



At the close of a variable summer, here is a view of a former War Department Bedford QL of Southport Corporation Transport, as the display says running between Victoria Park, the Promenade and the Pier. There was also a service onto the beach, which of course is very large in Southport.

These services were introduced in 1946, and there were 12 of these buses in total: one bodied by the operator itself, the remainder by Rimmer, Harrison and Sutherland. Withdrawals began as soon as 1951, apparently due to high levels of corrosion from the sea salt but four remained until the end of the services in 1966. *(continued on page 2)*

## HIGHLIGHTS IN THIS ISSUE

The ACME Thunderer • VIP Corner  
Pieces of the Jigsaw • The “Indiaman”  
East Anglia Interlude • Duple Annuals  
Ribble Conductor Training

*incorporating*

THE  
KITHEAD  
TRANSPORT ARCHIVE

## Southport (continued)

Here is publicity for the Promenade Circular Tour – and the cover of the 1948 summer edition of the timetable, with the name of the General Manager prominent. Jackson Hoggard (b. 1918) served in this capacity from 1946 to 1974 when the undertaking was absorbed into Merseyside PTE. Hoggard's father had also been a municipal GM, at Lincoln (1921-29) and Chesterfield (1929-49).



**PROMENADE CIRCULAR TOUR**

●

**OPEN BUSES**

operate a frequent service

between

**HESKETH PARK AND ROTTEN ROW**

along **THE PROMENADE**

---

**SHORE SERVICE**  
(Publicity and Attractions Department)

**OPEN BUSES**

leave

**THE MARINE DRIVE**

every few minutes

for

**THE SANDHILLS AND AINSDALE**



**SOUTHPORT CORPORATION  
TRANSPORT**



**OFFICIAL  
TIME AND FARE  
TABLES**

**SUMMER SERVICES**  
9th MAY to 9th OCTOBER  
1948

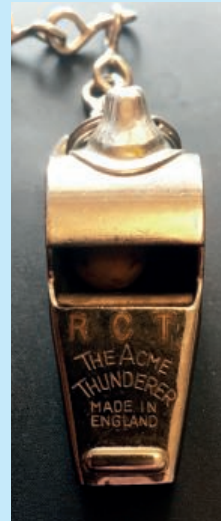


TRANSPORT OFFICES  
1 EASTBANK STREET  
TEL. SOUTHPORT 5523

JACKSON HOGGARD  
GENERAL MANAGER

**PRICE 2d.**

## The ACME Thunderer



Last month we were delighted to accept a mixed collection of material from Thomas W W Knowles, an industry stalwart and probably still best remembered as a leading municipal General Manager with Lancaster.

Thomas is a long-time supporter of the Archive and on this visit he donated more papers from ALBUM (the Association of Local Bus Undertaking Managers, for whom we are the official archive), and more photographs and records from his career.

Perhaps the most unusual, however, was an ACME “Thunderer” whistle, beloved of football referees and school teachers everywhere, but which also had an interesting role in the bus industry. This example is embossed “RCT” – for Reading Corporation Transport – and is a reminder of Thomas’ time there as Traffic Superintendent.

Apparently, an inspector was designated to supervise the departure of the last buses from the Town Centre and a blow of the whistle was the signal that the time had come to depart. It must have been quite a sight.

We posted this on our Facebook page and this revealed, as usual, more interesting facts. The Thunderer was made in Birmingham, in the Jewellery Quarter, and there were similar applications of the “last bus whistle” reported in Sheffield and Manchester, whilst the whistle was also common issue for conductors at Midland Red and West Yorkshire Road Car, to assist in reversing buses.

Our Walsall volunteer, John Bennett, painted a typical scene:

Inspectors at Derby Corporation Omnibus Department must have been similarly equipped. In the summer of 1970 I was fortunate to gain student conductor employment with Derby Corporation and quickly received my badge, EE61038.

At that time most of the Corporation services departed from stands around the Market Place. All last buses left at 11pm and crews had to await the whistle blown by the inspector on duty before departing. There was then a mad dash of Daimler CVG6 and Fleetline buses out of town to the terminus and back to depot in the fastest time possible. Crew buses, known as “Paddy Buses” ran from the depot around the town to take crews home and woe betide any conductor who was slow to complete his “paying in” and held the bus up!

## VIP Corner

We welcomed two industry stalwarts at our Droitwich centre recently. Tony Kennan (left) and Len Wright were trainees together at East Kent Road Car in the early 1970s and have been friends ever since. Both are supporters of the Archive and they came along to see what our East Kent collection would reveal.

After East Kent, they both went on to have significant careers in the industry. Tony gravitated to the north-east with United Automobile and finally Northumbria, whilst Len has had what he termed “an interesting path in the industry”, determined largely by a chance opportunity at East Kent.

In the early 1970s, there was a big push for inward tourism into the UK, and East Kent was well-placed to do well out of this – the only problem was that no-one in the company’s management had much experience in coaching of that type and so Len (who had just completed his training) was sent along to find out what it was all about.

Whilst he stayed at East Kent for a while, the interest in coaching took him to owning his own coach, including the first of what we now recognise as specialised “band buses” for the music industry. He was then early into the London tendered services market with London Buslines (on route 81) before creating Q-Drive in the late 1980s to acquire The Berks Bucks Bus Company (The Bee Line) and Alder Valley, which were later sold on to CentreWest.



## Clive King (1951-2019)



It was with great shock that we learned of the sudden death of Clive King, both an industry stalwart and transport enthusiast, and one of the supporters of the Archive.

Clive was a London man but his interests stretched across the country and indeed the world; in his professional life he moved through London Transport and London Country, eventually becoming Commercial Director of London Country North West when the company was split in 1986. He participated in a management buy-out and when the company was sold on to Luton & District he stayed on to fill a role across all L&D activities and this continued into Arriva days when his specialism was concessionary fares and the Green Line operations.

He retired by degrees, and at the time of his death he was still working a few days each month for Arriva – such was his unique knowledge. Clive donated many of his working papers to the Archive and they form a unique record of a larger than life character.

# Pieces of the Jigsaw

With the 80th anniversary of the outbreak of the Second World War, we dug deep into our collections and came out with a photograph and a document, each from different sources, to show aspects of how the industry had helped the war effort.



The first is a photo from the West Yorkshire Information Service collection and shows a Dennis Lancet, YG 5718, in use in the evacuation of children around the outbreak of hostilities. There is a gathering of drivers and four Special Constables which suggests that there was quite a convoy of buses involved.

In our collection at Acton we discovered a list of buses loaned to London Transport during the war, and specifically a record of the tyres which were fitted – and quite by coincidence the same West Yorkshire Lancet was one of those involved. So that particular bus was heavily involved on two fronts.

Copy to Messrs. Croom Johnson, Blair, Stallen, Charles, Gough (3), Wernald, Baskerville, Monson, Fullbrook & Co., Ltd.

**THE WEST YORKSHIRE ROAD CAR CO., LTD.**

**SCHEDULE OF NON-CONTRACT TYRES FITTED TO NINETEEN VEHICLES TRANSFERRED TO THE LONDON PASS**

| CAR NO. | REGD. NO. | F.N.S. |          | F.O.S. |        | R.N.S.I.   |        | R.E.S.O.   |        | R.O.S.I.   |        |
|---------|-----------|--------|----------|--------|--------|------------|--------|------------|--------|------------|--------|
|         |           | MAKE   | NUMBER   | MAKE   | NUMBER | MAKE       | NUMBER | MAKE       | NUMBER | MAKE       | NUMBER |
|         |           | MILE.  |          | MILE.  |        | MILE.      |        | MILE.      |        | MILE.      |        |
| 812     | YG. 3951  |        |          |        |        |            |        |            |        |            |        |
| 815     | YG. 3054  |        |          |        |        | O 18991    | 13,888 | O 187402   | 17,892 |            |        |
| 829     | YG4705    |        |          |        |        |            |        | T SRR3999  | 3,762  |            |        |
| 832     | YG. 4708  |        |          |        |        | O 60701    | 23,705 | D YGX2595  | 15,907 |            |        |
| 840     | YG. 4716  |        |          |        |        | D HIX3054  | 43,052 |            |        |            |        |
| 843     | YG. 4719  |        |          |        |        |            |        |            |        |            |        |
| 849     | YG. 5716  |        |          |        |        | D DJE20544 | 43,881 |            |        | M LJ41392  | 30,427 |
| 851     | YG. 5718  |        |          |        |        |            |        | G P93356   | 16,435 | G 000824   | 35,343 |
|         |           |        |          |        |        |            |        | T DE53269  | 5,744  | O 15085    | 25,034 |
| 856     | YG. 5723  |        |          |        |        |            |        | T SRR55007 | 19,285 | T SRA45847 | 3,490  |
| 857     | YG. 5724  |        |          |        |        |            |        |            |        |            |        |
| 862     | YG. 5729  |        |          |        |        | D HGX22261 | 4,537  |            |        | F SRR43178 | 23,081 |
| 863     | YG. 5730  | M      | FR195740 | 12,112 |        |            |        |            |        |            |        |
| 864     | YG. 8961  | D      | HIX50968 | 39,221 |        |            |        |            |        |            |        |
| 870     | YG. 8967  |        |          |        |        |            |        |            |        |            |        |
| 876     | YG. 8973  |        |          |        |        |            |        |            |        |            |        |
| 877     | YG. 8974  |        |          |        |        |            |        |            |        |            |        |
| 878     | YG. 8975  | M      | RP195252 | 8,994  |        |            |        |            |        |            |        |
| Y845    | YG. 5712  | G      | P57046   | 30,123 | G      | PO8118     | 30,123 | O 21997    | 29,631 | O 256403   | 1,286  |
| Y846    | YG. 5713  | G      | P56085   | 28,252 | G      | P56651     | 28,252 | O 917405   | 16,985 | O 17791    | 20,221 |

This document also gives a glimpse into the attention given to tyres as part of a bus company's normal operation. Although today it is more likely that tyres are rented from one of the main suppliers, scrupulous records still need to be maintained so that the appropriate mileage is recorded against each tyre, as payment is usually on a rate per mile basis.

And just think of the administration here – each individual tyre is listed, its make, number and mileage!

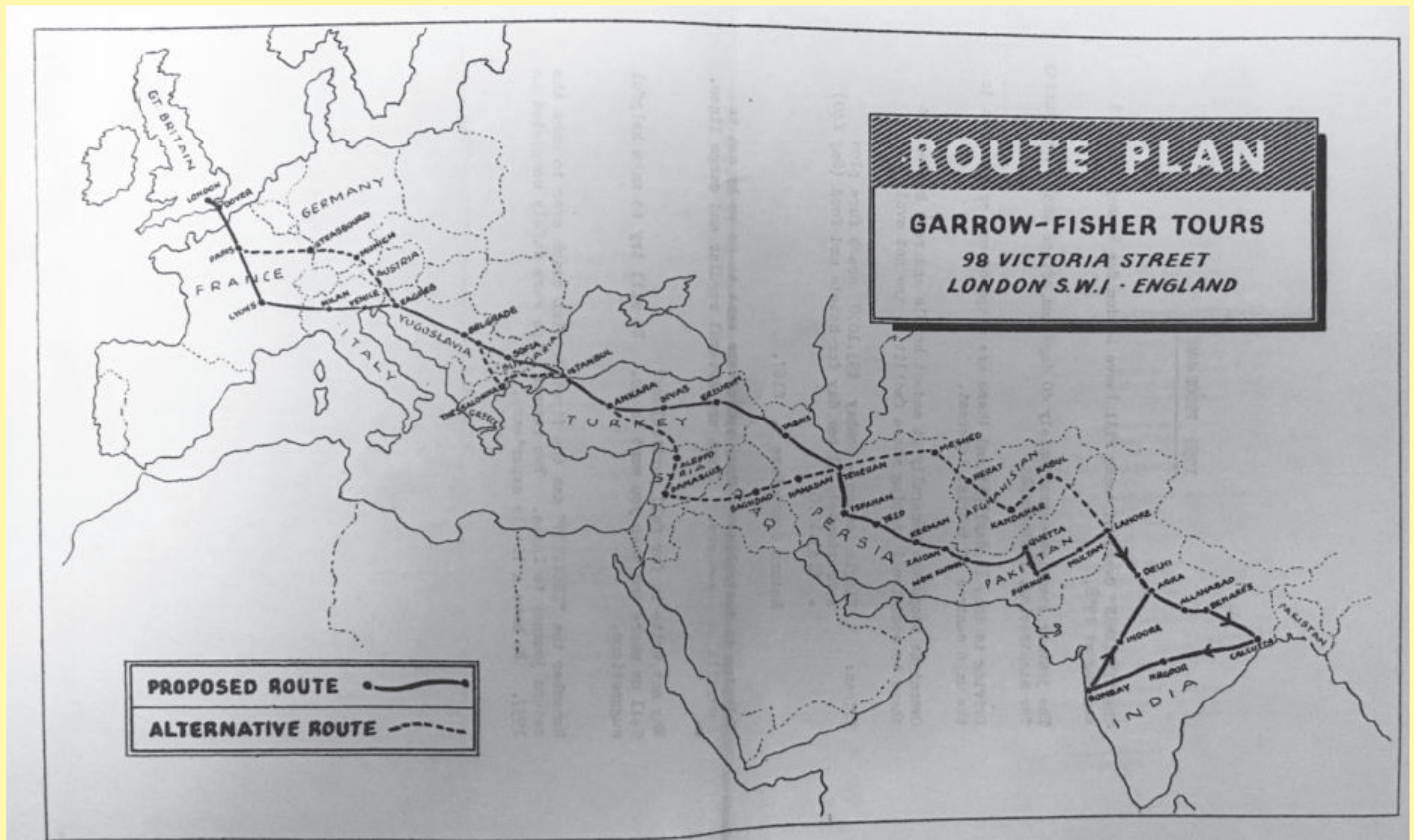
Discovering two pieces of evidence about the same vehicle might seem just a coincidence but it is really two parts of the jigsaw, which allows us to tell the story of the industry.

# The “Indiaman” Overland Tourist Coach Service

In the late 1950s the “Indiaman” was certainly an adventure as the 12-page typewritten 1958 brochure from Garrow-Fisher Tours of London describes. The map has a full description on the rear – there were two departures planned in April and August, each bound for Bombay. The journey took 40 days, with all driving being done in daylight, and overnight stops were “...generally at modest hotels and rest houses but there is occasional camping where facilities are not available.” And all for the bargain price of £167 return including accommodation (the equivalent of nearly £4,000 today).

The coach itself was described as an AEC Regal with Harrington body, downseated from the normal 33 to 24. Clearly, not in the first flush of youth.

As it the brochure said, “Travelling by Indiaman is, in fact, an adventure” and there are notes explaining the change of route if the Syrian frontier is still closed, and also problems American passengers may have in being unable to go through Bulgaria, in which case the coach would divert via Salonika.



The September 1957 edition of the “AEC Gazette” included a feature on the “Indiaman” and which included these delightful coloured illustrations.

## CRUISE of the “INDIAMAN”



THE "INDIAMAN" OVERLAND  
TOURIST COACH SERVICE

'Information Booklet'

1958

96-98 Victoria Street, London, S.W.1  
TATE Gallery 8564

THE "INDIAMAN"  
General Information

1. In the adventurous days of long ago an "Indiaman" was one of the sailing ships that undertook the long and hazardous voyage to India in search of trade. It was in much the same spirit that the first overland motor coach journey to Calcutta and back was made in April 1957 - so what more appropriate name could be given to the coach than - "THE INDIAMAN"?

2. The "Indiaman" actually made TWO return journeys during 1957 and the story was featured in T.V., News Reels, and in the World's Press. It is still the ONLY motor coach in the world to have made safely the return trip to India.

3. The "Indiaman" is an A.E.C. "Regal" having a heavy chassis, 9.6 litre Diesel engine, fluid drive and pre-selector gearbox. The bodywork was built by Harringtons of Hove and is of all metal construction. Originally designed for 33 passengers, the coach now carries a maximum of 24 together with luggage, tents and equipment.

4. Travelling by "Indiaman" is, in fact, an adventure. One joins a "Group" under the leader of the expedition and, on the road and in camp, one must co-operate. In town and sightseeing one is free, indeed encouraged, to go out on ones own. To find out for ones self all there is to see and hear and experience. Of course advice and information can always be had for the asking.

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The administration was certainly something as prospective passengers are requested to send in TEN passport photographs with their application!

But you must be fit and willing to accept the rigours of camping when circumstances demand. You are advised to obtain your doctor's opinion as to the advisability of your joining the party. In particular your attention is drawn to item 21 (inoculations) and item 22 (insurance).

8. ROUTES The route to be followed depends on circumstances. If the Syrian frontier is open to British subjects by April (as now seems hopeful) the route will be:  
LONDON - PARIS - NANCY - STRASBOURG - through Black Forest - MUNICH - SALZBOURG - VIENNA - MARIBOR - ZAGREB - BELGRADE - NIS - \*SOFIA - ISTANBUL - \*\*ANKARA - AKSARAY - Cilician Gates - ADANA - ISKENDRUN - LATAKIA - BEIRUT - DAMASCUS - AMMAN - River Jordan and Dead Sea - JERICO - JERUSALEM - BETHLEHEM - MAFRAQ - RUTBAH - BAGHDAD - KHANAQUIN - TEHERAN - QUM - ISFAHAN - YEZD - KERMAN - Dasht i Lut desert - ZAHEDAN - QUETTA - SUKKUR - (Lloyd Barrage on Indus) - PANJNAD - (meeting of 5 rivers of Punjab) - MONTGOMERY - LAHORE - (Shalimar Gardens etc.) - AMRITSAR (Golden Temple) - DELHI - AGRA - (Taj Mahal) - JAIPUR - BOMBAY.

Note \* If there are American passengers unable to pass through Bulgaria the coach will go south to Salonika in Greece and along the Aegean coast to Istanbul.

Note \*\* If Syrian frontier is still closed the coach will go from Ankara to Samsun, along the Black Sea coast to Trabzon, over the mountains to Erzerum, near Mount Ararat and down into Tabriz to rejoin the route at Teheran.

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16. TAKING PHOTOGRAPHS: In certain countries one may not photograph too freely - mosques, military installations etc. You will be advised what to do - but if in doubt ASK.

17. LETTERS: A complete list of addresses to which letters may be sent will be supplied to each member, together with an itinerary.

18. PASSPORTS AND VISAS: A current passport, valid for the following countries is required: France, Italy, Germany, Austria, Yugoslavia, Bulgaria, Greece, Turkey, Iran, Pakistan and India. If any of these are not included in your passport you should take steps immediately to remedy this, and the Passport Office, Clive House, Petty France, S.W.1., will attend to it for you without delay. Australian passports may have an "exception" stamp prohibiting passage through certain countries. This will be cancelled immediately on presentation at Australia House Passport Office.

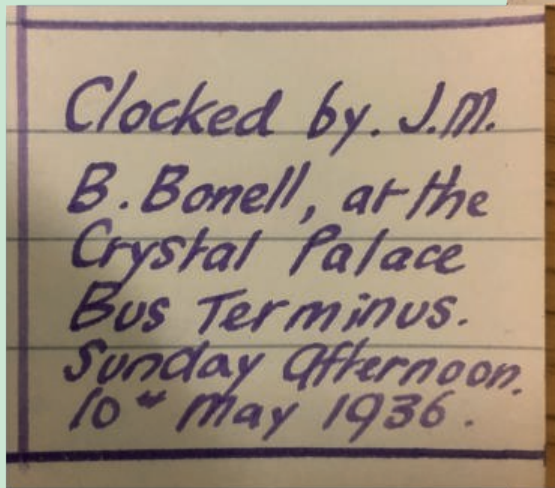
For British, Canadian, Australian and American nationals, visa formalities are simple and we will be glad to obtain those required for you. At least ten passport photographs should be sent with your passport to this office. The route may be varied to travel through Greece if there are any Americans travelling who would be obliged to avoid Bulgaria. However, we prefer to travel through Bulgaria as the road is much better and interesting. The coach has already passed through Bulgaria several times and passengers have been welcomed and not inconvenienced in any way.

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# Some London items

Our collection at Acton is a rather more mixed that at other centres. On one hand there is a comprehensive collection of timetables and publicity going right back to pre-London Transport days and continuing to today; whilst on the other is a variety of material collected by individuals, a mixture of official papers (discarded by LT) and some valuable original work by enthusiasts.

From the latter category is a quite remarkable handwritten document, which some would argue to be merely "spotting" but some 83 years later is a real record of operation. J M B Bonell recorded the trolleybuses operating Service 654 between Crystal Palace and Sutton on the afternoon of Sunday, 10th May 1936 – the order in which they operated, and the 'depot order'. At a glance, we can see how the service was run!

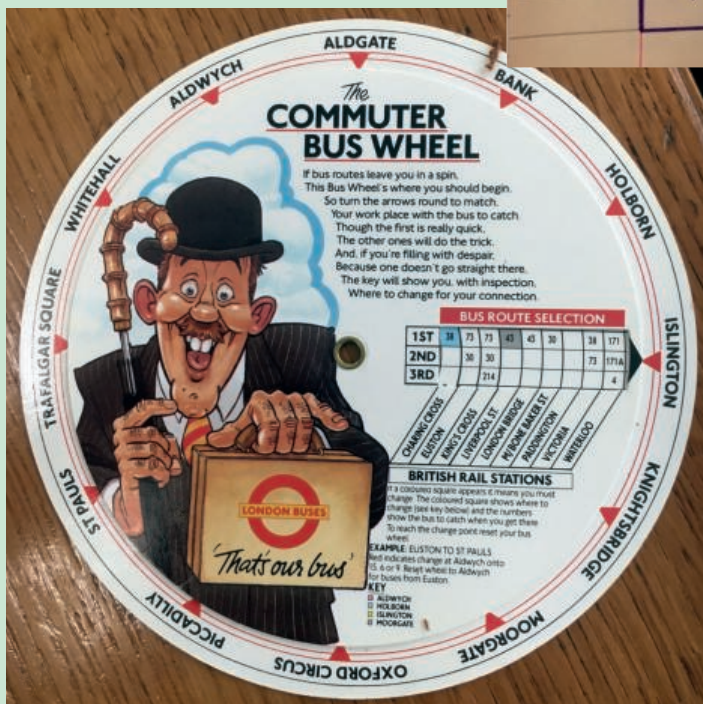


*J.M. Bonell*  
London Passenger Transport Board, 17 MAY 1936

Running order of trolley-buses operating service (654)  
Crystal Palace to Sutton

| DEPT. ORDER | REGISTRATION | TROLLEYBUS NUMBER |
|-------------|--------------|-------------------|
| 21.         | CGF. 88.     | 88.               |
| 1.          | CGF. 64.     | 64.               |
| 2.          | CGF. 76.     | 76.               |
| 3.          | CGF. 68.     | 68.               |
| 4.          | CGF. 75.     | 75.               |
| 5.          | CGF. 73.     | 73.               |
| 6.          | CGF. 93.     | 93.               |
| 7.          | CGF. 90.     | 90.               |
| 8.          | CGF. 86.     | 86.               |
| 9.          | CGF. 66.     | 66.               |
| 10.         | CGF. 72.     | 72.               |
| 11.         | CGF. 80.     | 80.               |
| 12.         | CGF. 89.     | 89.               |
| 13.         | CGF. 78.     | 78.               |
| 14.         | CGF. 83.     | 83.               |
| 15.         | CGF. 74.     | 74.               |
| 16.         | CGF. 81.     | 81.               |
| 17.         | CGF. 92.     | 92.               |

*Clocked by J.M. B. Bonell, at the Crystal Palace Bus Terminus. Sunday Afternoon. 10th May 1936.*



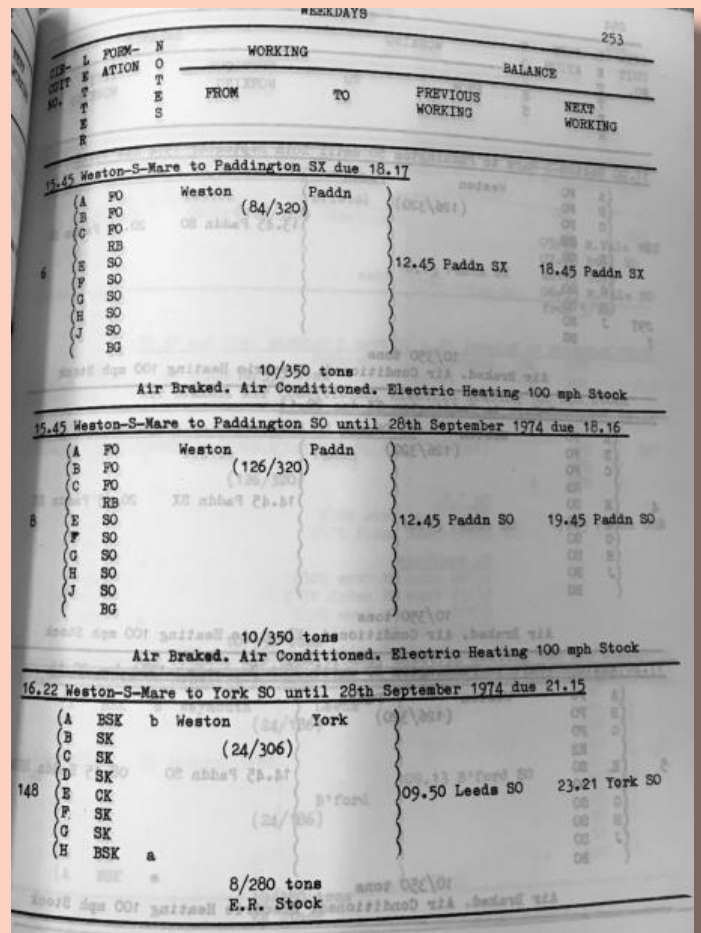
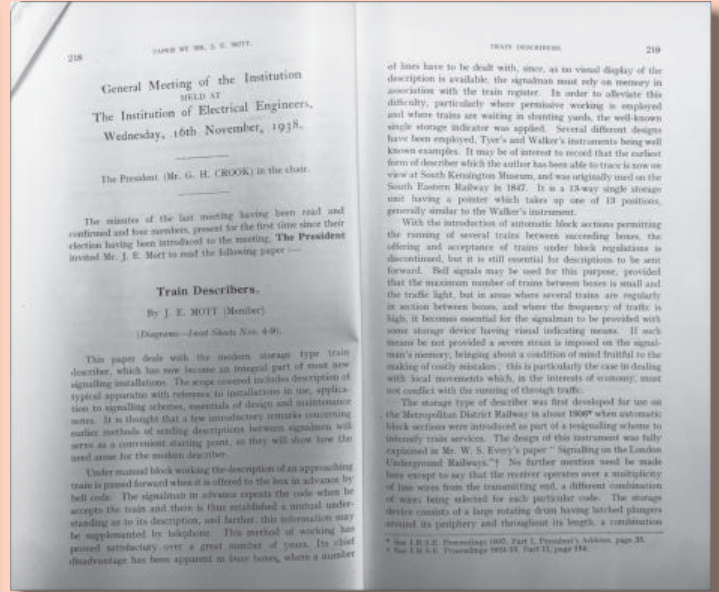
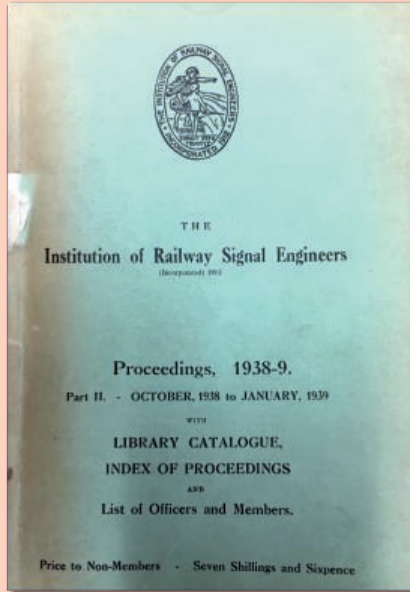
From a much later date – probably the 1980s – is this publicity item with a rather alarming cartoon (don't have nightmares). The Commuter Wheel worked by the customer aligning the black arrow with their destination and the window displayed the quickest buses to/from each BR station.

This opened up a discussion on our Facebook page, through which we discovered that this was one of a series, others being designed for shoppers and tourists. They appear not to have been very effective – commuters would, by their very nature, know the quickest way to get around but the wheels themselves were used by children a lightweight 'Frisbees' but were considered a danger and so were withdrawn!

# THE KITHEAD TRANSPORT ARCHIVE

We continue to receive large donations of published books to complete our very comprehensive railway library but here are a couple of less mainstream items.

One is a volume of the proceedings of the Institution of Railway Signal Engineers. The Institution was founded in 1912 and is still in existence today, as a professional body for those involved or interested in the railway signalling and telecommunications industry. This volume from the 1938-39 season includes a paper given by member J E Mott on Train Describers.



The second serves as a reminder that we hold a very good selection of Passenger Train Marshalling books such as this one from 1974-75, issued under the name of G R H Orbell who carried the title "Movements Manager".

The page above shows the detail which these books carry.

## Facebook - East Anglia Interlude

We posted a couple of photographs on our Facebook site which caused quite a stir and answered a few questions. Coincidentally they were both of East Anglian subjects.



First, from the camera of Derek Giles, the legendary Traffic Superintendent of Southend Corporation but also a prolific transport photographer, is this very atmospheric shot of City Coach Company Leyland TS7T. DUC 901 carried a postwar body by Heaver and is seen leading City's Leyland PDIA NVX 302 with Roberts body.

Through debate on the Facebook page, the location has been identified as the junction of Queensway and Whitegate Road in Southend with quite impressive overhead wiring.

This AEC Renown with Short bodywork was new to Eastern National in 1932 – and what a machine it is. This is a postwar photograph of 3335 (MJ 291) was taken by Alan Townsin at Chelmsford Bus Station. It seated 66 and was fitted with a Gardner 5-cylinder engine in 1936 which must have made performance ponderous to say the least.

John Taylor, a noted enthusiast on Eastern National, commented “These buses were allocated to Chelmsford for Service I Chelmsford to Maldon, which was fairly flat. They often appeared at Southend on Service II on summer weekends having 10 or so extra seats. They were not very popular with the drivers as they were under powered with a Gardner 5LW engine and would struggle up Crown Hill, Rayleigh in first gear. They were originally bought for the Luton - Whipsnade service. The expected traffic never materialised and all 4 were transferred to the Eastern Section.”



# Ribble Conductor Training

The centenary of Ribble Motor Services reminded us that we have a copy of the training manual for their conductors – or rather “Summary of Conductors’ Duties as Taught at the School for Trainees, Head Office, Frenchwood Avenue, Preston”, as it is succinctly titled.

This undated book consists of 53 typed foolscap pages and was allocated to a conductor Booth. The conductors were required to be trained in, and to know, just about every eventuality with which they might be confronted. It is quite something – and we show here a sample page describing Time Tables (sic). In many respects, it is the forerunner of today’s ‘Driver Handbook’ seen in many companies.

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## CHAPTER 2.

### ON TIME TABLES, RUNNING SHEETS, ROSTERS, DUTY MODIFICATIONS SHEETS and ROTAS.

We now proceed to study and learn the essentials of Time Tables. These set out in full detail the days of the week and the exact times at which the Company's various public services operate over the whole length and breadth of the system of bus routes which we have already inspected in map form.

From that we will pass to a consideration of Running Sheets which, principally, divide the services shown in the Time Tables among as many buses as are necessary to ensure that every advertised journey has its bus or buses provided, some journeys needing more than one vehicle to carry all the passengers. Running Sheets have other important uses which we will discuss at the same time. From our study of Running Sheets we will pass to an explanation of three forms, namely, the Roster, the Duty Modifications Sheet and the Rota. The combination of these subjects will give us a complete picture of how the working hours of conductors are arranged to provide for the operation of all the Company's public services day by day in a smooth and systematic way.

Take your Stage Carriage Services Time Table and open it at page 1 which begins an Index, spreading over the first few pages. The Index gives numerous destinations in alphabetical order followed by a column showing the number of each page in which these destinations figure in the Time Tables. Having located the name of any place in the Index one can ascertain, by reference to the column adjoining, the page or pages which show in Time Table form, what services are operated to and from the place concerned as well as on which days of the week these are provided.

Select a few examples of destinations from the Index at random and find them on the pages on which they appear in the Time Tables, until you are quite satisfied the arrangement of the Index is understood. Now turn to a simple form of Time Table with one Service Number.

The heading of each Time Table includes a Service Number and the names of the more principal places visited by buses working to the Time Table. The provision of a bus, or a succession of buses, to run between any two places forms a "service". The service may be provided daily, weekly or even, in special cases, yearly. To indicate how often buses are run between two places we begin to speak of the "frequency" of service such as "an hourly frequency" or "a two-hourly frequency" meaning the length of time elapsing between successive journeys in the same direction. If the interval is constant over a period of the day the frequency is said to be "regular" for that period. If the interval between a succession of journeys varies then we say the service frequency is "irregular".

Time Tables show what services are given and their frequency. The streets and roads over which any particular service is provided are fixed and invariable and this track is known as the "route". As each individual service is given a different "Service Number" and every service is along a pre-determined and fixed route, the Service Number has a relationship to particular streets, roads and places and we must be careful to notice this and bear it in mind in our use of Time Tables. Observe next the list of destinations printed always on the left of the time table and arranged in geographical sequence from the place-name at the head

**RIBBLE**

SUMMARY OF CONDUCTORS' DUTIES  
AS TAUGHT AT THE  
SCHOOL FOR TRAINEES,  
HEAD OFFICE,  
FRENCHWOOD AVENUE, PRESTON.

# Duple Annuals

A couple more of these excellent publications were recently donated to us – for 1937 and 1938. The latter is 56 pages in length and features not just the latest Duple products and their construction but also advertisements from suppliers to the Hendon based company of specialised parts such as window winders, destination screen sand even the wood used in construction!

Here is a small selection of pages – note the art deco styling even on the adverts!



**The "DFW" Destination Gear**

Type "E" Supplied Complete with any length of Rollers (Steel Tube Brass Ends) Chrome Handles and Escutcheons.

Type "M" Friction Plate

is a Superior engineering production made on precision lines ensuring accuracy. The **Dual Free Wheel** holds the screen taut without the aid of a friction plate. Light in weight but man enough for the job. The **evermesh gears** prevent any possibility of jamming.

**ANOTHER "MATTUDO" PRODUCTION**

is the **"MATTUDO" DESTINATION SCREENS**. Printed to customers requirements on any type of material.

The standard material recommended is our famous undressed linen. The pigment is pressure printed right through the material, impregnating same and giving a non-flaking, flexible and waterproof durable blind, hanging flat between the rollers and does not turn over or break at the edges.

**E.W. MATTHEWS LTD., 17, Tudor Place, Tottenham Court Rd., LONDON, W. 1**  
 Telephone: MUSEUM 7918. Telegrams: "MATTUDO RATH LONDON."

Every attention is given to our clients' individual painting requirements and colour schemes. Our paint shop is equipped with the most modern air-conditioning plant, which ensures that the air is completely changed every three minutes.

**DUPLE COACHWORK**

"PAINT BAYS"

**DUPLE COACHWORK**

"ONE OF SEVERAL SPECIAL COACHES SUPPLIED TO P. HEARN LTD, ON LEYLAND 'CHEETAH' CHASSIS INCORPORATING FULL CAB AND DOUBLE SUN-SALOON ROOFS."

We have had a long and personal experience of the requirements of overseas operators and we have been successful in building up a large and valuable business in the export market. Our aim is to keep in close contact with operating conditions abroad and with this idea in view our directors make periodical visits to countries overseas. The Duple organisation is in a position to export specially designed and constructed vehicles which meet with local requirements, climatic conditions and individual tastes.

**DUPLE COACHWORK**

PAGE TWENTY-TWO

**HOLDSWORTH MOQUETTES**

**DESIGNED** and produced expressly for Coaches and Buses, and manufactured to withstand exceedingly hard wear, by a firm with 125 years' continuous experience.

All these moquettes are moth-proofed in the yarn which ensures permanent immunity from all moth and insect troubles—which means protection to the very heart of the fabric.

Carriage Repps for seat backs and lining panels are made to match all the varied designs, and can be supplied from stock. Backs of moquettes can be rubberised for special requirements.

**JOHN HOLDSWORTH & Co., Ltd.**  
 MAKERS OF FINE FABRICS FOR OVER 125 YEARS  
 SHAW LODGE MILLS, HALIFAX

London Office:—  
 EMPIRE HOUSE, St. MARTINS LE GRAND, E.C.1  
 Telephone: NATIONAL 4818. Telegrams: VELMOCKE, CENT, LONDON

TELEPHONE: HALIFAX 3386 TELEGRAMS: HOLDSWORTH, HALIFAX

## Odds and Ends

### Helping When We Can...

- Peter Daniels of Denbighshire County Council emailed to say "I want to let you know that Denbighshire has a website regarding the centenary this year of the Ruthin to Mold bus service. The two researchers used the Bus Archive for a significant amount of their findings and you will note from the website that we credit you accordingly, on the front and indeed all subsequent pages." Thanks Peter – very happy to help. ([www.1919.cymru](http://www.1919.cymru)).
- A note of thanks came in from regular researcher and Royal Blue expert Peter Delaney: "Just a quick note to thank you and the 'Droitwich team' for your help when I came up last week. It is much appreciated and you as a group are always very welcoming.

There were a few 'surprises' in what I found - in the Hants & Dorset ledgers, for example, so 'further work' will be needed.

My thanks also for finding (much more quickly than I would have done from the several boxes of photographs) the Lupus Street image. There is a tiny fraction of the registration plate on the original that is missed on the scans, but I have reduced it to one of 11 possibilities!

### There's always an archive in peril somewhere...

Football clubs seem to be going through a bit of a torrid time at the moment, and this plea was sent out on one of the Archives chat groups:

*Highly likely Bury Football Club will cease to exist this coming Friday. Has there been any attempt to save the club archive, before company assets start to be sold?*

*Bolton are in a complex mess, even if taken over it is likely they won't be able to sign players. If they remain uncompetitive, they face expulsion from the league. Has there been any attempt to protect / secure the archive future in case the club does fold?*

*Despite football riches, ironically many clubs are now facing a bleak financial future. What steps is the archive profession making to ensure the safe storage of sporting clubs archives?*

### And finally...

If ever we think we are at the extreme of the conservation scale, remember there are always those whose interests are even narrower. Observed on a recent visit to Amsterdam...



### How to Explore Our Collections

Our catalogue is available online at [www.busarchive.org.uk](http://www.busarchive.org.uk)

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
- Email or call to make your appointment (see contact details below)



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