



A splendid photo of a trolleybus with a story behind it. This is South Lancashire Transport number 50 (ATE 794), a Leyland TTB4 and shown here in an official view for its bodybuilder, Roe (ref CR02/P412). Or is it? For the full story, see page 2.

HIGHLIGHTS IN THIS ISSUE

Pittard Railway Collection
Digitisation
Embezzlement
Covid-19 and Recording Today's History

incorporating

THE
KITHEAD
TRANSPORT ARCHIVE

The “South Lancashire” Trolleybus



So when is an SLT not an SLT? For the answer, we turn to the excellent book on Lancashire United Transport, by Messrs Allen, Eyre and Greaves.

The situation came about when SLT converted its Leigh – Bolton service to trolleybus operation in 1933; Bolton Corporation were not enthusiastic about following suit, but by 1936 they had become more amenable to the idea. As an operator of a large tram fleet they did not want to operate a small trolleybus fleet, and so an arrangement was struck whereby the Corporation would erect and maintain the overhead within its boundaries, four vehicles would be purchased by SLT, who would operate them, with Bolton paying the running costs and debt charges. At the end of eight years, ownership would pass to the municipal. Phew!

A slightly more mainstream design from East Lancs was their 1970s bus body, seen here on a Bristol RE chassis, Halton fleet number 4 (TTB 624L). We hesitate to call anything by East Lancs as 'standard'. This bus would have a life after withdrawal from Halton, with Brian Pedley (trading as Coach Hire) operating in and around Cannock. There is a YouTube video of sister vehicle 55 (HTF 355K) in service with Pedley at <https://www.youtube.com/watch?v=7MhObMUqIXw>.



Halton Transport

Like everyone, we were saddened to hear that Halton Transport (Widnes Corporation before Local Government Reorganisation in 1974) ceased trading on 24th January, bringing to an end over a century of municipally-owned public transport in the town.

Through our links with the Association of Local Bus Company Managers (ALBUM) we quickly made contact with senior officers in the owning council and we are hopeful that we can access the records of the undertaking and hopefully rescue and preserve these for the future.

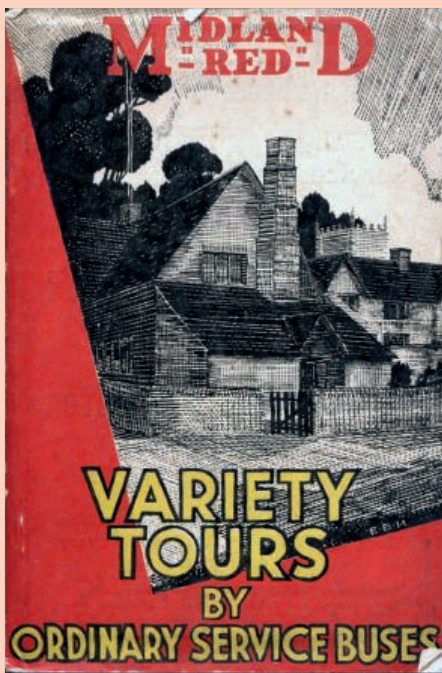
In the meantime, here are a couple of photographs from our Peter Yeomans collection from happier times.



The East Lancs coach body from the 1970s was an idiosyncratic design and only three were actually built, including two for Halton. Here is fleet number 9 (JFV 295N) on a Leyland Leopard chassis.

Publicity

For our publicity feature this time, we focus on two publications from operators we normally identify as bus companies, and both from the 1930s.



The first is our old friends Midland Red (or rather the Birmingham and Midland Motor Omnibus Co. Ltd.) and here is an enterprising scheme, to package up journeys on local bus services as tours – or rather, “Variety Tours”. (They do, at least admit to them being “ordinary service buses”).

From COVENTRY			
CIRCULAR TOUR MONDAYS TO FRIDAYS. No. 70			
ITINERARY. TIMES. FARES.			
Leave COVENTRY (Pool Meadow) ..	9.30 a.m.	1/3	
1 Arrive NUNEATON ..	10.17 a.m.		
Leave NUNEATON (Newtown Road) ..	11.25 a.m.	7d.	
2 Arrive ATHERSTONE ..	11.55 a.m.		
Leave ATHERSTONE (Station) ..	1.1 p.m.	19d.	
3 Arrive TAMWORTH ..	1.38 p.m.		
Leave TAMWORTH (Town Hall) ..	2.40 p.m.	9d.	
4 Arrive LICHFIELD ..	3.5 p.m.		
Leave LICHFIELD (Market) ..	5.32 p.m.	1/7	
5 Arrive BIRMINGHAM ..	6.35 p.m.		
Leave BIRMINGHAM (Bull Ring) ..	8.0 p.m.	1/8	
Arrive COVENTRY ..	8.58 p.m.		
COMBINED FARE ..		6/8	
CIRCULAR TOUR WEEKDAYS. No. 71			
ITINERARY. TIMES. FARES.			
Leave COVENTRY (Pool Meadow) ..	9.0 a.m.	1/8	
Arrive BIRMINGHAM ..	9.58 a.m.		
Leave BIRMINGHAM (Station Street) ..	10.15 a.m.	2/3	
6 Arrive WORCESTER ..	11.48 a.m.		
Leave WORCESTER (Angel Place) ..	12.48 p.m.	19d.	
7 Arrive GREAT MALVERN ..	1.22 p.m.		
Walk over the Hills.			
Leave GREAT MALVERN (Public Gardens) ..	5.33 p.m.	3/-	
5 Arrive BIRMINGHAM ..	7.38 p.m.		
Leave BIRMINGHAM (Bull Ring) ..	8.0 p.m.	1/8	
Arrive COVENTRY ..	8.58 p.m.		
COMBINED FARE ..		9/1	
* 5.23 or 5.43 on Saturdays during Winter Months (October to May).			
1 Nuneaton ..	See page 176	5 Birmingham ..	See page 160
2 Atherstone ..	159	6 Worcester ..	187
3 Tamworth ..	184	7 Malvern ..	174
4 Lichfield ..	172		
64			

The tours are designed around specific departure times, and also give details of fares. They are often quite long days – 12 hours or more – and it is interesting that the individual fares for each leg apply, with no attempt at an all-in reduced price.



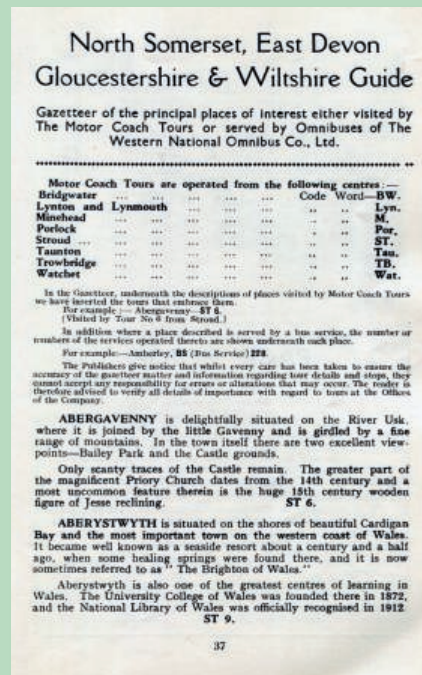
Even the printer is getting in on the act – Loxley Bros. of Birmingham had a full-page back cover advert on the 192 page book. We wonder what discount Midland Red obtained?



Western National, by contrast, has taken a more leisurely approach to their offering – ‘Guide to Omnibus Routes and Motor Coach Tours in North Somerset, East Devon, Gloucestershire and Wiltshire’.

The guide describes, in alphabetical order, the significant towns which can be reached either by bus or coach service from the home area, and gives a ‘code word’ at the end signifying from where these operate.

These are just a few examples of literally tens of thousands of timetables and publicity items available for inspection at our Walsall centre.



Digitisation – City of Oxford

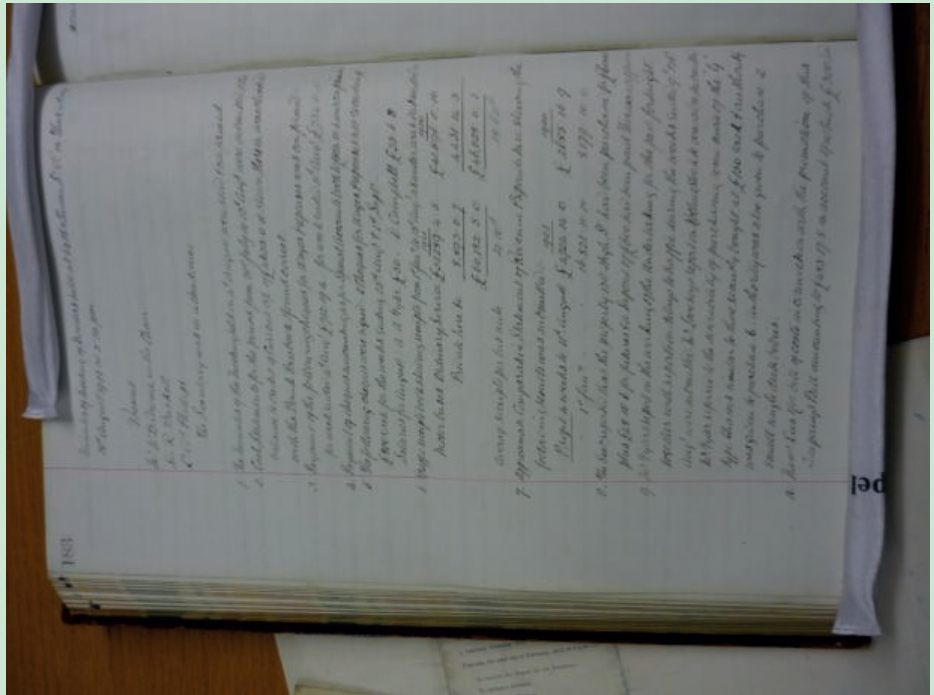
One of the most common questions we are asked is “are you going to make all of the archive available online?” We do post some sample content through Facebook, and although a mass digitisation would be a tremendous aim it is not a realistic one, as we have millions of sheets of paper in our Centres, the vast majority of which would have to be individually scanned. Therefore, a complete digitisation is not really feasible.

Work is well underway to digitise our extensive photograph collection, but we are also considering ways to digitise small, selected parts of the collection of paper records. We took a significant step forward in this late last year, in partnership with the Oxford Bus Museum. We hold a very extensive archive from City of Oxford Motor Services, which continues today trading as Oxford Bus Company and members of the Museum often want to access these to provide information on individual vehicles and wider historical issues.

The Museum provided a small team of volunteers for the project who worked supervised by our archivist at our Droitwich centre for one day. Each person used a camera or a camera-phone and simply photographed each page of the minutes, in a very controlled manner. At the end, all the images were consolidated and put in individual folders, based on the original ledgers – stretching from 1906 to 1968.

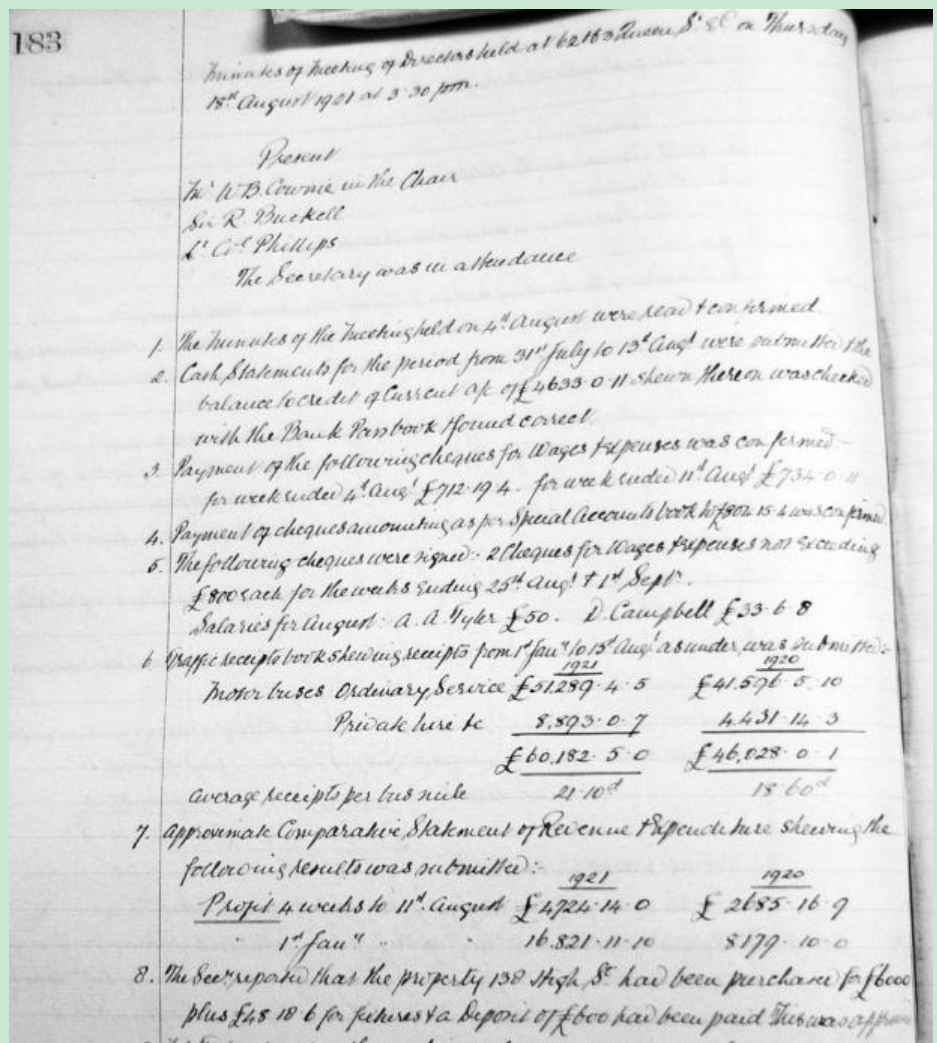
The results are quite acceptable. The key is to be as efficient and quick as possible whilst taking appropriate care of the originals. As can be seen from the attached example, the original photo had to be rotated and adjusted to make it fully usable but this can be done remotely. The camera attaches a random name to each image and these need to be changed to make it easily searchable.

So – the Museum now has a digital copy of the minutes and The Bus Archive has a digital copy. It’s a win-win.



(Above) An example of a photographed page in its raw state. The critical thing is that the image is faithfully captured.

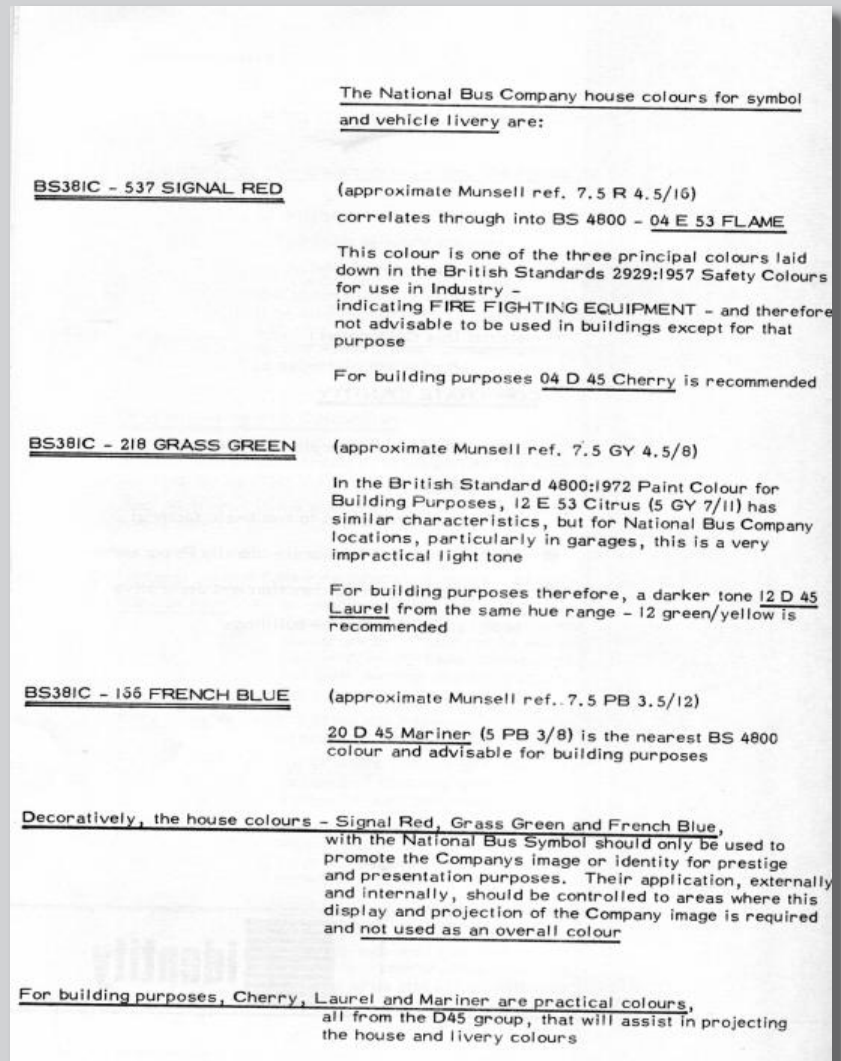
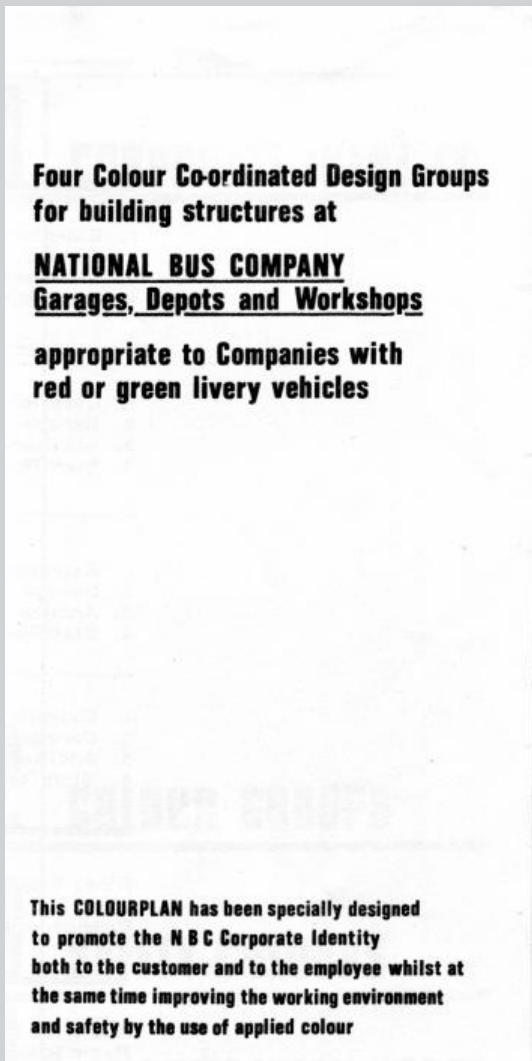
(Below) The same page rotated, cropped and with the brightness and contrast adjusted.



NBC Buildings

We all know and recognise the standard liveries carried by National Bus Company vehicles, and the strict adherence which was expected, dictated by the Corporate Identity Manual.

But we recently came across a lesser known booklet which laid down precise standards for the buildings – ‘Four Colour Co-ordinated Design Groups for Building Structures’.



Perhaps this is of peripheral interest, but it shows the extent to which standardisation was the practised in nationalised industries.



Whilst central idea seems to have been to lay down standardised colour schemes, there is a theme of using these to the best advantage for safety. Therefore, Signal Red or Flame Red was associated with fire-fighting equipment and should be avoided, and so the use of Cherry Red was recommended. Grass Green is deemed an impractical colour (too light) for use in buildings and so a darker tone 'Laurel' was to be used.

For a number of years after the creation of NBC, external lettering on garages was simply an adaptation of what was already in place. Perhaps that was the reason for the Colourplan specification? London Country had devised its own distinctive style in the short time between its separation from London Transport (in 1970) and the introduction of NBC Corporate Identity in 1972/3. Here, at Crawley garage the double-N symbol had been imposed onto the stylised 'flying polo mint' sign.

The Pittard Collection

We have been fortunate to be donated much of the collection of Rowland Pittard, a noted rail enthusiast and writer, particularly on freight issues. He is downsizing his collection after a lifetime of dedicated research and collecting.

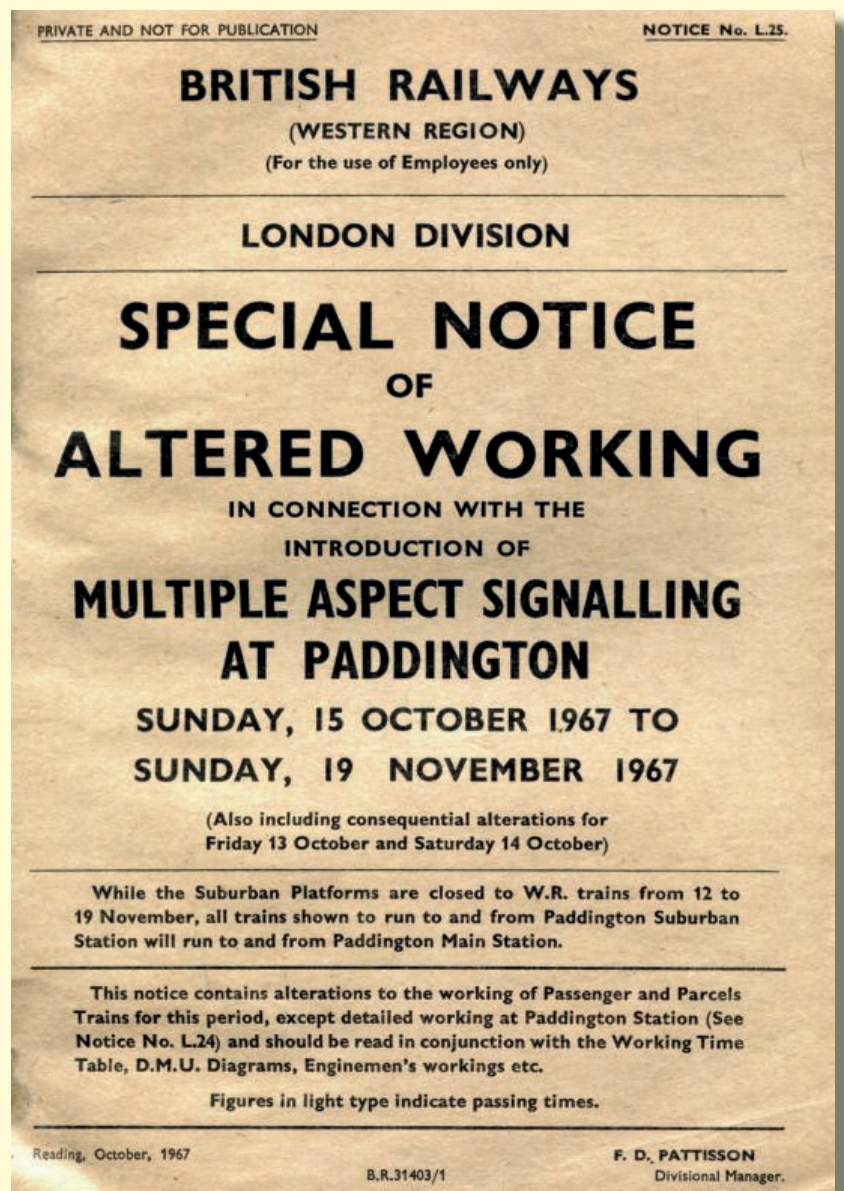
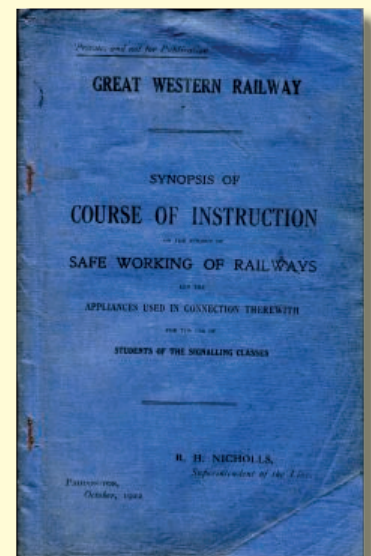
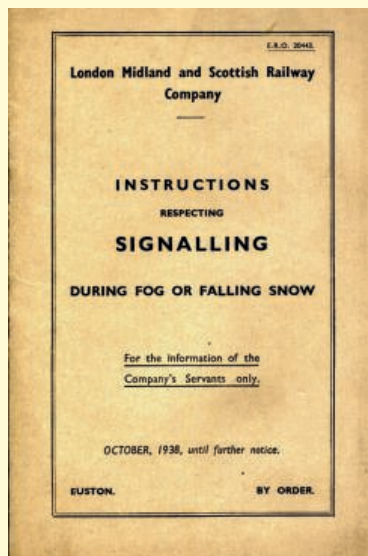
A schoolmaster by profession, Rowland is from a railway family; his father was a goods guard and his grandfather a shed man. 'My bedroom window overlooked Tondy Ogmores Junction sidings, so there was plenty of railway activity to observe,' Rowland recalls. He has visited 103 different countries and travelled by train in 88 countries, collecting timetables and guides along the way, many of which have now been added to our collection. Details of freight movements form an important part of this.

'My early rail travels were between Tondy and Porthcawl. My mother would be one of a convoy pushing prams to Tondy station for a visit to Porthcawl. The afternoon train usually started from Tondy's bay platform and had a Siphon or Fruit D to convey the prams. I was told that for my first birthday I had a ride on the steam locomotive which I think was 5556 between Tondy and Pyle. I started recording local train movements and locomotive workings from 1956 when all workings were steam.

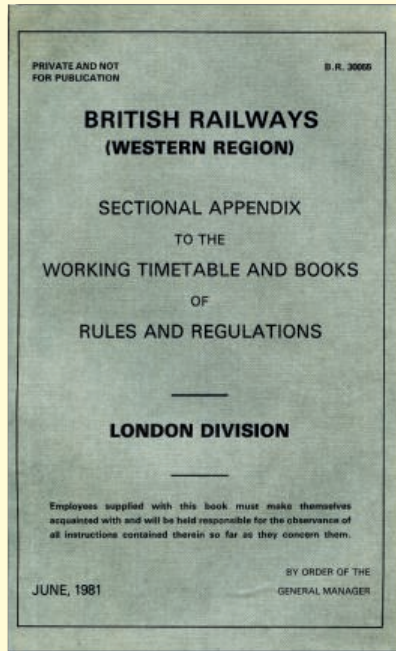
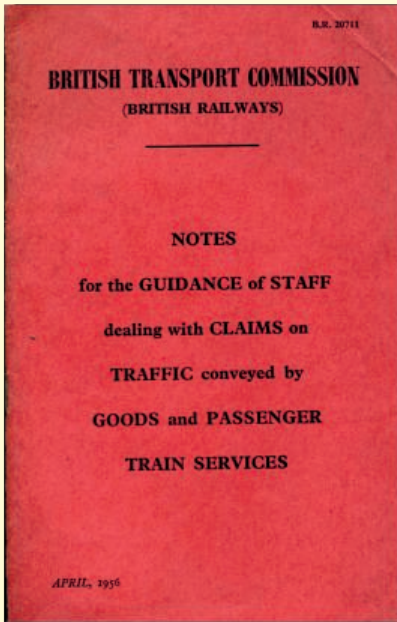
'My early continental holidays as a student were to Europe with the first to Jenbach in Austria. The initial long haul journeys commenced with India, Ceylon, Pakistan and Nepal. This was followed the next year by Bolivia, Peru, Paraguay, Argentina and Chile. The long ride from the Bolivian border to Esquel was one of the most interesting journeys that I had completed. This was in the southern winter in wood headed narrow gauge coaches'.

Rowland's extensive collection has been split, with that for the Southern Region going to The Bluebell Railway, Eastern and Scottish to our Kithead Transport Archive, and the Western and Midland divided between us and the National Library of Wales.

His 50-year contribution has been recognised by the award of Honorary Life Membership of The Railway Correspondence and Travel Society, and a lifetime of volunteering with the Youth Hostel Association resulted in the award of the G M Trevellyn Medal. The aim of a lifetime's in providing high quality, primary source material has certainly been achieved!



The Pittard Collection



DIENSTREGELING LIJN 2 m.v. 2 maart 1997

HTM

Centraal Station – Kraayenstein v.v.

Vanaf Centraal Station rijdt tram 2 via het Haagse centrum naar de Kraayensteinlaan in Loosduinen.

Op het Centraal Station vertrekken treinen richting Leiden/ Amsterdam, Utrecht en Rotterdam. Hier stoppen bovendien vele HTM tram- en buslijnen en veel streekbussen van ZWN, die u overal naar toe kunnen brengen. Tevens vindt u hier **HTM-Klantenservice** waar u terecht kunt voor uw vragen over HTM en aankoop van vervoerbewijzen (loket 1 in de hal). Tegenover het Centraal Station staat aan de ene kant het **Ministerie van VROM** (Rijnstraat) en aan de andere kant het **Ministerie van Buitenlandse Zaken**, de **Koninklijke Bibliotheek** en het **Rijksarchief**. Het **winkelcentrum Babylon** is via meerdere ingangen toegankelijk.

Vanaf CS rijdt lijn 2 via het Spui (Stadhuis/Bibliotheek, diverse theaters en de Nieuwe Kerk) en de Gravenstraat. Hier bent u midden in het winkelgebied van het gezellige Haagse centrum, met de vele winkels, warenhuizen, cafeetjes en restaurants.

Vervolg op achterzijde.

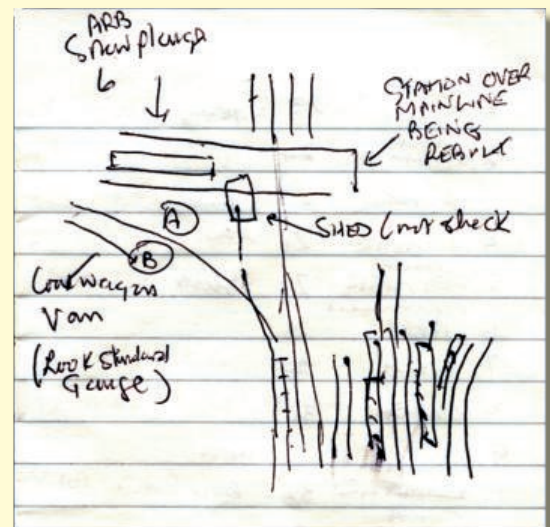
VBL FAHRPLAN

Gültigkeit: 31. Mai–3. Juli 1992
17. August–23. Dezember 1992
4. Januar–22. Mai 1993

Ferienfahrplan: 4. Juli–16. August 1992
2. Oktober 1992
24. Dezember–3. Januar 1993

Mehrfahrtenkarten: Sie fahren günstiger
Sie benötigen kein Kleingeld
An VBL Verkaufsstellen erhältlich

Preis: Fr. 3.–



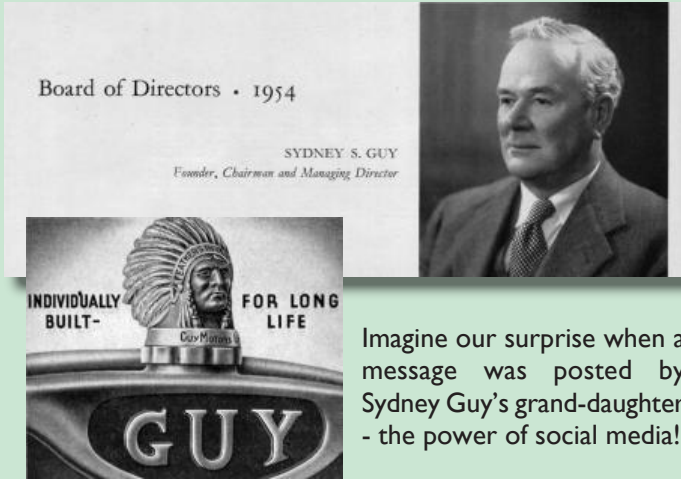
(Above) A sketch of track layout at Basle station.

Facebook Update

We continue to post to our Facebook page three times each week, with a mix of photographs, publicity items and archive material. Here a few of the highlights over the last three months.



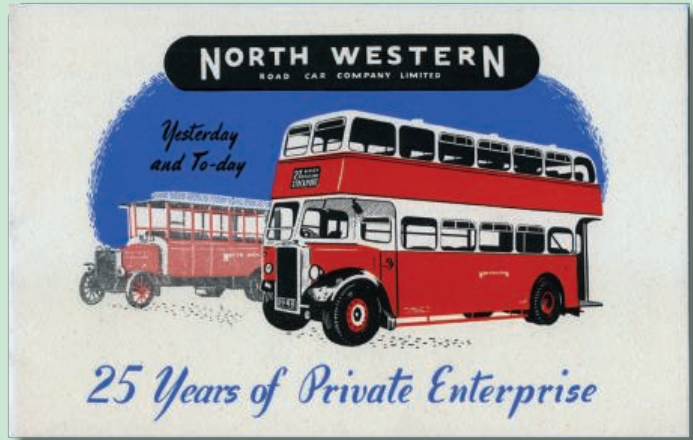
We like to use the breadth of our collections, to show everyone a glimpse of what lies 'behind the scenes' of the bus and coach industry. Here is the frontispiece to a brochure issued by Guy Motors to commemorate its 40th Anniversary in 1954. It shows a selection of the many municipal operators of Guy products, and also the key personalities of the company, including the founder, chairman and managing director Sydney S Guy.



Imagine our surprise when a message was posted by Sydney Guy's grand-daughter - the power of social media!

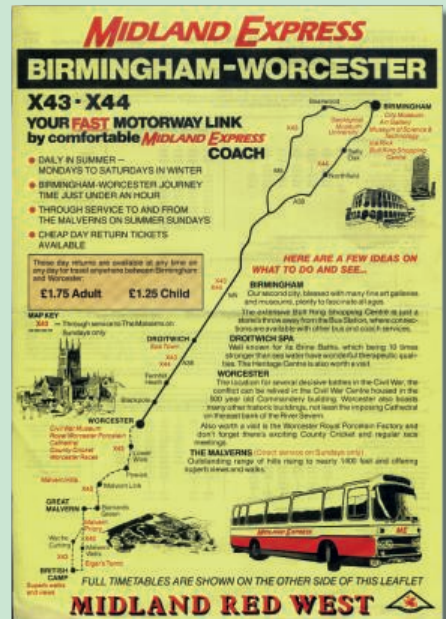


Ironically, we also posted a photograph from the donated collection of the late Roger Holmes, a Guy Arab III with unusual Lawton bodywork operating for R Store (Reliance) of Stainforth, South Yorkshire.



This splendid publication published by North Western Road Car in 1948, commemorating "25 Years of Private Enterprise" was another item which we highlighted.

From just up the road, a colourful Midland Red West leaflet for their X43/X44 express service between Birmingham and Worcester, extended to Great Malvern and British Camp on Summer Sundays.



A number of Facebook friends revealed that they had been involved in the design of the service and the production of the leaflet.

TELEPHONE: PETERSTOW 18



JORDEN'S MOTORS

Proprietor G. JORDEN

PETERSTOW, Ross-on-Wye

PRIVATE PARTIES A SPECIALITY.

CAR FOR HIRE.

A charming item from a bygone era – a letterhead from Jorden's Motors of Peterstow, near Ross-on-Wye in Herefordshire. Note the two-digit phone number and the singular "Car for hire".

Copy to Messrs. Croom Johnson, Blair, Stallan, Charles, Gough (3), Wormald, 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.N.S.O.		R.O.S.I.		
		MAKE	NUMBER	MAKE	NUMBER	MAKE	NUMBER	MAKE	NUMBER	MAKE	NUMBER	
			TOTAL MILE.		TOTAL MILE.		TOTAL MILE.		TOTAL MILE.		TOTAL MILE.	
812	YG. 3051											
815	YG. 3054					O 18991	13,888	O 187A402	17,892			
829	YG4705							T SRB39990	3,762			
832	YG. 4708					O 60T91	23,705	D TGY22595	15,907			
840	YG. 4716					D HIX5054	43,052					
843	YG. 4719											
849	YG. 5716					D DJX20544	43,881			M LJ413992	30,427	
851	YG. 5718					R						
						G P93356	16,435	G 006824	33,343	O 15883	23,034	
856	YG. 5723							T DR83269	5,744			
857	YG. 5724					T SRB55007	19,285	T SDA45847	3,490			
862	YG. 5729					R						
						D NGX22261	48,537			T SRB43178	23,081	
863	YG. 5730	M	RR195740	12,119								
864	YG. 8961	D	HIX50968	39,221		R						
						B BR24338	51,810	O 14BR401	12,665			
870	YG. 8967					D DJX20224	36,096	T 1625733	9,292			
876	YG. 8973					G N96027	69,213	T BR4832	10,244	R 149827	49,820	
877	YG. 8974											
878	YG. 8975	M	RR195252	8,994				T N6550	5,647	D DJX20218	31,533	
Y845	YG. 5712	G	P57046	30,123	G P08118	30,123	O 21997	29,631	O 256403	1,286	O 17B403	16,908
Y846	YG. 5713	G	P56085	28,252	G P56651	28,252			O 97A405	16,985	O 17V91	20,221

TAX 50284

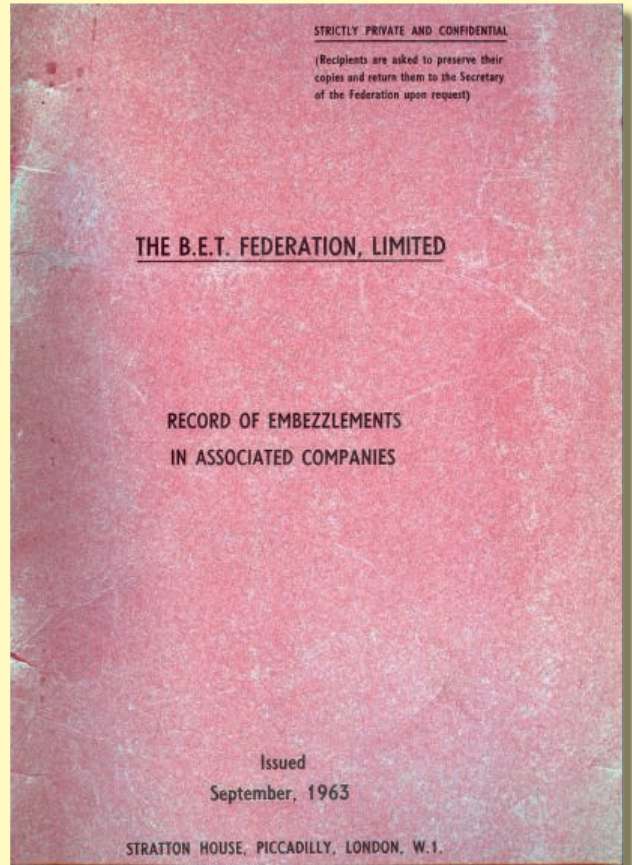
A huge amount of effort in bus companies goes into managing tyres, an expensive item and in the modern era these are often leased from tyre manufacturers who themselves employ staff to change wheels and to manage the whole thing.

Here is an extract from a document in our Acton centre, which originated from London Transport and it lists the buses on wartime loan from West Yorkshire Road Car of Harrogate, the types of tyre on each wheel (all six!) and the estimated mileage of each. Quite an extraordinary thing to be doing in wartime.

To keep up with developments at The Bus Archive, go to our Facebook page @TheBusArchive or www.facebook.com/busarchive.

BET Embezzlement

An interesting booklet issued in September 1963 by The BET Federation Limited, entitled 'Record of Embezzlements in Associated Companies'.



<u>INDEX</u>	
<u>ACCOUNTS</u>	<u>Pages</u>
(a) Issue of Unofficial Invoices	1
(b) Money received in settlement of Accounts	1-6, 34-35
<u>BANKING OF CASH</u>	
(a) Private Hire Receipts	7-9
(b) Traffic Receipts	9-10
(c) Catering Receipts	10-11
(d) Agents/Salesmen	11
(e) Sales of Prepayment Stamps	11
(f) Paying-in-Slips	34-35
<u>BOOKINGS</u>	
(a) Agency Cash	11-12-31
(b) Advance Bookings	12-13
(c) Parcels Receipts	14
(d) Private Hires	14-15
(e) Sundry Bookings	15
<u>CHEQUES</u>	
(a) Switching for Cash	15-17
(b) Forgery	17-18
<u>EMPLOYEES' SAVINGS</u>	
Misappropriation of Deposits	18-19
<u>INSURANCE, NATIONAL</u>	
Stamping of Cards	19-20
<u>INSURANCE, THIRD PARTY</u>	
Settlement of Claims	20

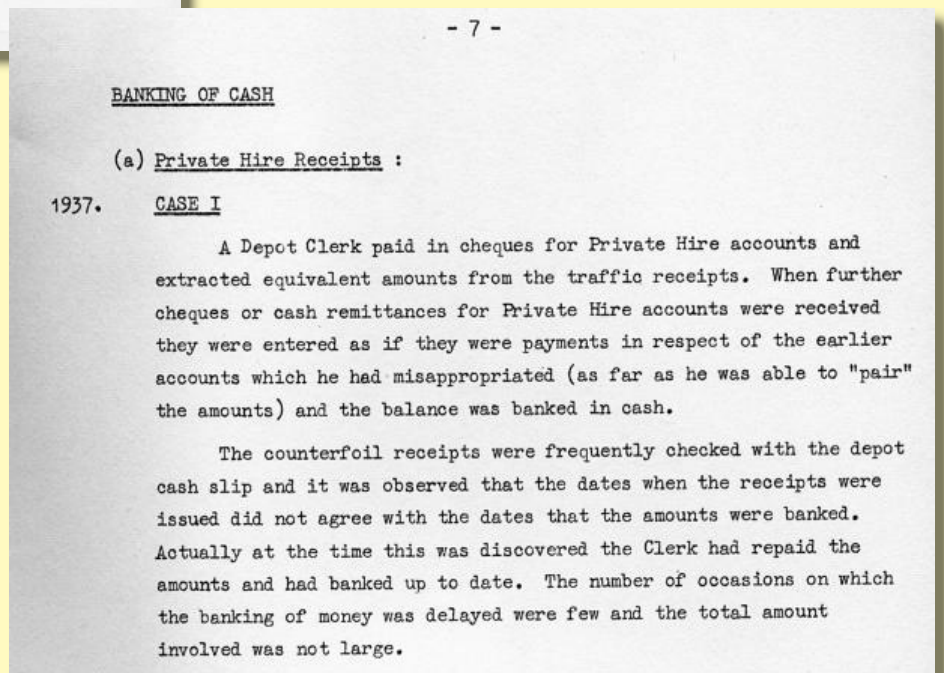
- 1 -

This is list and description of examples where employees and others have tried (and presumably failed) to gain from loopholes in systems, and a warning for companies to be aware of these. On the left is the 'A to I' section of the index.

The scope runs from the Issue of Unofficial Invoices to Settlement of Insurance Claims' - and that's only an index of half of the cases!

There is a quite detailed account of each case - such as this extract about private hire receipts; the depot clerk had banked cheques but also withdrawn the equivalent in cash. In many instances, it is incredible how many of these cases were discovered very easily. Perhaps people were a little more naive in 1963...

We won't reproduce it all, as it may give our readers ideas!



Recording History Today

We have reached this far in the newsletter without mentioning the current health crisis, but it has given us all a lot to think about.

In common with the rest of the Archives Sector, we had to close down to visitors with effect from Thursday 19th March. We managed to contact everyone who had a booking with us, and they all understood our position.

We subsequently closed down our centres to our volunteers and staff in line with Government guidelines. There is a limited amount of 'Working from Home' going on, but the very nature of our work means that we have effectively had to pause. Our inbox and phone line is being monitored remotely, but we are limited in what we can do to answer queries.



The Bus Archive 2 hrs · 🌐

Like Page

Help us to record history - today!


In the coming weeks there are likely to be drastic reductions in bus services. We want to be able to capture as many of these changes as possible, so that the history of the impact on bus services is not lost.

You can help by capturing any online emergency timetables, traffic notices or service changes you find, preferably as pdfs or Word documents. Send them to hello@busarchive.org.uk.

Thanks!

X

Urgent RED Service Update
COVID-19 (Coronavirus) - impact on local bus network
Visit bit.ly/XDCovid19 for the latest updates


xploredundee.com

And there is a more pressing, and positive, task – to record Today’s History for posterity. In the coming weeks there are likely to be drastic reductions in bus services. We want to be able to capture as many of these changes as possible, so that the history of the impact on bus services is not lost.

Could we ask you to help by capturing any online emergency timetables, traffic notices or service changes you find, preferably as pdfs or Word documents. Send them to hello@busarchive.org.uk.

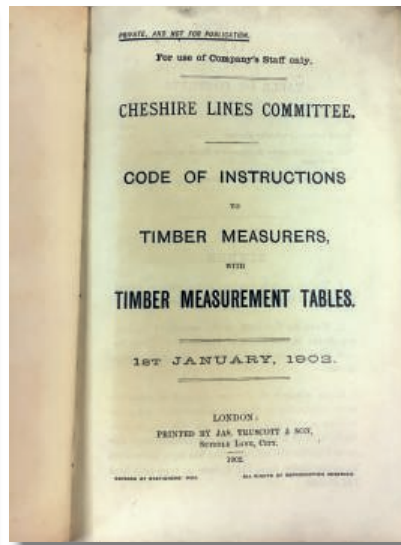
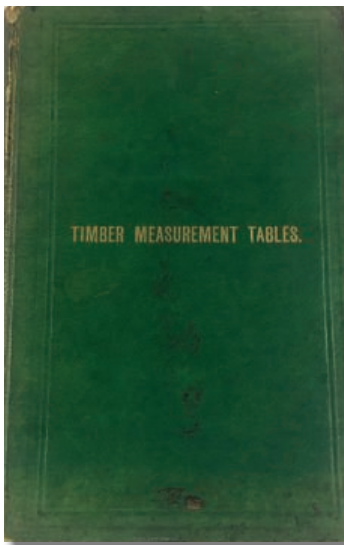
We are making this appeal across all of our communications outlets and already the results are coming in. Do not worry that your submission is duplicated - we would rather have three copies of something than none.

Odds and Ends

Timber!

From one of our railway collections, an interesting little book published by the Cheshire Lines Committee on 1st January 1902: a Code of Instructions to Timber Measurers with Timber Measurement Tables.

A sample page shows the girth, Timber with and without bark and then goes into individual timber types. Quite extraordinary!



CUBIC CONTENTS BY 113 DIVISION.		Round Timber having Bark on.													
Girth.	Length.	All Round Timber having Bark on.													
		All Round Timber.		Oak.		Birch.		Fir.		Pine.		Larch.		Spruce.	
1	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

And apologies that this edition of the newsletter isn't quite up to our regular standards and is a little late – the health crisis has placed a bit of pressure on our systems!

How to Explore Our Collections

Our catalogue is available online at www.busarchive.org.uk

Why not use some time to look up what we hold on your favourite operators and manufacturers? You can then look at them in person at our centres when the health emergency is over.

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