. It was taken quite a long way from Caerphilly – outside The Paget Arms in Wolverhampton by Robin Hannay who was a Guy Motors employee at that time. (ref. RH03/00095).

Reading matters

Archive documents from Reading Corporation Tramways offer insights into daily life that sometimes show how little things have changed over the past 120 years, even if electronic keyboards have taken the place of copperplate handwriting and manual typewriters.

The request for a former employer's reference for the applicant for a conductor's job assures the tramways office that Ernest Redworth, formerly a fish fryer, is honest, has "temperate habits" and "most decidedly" is a suitable man to collect fares and otherwise regulate the operation of a tramcar.

Reading Corporation Tramways.

TRAMWAYS OFFICE, MILL LANE,
READING, *October 2nd 1905*

Dear Sir
Mr Ernest Redworth of 15 Cholmeley Road Reading
is an Applicant for a position as *Conductor*
in this Service, and has given your name as a former employer. I shall, therefore, be glad if you will kindly answer, in confidence, the questions below, and return this Form to me at your earliest convenience. The Applicant states he was employed by you as *Fish Fryer* and left about *March 1905*

Yours truly,
W. BINNS,
Manager.

Mr Robey
21 Oxford Road
Nindor

How long was Applicant in your Service? *2 years or more*
In what capacity? *Fish Fryer*
Reason for leaving? *Business changing hands*
Is he of temperate habits? *yes*
Do you know him to be honest? *yes*
Is he, in your opinion, a suitable man for the position for which he applies? *most decidedly*

ANY FURTHER REMARKS.

Signature *W Robey*

READING CORPORATION TRAMWAYS.

ACCIDENT REPORT

Folio.....
Report No. *595*

CONCERNING: *Passenger refusing to pay for parcel*

1. DATE of Accident..... *September 9th 1921*
2. NUMBER of Tramcar..... *35*
3. MOTORMAN, Name and Licence No... *W. Surman 90*
4. CONDUCTOR, " " " *J. H. Weal 35*
5. PLACE Accident occurred..... *Barracks to L16*
6. TIME Accident occurred..... *7.42*
7. TERMINUS Car going to..... *Wokingham Rd*
8. SPEED of Tramcar (at time of accident) M.P.H...
9. DESCRIPTION of Vehicle.....

10. INJURED Person..... *Mr H. B. Couch* *60 Buckham Rd Reading*
11. OWNER of Vehicle.....
12. DRIVER of Vehicle.....

Witnesses (1) ...
(2) ...
(3) ...
(4) ...
(5) ...
(6) ...

FULL STATEMENT OF WHAT HAPPENED.

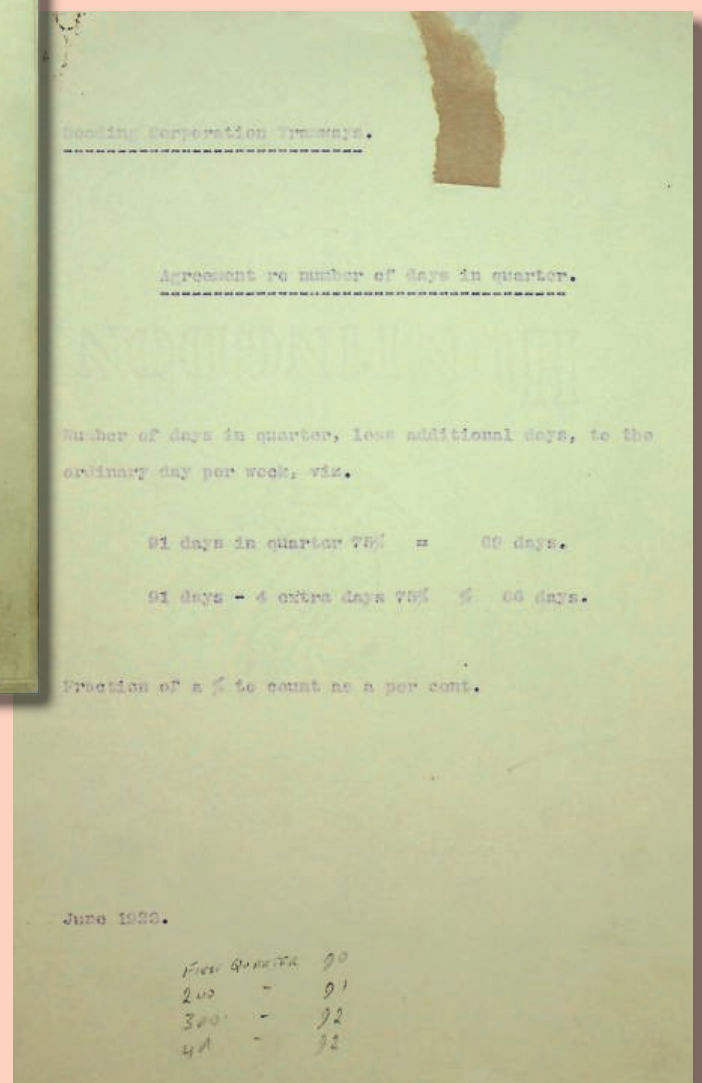
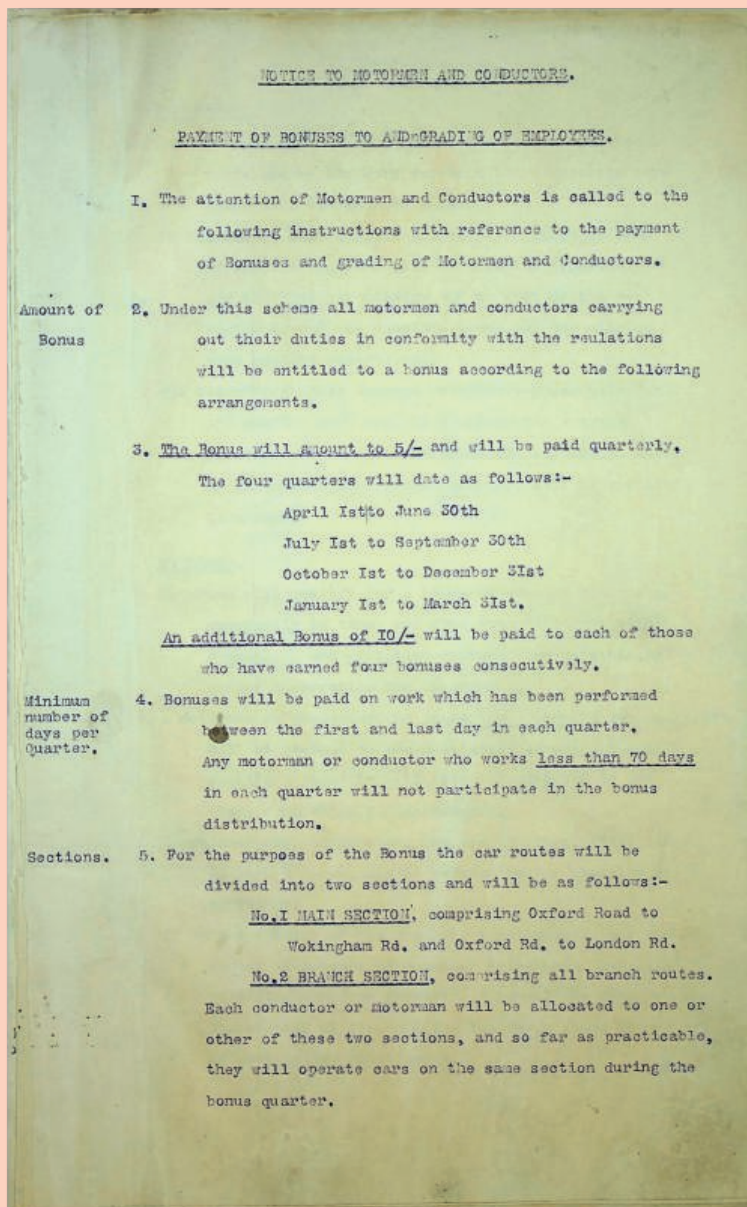
Sir,
As I was getting my fares in at the Barracks the above passenger got on. When I went to get his fare he refused to pay for his suitcase. The reason he said was because he had told an inspector about me charging him for it and he said the inspector said that if it was so little as he made out he would not have to pay for it. That he said was take my card & I shall call round the Depot.

Signature *J. H. Weal*

In September 1921, conductor Weal completed an accident report form related to what appears to have been more in the nature of an incident in which a Mr Couch refused to pay for his suitcase, claiming that an inspector had told him the charge was so small that he had no need to pay it, and had given the conductor his card and would call round at the depot.

Reading matters

A typewritten notice to all motormen and conductors sets out the quarterly bonuses paid to all crews for carrying out their duties in conformity with then regulations — five shillings for everybody, plus ten shillings for those who have earned four consecutive bonuses. They must work at least 70 days in a quarter — a separate notice dated June 1922 shows that the quarters are of 90, 91 or 92 days — and “as far as practicable” a crew will work exclusively either on the main inner section of the tramway or on its branch routes.



Donations

We have received the following donations in the last quarter. As ever, we are very grateful to everyone on this list:

Donor	Content
Dennis Bury	Photograph collection of the late William Stanley Wolfe
Vernon Morgan	Timetables and publicity
Nigel Tarrant	Mixed collection of original bus operator records
Tony Francis	Books, timetables and publicity, tickets, single photograph and press extracts
Colin May	Books, timetables and publicity, photographs
Brian King	Mixed collection
Colin Martin	Personal collection (Digital)
Fred Ward	Duple ledgers 1930s
The family of the late Martin Eastall	Book collection
Thomas WW Knowles	Mixed collection including that of the late Edwin Marsh
Tim Mason	Collection of the late Frank Michael Allen
Chris Turner	Timetables
Derek Roy	Books, Timetables and publicity
The Estate of Francis David Potter	Books and timetables
Graham Westcott	Mixed collection
Bill Potter	Manufacturer brochures and press releases

The late Bob Gray, whose family donated a large part of his collection to us earlier in the year, was a keen enthusiast for Southdown although he spent much of his career with Hants & Dorset Trim and its precursors.

As we sorted through Bob's collection, it became clear that he collected official material not only from his own time in the industry but long before that. For example, on the next page is a chart – today we would call it a spreadsheet – which compares the fuel consumption between Hants & Dorset vehicle types and also between depots and outstations. Quite how long it would take someone to calculate all of this we can only imagine, but we hope the chart was useful!

Donations

HANTS AND DORSET MOTOR SERVICES LIMITED.														
PUBLIC SERVICES VEHICLES (DIESEL) - M.P.G. ANALYSIS.														
Four Weeks Ended 16th July, 1960.														
Cost Period														
BODY, CHASSIS and ENGINE TYPE	EASTERN AREA							WESTERN AREA						
	Southampton	Winchester	Eastleigh	Fareham	Woolston	Lymington	Eastern M.P.G	M.P.G	Western M.P.G	Bournemouth	Poole	Parkstone	Ringwood	BODY, CHASSIS and ENGINE TYPE
DD A.E.C. 6A								11.70	11.70	11.70				DD A.E.C. 6A
DD K6A						14.36	14.36	12.57	12.38	12.58	12.16		12.51	DD K6A
DD K6B	12.59		13.04	12.99	12.19		12.58	12.57	11.60		11.60			DD K6B
DD K96B	13.04		12.37		11.96		12.87	12.87						DD K96B
DD KSW6B	12.03			12.83		13.70	12.59	11.79	11.37		11.37			DD KSW6B
HB K5G	12.33		12.95	12.84	12.60		12.57	12.61	12.86		12.86			HB K5G
HB O/T K5G 26ft								12.50	12.50	12.50				HB O/T K5G 26ft
KSW6G	12.16	13.34		12.00			12.44	12.03	10.87		10.87			KSW6G
LD LD6B	12.28		12.63	13.16	12.22	13.59	12.84	12.51	12.39	12.33	11.47		13.38	LD LD6B
LD LD6G	13.67	13.90	12.73	13.84	13.14	14.01	13.65	13.37	12.84	12.91	12.08		13.76	LD LD6G
LD LD6G								13.75	13.75	13.75				LD LD6G
DD PD1A 7.4	11.82	12.69					12.55	12.55						DD PD1A 7.4
DD PD2 9.8	10.30						10.30	10.30						DD PD2 9.8
SD L6A	2.77			14.04			12.64	13.41	13.65	13.77	13.04			SD L6A
SD L6B	12.88			14.24		13.17	13.24	13.88	14.77	15.63	14.14		14.02	SD L6B
SD LL6B		14.33		12.89			13.09	13.09						SD LL6B
SD L5G	17.28	15.32		14.57			14.94	15.17	15.25	15.42	15.35		14.29	SD L5G
SD LL6G	12.48			6.38			11.71	12.82	13.38	12.52	14.66			SD LL6G
LS LS6G	13.83	16.09		16.66		16.94	15.47	15.10	14.13	15.24	13.55		13.87	LS LS6G
LS L6G														LS L6G
SD LL6G	9.88						9.88	9.88						SD LL6G
SD LNL6G	13.82						13.82	13.82						SD LNL6G
SD MC/S		16.34					16.34	16.34						SD MC/S
SD OB-P6														SD OB-P6
C L6A														C L6A
C L6B														C L6B
C LL6B	15.96				12.24		13.09	14.19	13.98	13.91	14.15			C LL6B
C LNL6B	15.11						15.11	15.76	16.25	16.25				C LNL6B
C L6G	14.95					14.97	14.93	14.08	13.70	14.09	14.66		10.72	C L6G
C LS6G	15.38					16.15	15.48	15.00	14.61	14.61				C LS6G
SD MW6G	16.74			15.99			16.34	16.50	16.94	16.93	17.83		15.62	SD MW6G
C MW6G	15.71						15.71	14.98	14.80	14.80				C MW6G
LD6BV	13.50			13.09		14.27	13.45	13.55	13.99	13.99				LD6BV
FS6B	13.59						13.59	13.35	13.15	13.15				FS6B
FS6G	13.73						13.73	13.73						FS6G
K6A O/T								10.99	10.99	10.99				K6A O/T
LL6A	11.65			14.09			12.90	12.77	12.37	12.37				LL6A
LL														LL
True M.P.G This Period.	13.12	13.86	12.82	13.31	12.65	14.47	13.32	13.07	12.80	13.26	12.00		13.42	True M.P.G This Period.
True M.P.G Previous Yr.	13.22	14.06	12.89	13.53	12.48	14.27	13.39	13.15	12.86	13.42	12.01		13.40	True M.P.G Previous Yr.
True M.P.G Last Period.	13.07	13.85	12.78	13.34	12.51	14.42	13.34	13.02	12.68	13.25	11.83		13.28	True M.P.G Last Period.
Dip corrected M.P.G This Period..	13.11	13.84	12.74	13.27	13.00	14.61	13.33	13.08	12.81	13.24	12.06		13.43	Dip corrected M.P.G This Period..
Dip corrected M.P.G Previous Year.	13.29	14.09	12.98	13.47	12.53	14.26	13.43	13.18	12.89	13.47	12.03		13.40	Dip corrected M.P.G Previous Year.
Number of Vehicles Operated.	129	22	15	41	20	24	251	472	221	126	78		17	Number of Vehicles Operated.
	Southampton	Winchester	Eastleigh	Fareham	Woolston	Lymington	Eastern Area	Total Fleet	Western Area	Bournemouth	Poole	Parkstone	Ringwood	

This illustrates that we are continually grateful to those who collect this valuable official information as they go, as an alternative to it being thrown in the skip!



A photo taken from a 1971 edition of the Bristol Commercial Vehicles Limited magazine. Would anyone like to suggest a witty caption?

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

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