



Watch out! This Central SMT Guy Arab exits Buchanan Street Bus Station in Glasgow very purposefully on the 67 route to Newmains on 3rd August 1959. H4 (BVD 87) was new in 1943 with a Brush low-bridge body and a Gardner 6LV engine and survived in its original form until its withdrawal in 1960. (Photographer Ted Gadsby, copyright The Bus Archive, ref. TG03/1584).

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The Bus Archive is Reaching Out

Outreach is an important part of the sustainability of archives, as new people discover our collections; they are encouraged to volunteer, donate and pass the word on to others who may take an interest at all levels. Outreach is also an important tool in ensuring that archives remain relevant and inclusive to a wide range of people across society. Outreach events targeted at particular age groups or communities mean that our collections get seen by people outside of our natural bus industry and enthusiast user demographic.

On 19th September we took part in 'Heritage Open Days', 'England's largest free festival of heritage and culture'. In line with this year's theme of 'Architecture' we opened our new building and low-energy storage facilities at Droitwich for a free guided tour. It was a chance for a wide variety of people to 'meet the team' and see some of our archive's treasures.

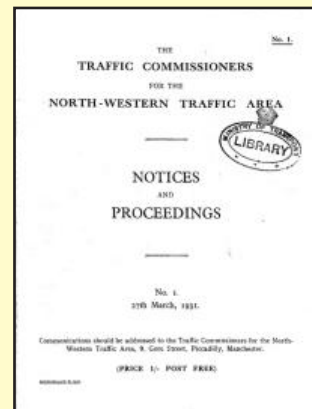


Next month The Bus Archive has an exciting new opportunity to showcase our work and collections to a new audience. On Saturday 25th October we have been invited by Walsall Archives and Local History Centre to host a stand at the Walsall Local History Fair.

Walsall Local History Fair will give us the opportunity to meet with other Walsall heritage institutions, network, make connections and look for ways we can work together in the future. It will also be a showcase of our collection to the public and a place to meet new potential new volunteers.

Public outreach and engagement work is a really important part of what archives do. Many people are unaware of what an archive is and the fact that that they are often free to access and generally open to anyone. Outreach events raise awareness and help people relate to collections in an accessible way, breaking down the barrier between the institution and the public. They show that archives are not just for specialists, but play an important part in community life, holding safe the memories and heritage of places and people. Events in partnership with other heritage organisations also raise our profile encouraging new researchers to visit and put us on the radar for future collaboration.

We hope that these two events are just the beginning of a programme of engagement activities that will continue to run in the Bus Archive's future. If you would like to visit us at the Walsall Local History Fair, it runs from 11.00-15.00 at Walsall Archives. It is free to attend – just drop in.



Facebook highlights

Here are the six most-liked posts from the last quarter. The captions are highly abridged from the original posts; for full stories behind the operators and the vehicles go to <https://www.facebook.com/thebusarchive/>. All photos this time were taken by Roy Marshall, and the copyright is held by The Bus Archive.



Although it might look like a double-decker that has lost its top deck, BON 457C was one of 24 purpose-built single-deck Fleetlines that entered service with Birmingham City Transport in 1965. Birmingham had standardised on the type for its double-deck requirements and these were the first Fleetline single-deck PSVs.

The 37-seat bodywork order was by Marshall of Cambridge, that incorporated the standard Fleetline engine cover and gave a family resemblance to the double-deckers.

All passed to the West Midlands PTE upon its formation in 1969 and some went on to spend time in unfamiliar places away from Birmingham. A handful were reallocated to Walsall and others were loaned to Wolverhampton and former Midland Red garages to cover shortages. In later years they found useful employment on the Centrebus service around Birmingham city centre, but all 24 had been taken out of service by the end of 1981. Happily, two of them, 3472 and 3474, are now preserved. (ref. RM02/MSB16).

In 1980 Dennis announced the Falcon, a heavy-duty chassis with a rear underfloor engine, that could be bodied as a single or double-decker. What was to become the standard option was the Falcon H, powered by the popular Gardner 6HLXB engine with gearbox mounted forward of the rear axle – a similar layout to the Bristol RE.

In August 1981 Ipswich Buses announced an order for six Falcon Hs with Maxwell gearboxes and East Lancs 44-seat dual-door bodies to replace AEC Swifts. The six entered service in April 1983. They must have been popular Ipswich went on to have the largest fleet of the model, with 29 of the total of 139 built. (ref. RM02/M8A40).





Manchester City Transport unveiled their new Mancunian double-decker in early 1968. This was a trend setting design that was unlike any other double-decker bus of the time and could be said to have set the trend for double-decker buses through the 1970s.

The new bus had been designed from scratch to be suitable for one person operation and to be stylish with large side windows, angular corners to the body and a bright livery to show off the striking lines. A huge windscreen

gave the driver a good view of the road and the bright interior provided space for 73 seats and 23 standees with dual-doors with a central staircase.

The first batch was built on both Leyland Atlantean and Daimler Fleetline chassis, 48 on each, and had Park Royal bodies. Subsequent Mancunians continued to be built on the Fleetline and Atlantean but were 33ft long rather than 30ft.

Our picture shows 1204 (SRJ 327H) on Chapel Street, Salford on a run to Peel Green on route 66. (ref. RM02/M12B32).

Just over 1400 Bristol LSs were built during the 1950s, the vast majority of which had ECW bodywork for Tilling operators across England and Wales. There was also a batch of 19 for Western SMT with Alexander 41-seat coach bodies.

Our picture depicts the first of the Bristol engined ECW coaches for Crosville coming out of Ebury Street onto Pimlico Road in central London when quite new. This shows the neatness of the ECW coach body with its large single-piece entrance door, which was hinged along the front edge and opened outwards, the small destination screens and the restrained cream livery with black around the windows. Also visible alongside SFM 1 is the rear of a Nuffield Oxford taxi, which was a competitor to the far more common Austin FX3, and a range of local shops. (ref. RM02/01868).



Verwood, a small Dorset town to the north of Bournemouth, was the home to a small but very interesting operator for about 20 years. Verwood Transport began in March 1981. This Northern Counties bodied Guy Arab V WTE 159D had started life as Lancashire United No.236 in 1966.

The proprietor of Verwood Transport hailed from Middlesbrough and the company used a version of Middlesbrough's Corporation's traditional blue livery, which is seen to good effect in our picture of the Arab in Poole during 1984. (ref. RM02/NCC63).

Facebook highlights

And by far the most popular post was the 'Marmite' bus – the Leyland National. The National was intended to be a heavy-duty single-decker capable of city and suburban work and thousands of them went on to be seen at work in many parts of the country. However, as the 1970s wore on, the National Bus Company found a need for a less sophisticated single-deckers to replace the large numbers of Bristol MWs and early LHs that were that were reaching the end of their lives. Leyland responded in March 1978 with the Leyland National Series B, a new version of the shorter 10.3m model aimed at the lighter end of the bus market with various modifications to reduce weight and simplify the specification. This allowed the price to be reduced by 10% compared to the standard model.

This picture shows a pre-production B Series that was initially on loan to Ribble from Leyland before being formally acquired by them in late 1979. During its life GCW 461S was allocated to Southport but moved to Ulverston during 1983 before transferring to Cumberland in February 1986. It later gained Stagecoach stripes after the privatisation of Cumberland.

The Series B went on to be a popular option with an order for 180 being received from the NBC to kick start production. The largest number was taken by London Country, collecting more than 160 for use across their area, although other NBC subsidiaries had decent numbers. Ten entered service with Midland Scottish and, when South Yorkshire PTE was in urgent need of new single-deckers, ten Series Bs were delivered in NBC leaf green. These were soon followed by eight more. When the Leyland National 2 appeared in 1980, there was a Series B version with many of the same economies but with the addition of a longer, 11.3m option. (ref. RM02/UBA73).

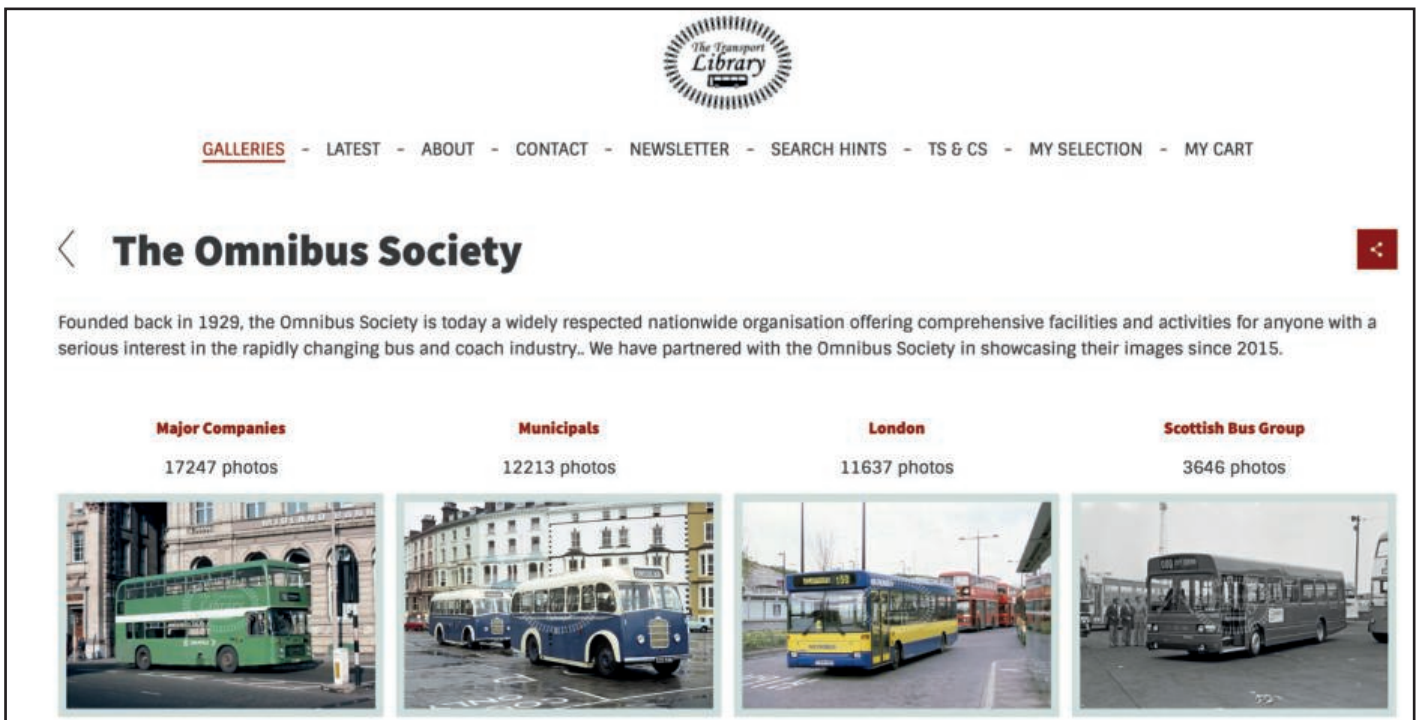


Surplus stock, photographs and lots more...

There are several ways you can support The Bus Archive. You can make a regular cash donation and become a Friend of the Archive or you can make your own collection more complete by buying surplus books, publicity items (timetables etc) and photographs from us.

Photographs

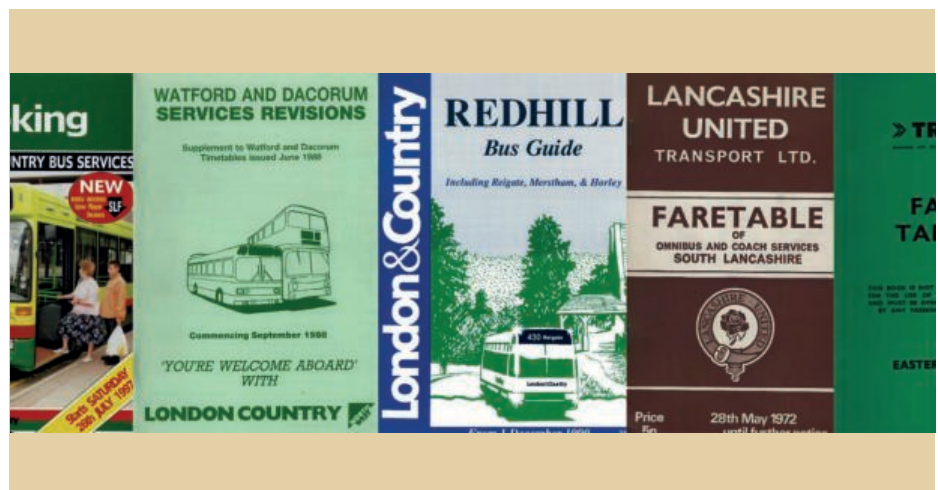
We have joined with our sister organisation The Omnibus Society to offer copies of our photograph collection with The Transport Library. There are now over 117,000 images available to purchase and on average 1,500 new items are added every month. Omnibus Society members get generous discounts on the purchase price.



The screenshot shows the 'The Omnibus Society' gallery page on The Transport Library website. At the top is the Transport Library logo and a navigation bar with links: GALLERIES, LATEST, ABOUT, CONTACT, NEWSLETTER, SEARCH HINTS, TS & CS, MY SELECTION, and MY CART. The main heading is 'The Omnibus Society' with a left arrow and a right arrow. Below the heading is a paragraph: 'Founded back in 1929, the Omnibus Society is today a widely respected nationwide organisation offering comprehensive facilities and activities for anyone with a serious interest in the rapidly changing bus and coach industry.. We have partnered with the Omnibus Society in showcasing their images since 2015.' Below this are four categories with photo counts and representative images: 'Major Companies' (17247 photos) with a green double-decker bus; 'Municipals' (12213 photos) with a blue and white vintage bus; 'London' (11637 photos) with a blue and yellow modern bus; and 'Scottish Bus Group' (3646 photos) with a grey bus.

Books, timetables, publicity

We are grateful for all the donated books, magazines and publicity material we receive every year. Anything we don't already have we add to our collection, but for items we already have are offered for sale, through BUSMART which brings in valuable funds for our charity.



There are three branches of BUSMART activity:

- eBay: follow our main account 'busarchive', and also our volunteer seller's account, 'keith2380'
- BUSMART sales catalogue which is published three times a year and sent out to nearly 1,000 people. If you wish to be added to the mailing list, email hello@busarchive.org.uk
- Online at busmart.org.uk where we have catalogues of all our surplus material for sale

Andrew Wickham MBE (1966-2025)



The Bus Archive lost a dear friend and supporter with the death in May after a long illness of Andrew Wickham, managing director of Go South Coast and lifelong transport enthusiast.

After studying at Aston University, Andrew obtained a job with his home-town operator Brighton Buses where he managed the Lewes Coaches business for a time, then moved on to the post of Operations Manager with London General. His potential was recognised by The Go-Ahead Group when it acquired London General and he was promoted to a 'head office' commercial role

before being appointed Operations Director at Wilts & Dorset in 2003. Subsequent promotion was as managing director at Plymouth Citybus followed by a return to Poole as MD of Go South Coast in 2011.

Andrew was the perfect professional – he knew the bus industry inside out and that was always reflected in the services and vehicles he operated. The Go South Coast subsidiaries are quite rightly held up as a benchmark for high quality operation, with all the basics in place, boosted by effective marketing.

He was also a transport enthusiast through and through – at his funeral, his son Sam joked that 'MBE' stood for 'mega bus enthusiast'. He was a generous supporter of The Bus Archive, and on a couple of occasions when we had to handle very large donations of archive material in a hurry, he allowed us to use vacant office space at the depots in Swindon and Southampton.

Andrew also visited the archive on several occasions, getting lost in the treasures that we hold on his first love, Southdown, and also inspecting our oldest item, the deeds for the land under a property in Salisbury (right).



His generosity continued even after his passing. Andrew's wish was that any monies collected at his funeral came to the archive; this amounted to £3,000 and finally bequeathed a very generous £50,000 in his will.

Paying tribute, director Philip Kirk said: "We have all lost a very dear friend in Andrew. He was a cheerful, energetic and passionate man whose competence shone out in everything he did. The awards which his companies gained in his lifetime and the tributes paid since his passing are testament to that. He was the best of men."



For a further tribute, go to Roger French's blog at <https://busandtrainuser.com/2025/05/25/saluting-andrews-amazing-career/>

New Collections Policy by Chairman Brian King

At the most recent meeting, the charity trustees adopted a new Collections Policy which will lead to improved development and focus for our collections, something required as we apply for accreditation for the National Archives standard.

This policy has been drawn up following the experience of transferring material to our new centre at Droitwich and knowledge of the level of resources available to us. Essentially, we need to maintain a constant review to ensure we keep things under control. It is important that we maintain a process which allows for the ongoing effective management of the current collection and new material coming in.

We therefore start from our core mission statement and will focus our efforts on road passenger transport – buses, coaches, trolleybuses and trams - in the British Isles. We are taking a broad view of this and we will continue to accept material relating to UK manufacturers overseas (e.g. Leyland activity across the globe) and UK based businesses with overseas interests in foreign lands (e.g. BET).

We will also, by exception, accept collections which have a significant British Isles content but which also have a foreign component where it would be illogical to split these (e.g. the John Shearman collection which includes a strong element of Far East material). Finally, and again by exception, we will accept collections which are regionally based where road passenger transport has significant content (e.g. the Birmingham Transport Historical Group collection).

This means we will no longer be able to accept donations of international material and/or railway material, as a matter of course. A copy of our Collections Development and Access Policy can be downloaded here: <https://we.tl/t-DOrbZ7glot>.

Changes to Charges

The demand from researchers for copying documents has grown significantly whilst the amount of money raised from voluntary contributions for this has actually dropped. We find that more of our staff time is being taken up for a lower return.

The trustees have decided to return to the system to charge for individual copies. In line with other professional archives there will also be a charge for staff time.

The charges are:

Digital copies (PDF): £7.50 handling fee + £1 per page

Printed copies:

- A4 black and white — £7.50 handling fee + £1 per page + postage
- A4 colour — £7.50 handling fee + £2 per page + postage
- A3 black and white — £7.50 handling fee + £3 per page + postage
- A3 colour — £7.50 handling fee + £4 per page + postage

The £7.50 handling fee will not be levied on Friends of the Archive nor on members of the Omnibus Society (who will be required to quote their membership number when placing an order).

For all researchers, we will require confirmation that the copies are for their own personal research and not for publication. If publication is being sought then a separate application should be made.

Full details are on our website at <https://www.busarchive.org.uk/visit-us.shtml>. We are also introducing a charge of £5 per day for researchers using their own camera to make copies. This is also waived for Friends and Omnibus Society members.

Donations

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

G. Irvine Millar	Mixed collection
Mr. Bassom	Timetables and publicity
Ray Wilkinson	Books
Museum of Transport, Greater Manchester	Timetables and publicity, photographs, original records.
Collection of the late Charles Gill	Books and magazines, timetables and publicity.
Stewart Dunabin	Ticket collection of the late Arthur Dunabin
Margaret Walsh	Postcards
Peter Davey	Mixed collection
Revd John Lines	Photographs
John Winteridge	Mixed collection
John W Smith	Research on operators
Ruth Rothman	Collection of the late John Taylor
Terence Bowker	Ticket machine equipment
David Shadbolt	Arriva Identity Guidelines, NJC/NBC rule books.
Transport Museum Wythall	Magazines
Geoff Lumb	Railway books
London Bus Museum	London Bus Maps and Guides
Estate of the late Frank Allen	Timetables and books
Maurice Doggett	London Newsheets, Coach & Bus Magazines.
Estate of the late Pat Lidgett	Mixed collection
Estate of the late Peter Nichols	Mixed collection
Estate of the late Alan Moore	Mixed collection
Transport Museum Wythall	Metro Cammell drawings, electrical diagrams
Estate of the late Ian Read	Original research on the Watford/Bushey/West Herts area.
London Bus Museum	Photographic slides.
Fred Ward	Cumberland Motor Services original records
Peter Elliott	The Little Red Book 1979/80
Ray Jones	Published books, timetables and route maps.
John Butler	Collection of the late Laurence Butler
Graeme Yuill	Timetables.
Bill Potter, British Bus Publishing	Books and magazines, original records and ephemera

Donations

Conrad Smith	Timetables.
Ken Jubb	BMMO "Foreman's Bible" binders
Thomas WW Knowles	Mixed collection.
Graham Westcott	Mixed collection
Mrs. Jackie Waller	Books
Dr John Lourie	Magazines
Transport Museum Wythall	BMMO (Midland Red) vehicle drawings
David Elliott	Mixed collection
John Senior	Photographs of the Senior Transport Archive
Alan Harrison	Timetables and documents - West Midlands late 1980s
Bob Telfer	Books, magazines, publicity leaflets
George Luke	Original records
Theresa Ross	Books and photographs collection of the late Michael Ross
Gordon Burkinshaw	Timetables and publicity leaflets, maps.
Isle of Wight Bus Museum	Photographs by the late Reg Davies and Barry Bell, bus timetables and bus operator materials
Ribble Vehicle Preservation Trust	Recordings of former Ribble employees.

Remember if you have any surplus material – whether it be official records, your own research, publicity or photographs – we would like to hear from you at hello@busarchive.org.uk. If we don't have a particular item, it will be added to our collections, and if we do already have it then we can sell the surplus one to fund our charity.

Amongst the unusual donations this quarter are the magnificent run of Midland Red "Foreman's Bibles" (see pages 12 and 13) and also the collection of recordings of former Ribble employees made by the Ribble Vehicle Preservation Trust.

These were made with the help of the North West Sound Heritage, a professional body which preserves social history through audio recordings. The accounts and stories of a cross section of Ribble employees was taken and recorded professionally. Those taking part signed release forms enabling their words and voices to be used by others. A mark of the changing technology is that they are currently housed on a series of CDs – our task will be to have these converted to digital format for future preservation.

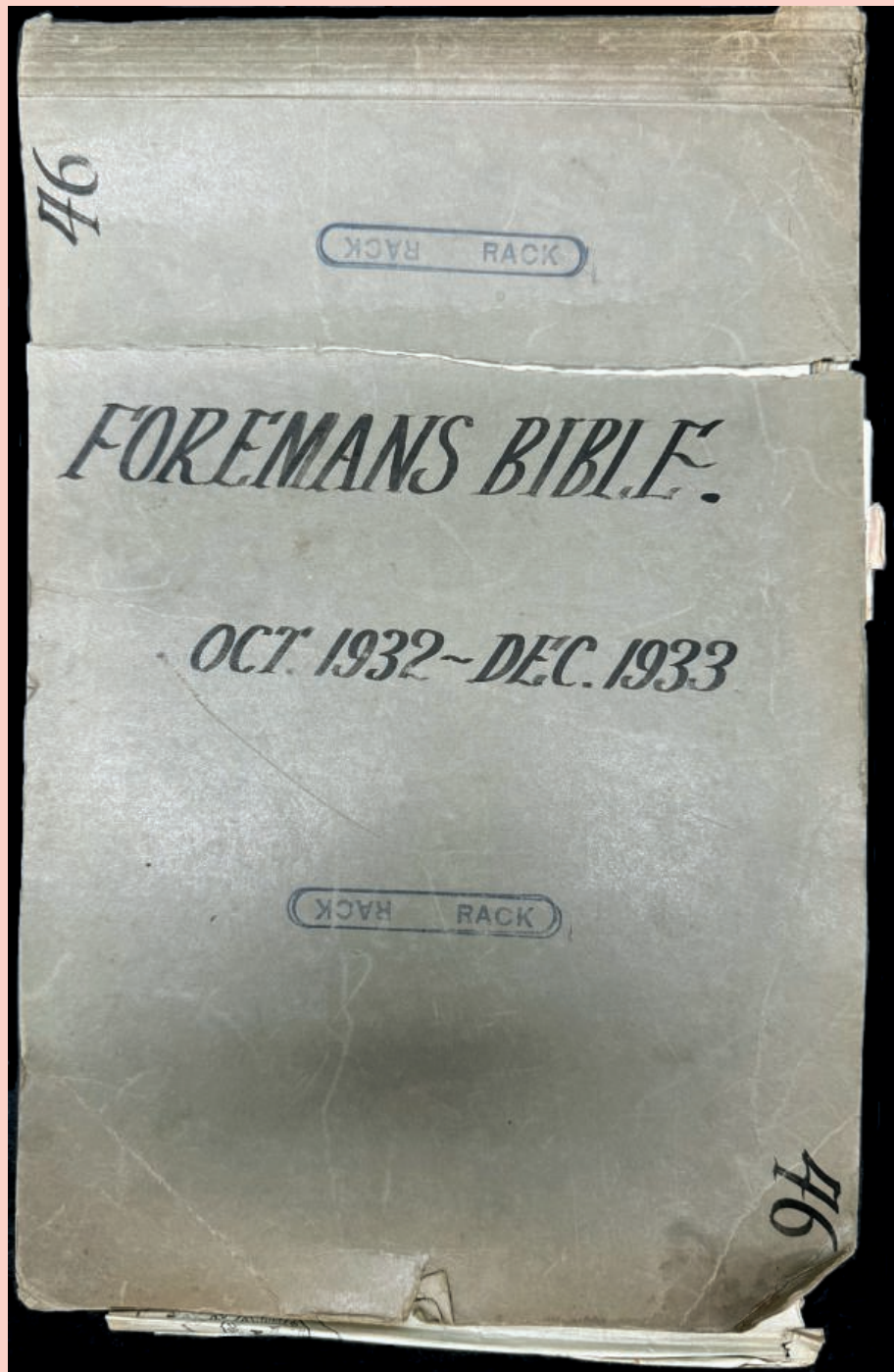


Midland Red “Foreman’s Bible”

We were absolutely delighted to have donated a complete series of the unusually but aptly titled “Foreman’s Bible” from a Midland Red depot.

These are 21 loose leaf volumes compiled over the years 1931 to 1966 and contain memos and instructions issued to depot foremen. We assume that a set of these were kept at each depot and they constitute a unique insight into how things actually operated, what the concerns were and how this all changed over time. This set was kept at the Bearwood head office.

It is an important donation and a useful counterpoint to the high level ‘head office’ material which constitutes so much of our Midland Red collection.



The cover of one of the volumes, this one from October 1932 to December 1933.

Midland Red “Foreman’s Bible”

FOR THE YEAR 1933. SUMMARY OF MECHANICAL FAILURES RECORDED. (VEHICLES WITH VEHICLES)

GARAGE.	Up to 30th Nov. 1933.	During November.			Total Milesage Lost.
		Total Failures up to 30.11.33	Average Milesage per Failure	November Failures	
BELLINGTON (1)	-	-	-	-	-
RUGBY (2)	3	228,830	-	-	-
SHREWSBURY (3)	5	209,340	-	-	-
REDDITCH (4)	3	209,100	-	-	-
LEAMINGTON (5)	14	116,800	2	-	-
BANBURY (6)	3	114,560	-	-	-
STAFFORD (9)	6	87,340	-	-	-
COALVILLE (7)	20	85,000	2	-	-
SWADLINCOTE (11)	11	82,800	-	-	-
TAMWORTH (8)	13	77,690	2	-	-
HUNNATON (10)	22	76,880	2	-	-
DIGBETH (12)	55	67,000	4	-	-
STOURBRIDGE (13)	28	60,640	2	-	-
LEICESTER (14)	69	58,530	5	-	-
HEREFORD (16)	14	53,900	1	-	-
KIDDERMINSTER (17)	23	53,120	2	1	94
WOLVERHAMPTON (22)	33	52,430	4	1	3
WATFORD (18)	34	50,700	4	1	24
BROMSGROVE (20)	13	50,570	-	-	-
DUDLEY (19)	30	49,250	2	1	31
EVESHAM (21)	8	44,000	1	-	-
WOLVERHAMPTON (22)	23	38,420	3	1	4

Figures in brackets denote the positions of the garages as at 31st October 1933.

Omnibus Offices.
Birmingham, B'ham.
27.12.33. (S.M.)

Number of mechanical failures per garage for single-deckers in 1933.

THE BIRMINGHAM & MIDLAND MOTOR OMNIBUS CO. LTD.

ACCIDENTS --- NOVEMBER, 1948.

TOTAL 406. AVERAGE MILES PER ACCIDENT 12.700.

POSITION.	GARAGE.	NUMBER OF ACCIDENTS.	AVERAGE MILES PER ACCIDENT.
1	Banbury	2	43,700
2	Cradley	5	27,700
3	Wolverhampton	3	27,400
4	Bromsgrove	6	26,700
5	Hinckley	7	24,500
6	Hereford	8	22,300
7	Southgate St:	18	20,000
8	Worcester	17	17,600
9	Stafford	6	17,000
10	Nuneaton	10	16,300
11	Sandiacre	14	16,200
12	Coalville	11	15,700
13	Dudley	10	15,600
14	Hartshill	10	15,200
15	Oldbury	13	14,040
16	Wellington	7	14,030
17	Evesham	5	12,100
18	Rugby	13	12,000
19	Leamington	26	11,900
20	Kidderminster	16	11,600
21	Shrewsbury	17	11,400
22	Swadlincote	12	10,900
23	Redditch	10	9,600
24	Stourbridge	19	9,300
25	Digbeth	61	8,400
26	Bearwood	31	8,300
27	Tamworth	18	7,600
28	Sutton	30	7,000

Total for October 1948 - 363.
Average miles per accident - 15,000

B/RJF/DMP.
20.12.48.

The number of accidents per garage in November 1948.

p. 300r, 5/44

Copy to THE M. C. G. FEDERATION, LIMITED.

DEPARTMENTAL LETTER

Name of Company: The B. & M.M.O. Co., Limited,

To: All Garages.

From: 'E' Department.

Subject: ISSUE OF BUCKETS AND DUSTBINS.

12th November, 1946.

Your Ref.

Our Ref. WFJ/JR.

Will you please give instructions that the greatest care must be taken of Buckets and Dustbins, as owing to the Steel Allocation it is doubtful if we shall be able to obtain further supplies for some considerable time.

S. C. V.

The mysteriously-titled 'E' Department at the BET Federation advises care in the use of buckets and dustbins owing to the steel allocation in 1946.

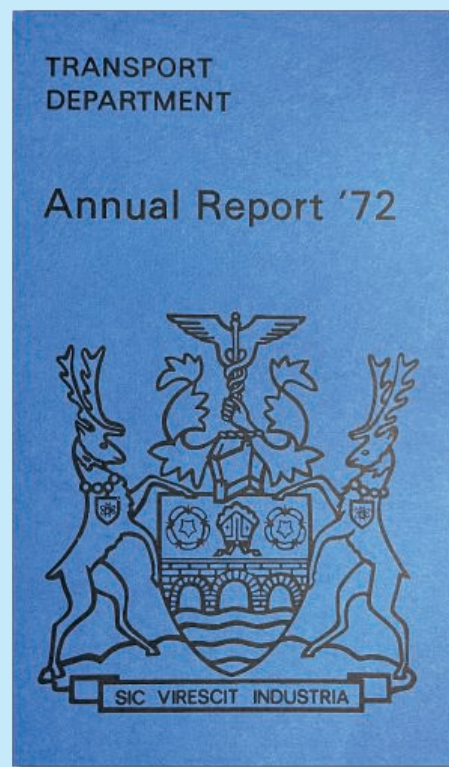
Rotherham in 1972

We have the Annual Report of the Transport Department of the County Borough of Rotherham for the year to March 1972, some two years before it was subsumed into the newly-created South Yorkshire Passenger Transport Executive.

The 26-page booklet, printed by the "Printing & Stationery Section, Borough Treasurer's Department" is highly comprehensive and we can only touch on a couple of matters here.

The report is authored by the Transport Manager, K. E. Griffiths who would go on to be Sheffield District Manager for the PTE, and presented by the fourteen-strong Transport Committee.

"Staff Wastage" of drivers and conductors (or "turnover" as we would term it today) was 79 (or nearly 22%) but that represented a significant reduction from the 35% of the previous year. A mark of how pay-as-you-enter operation was progressing is shown in the "staff required" figure reducing from 550 in 1968 to 361 in 1972.



STAFF WASTAGE DURING YEAR				
(Figures for previous year in brackets)				
	Drivers	Conductors	Total	
Voluntary Resignation	11 (39)	33 (63)	44 (102)	
Dismissed	9 (3)	21 (25)	30 (28)	
Promoted	2 (1)	— (1)	2 (2)	
Transferred to Depot	— (—)	— (—)	— (—)	
Retired	— (4)	1 (1)	1 (5)	
Deceased	1 (—)	1 (1)	2 (1)	
	23 (47)	56 (91)	79 (138)	

RECRUITMENTS DURING YEAR		
Males	67	(93)
Female	—	(15)
Totals	67	(108)

STAFF POSITION — 5-YEAR RECORD					
Staff Required	Drivers	Conductors	Total	% Shortage	
At 31st March, 1968	550	19	4	23	4.18
" " " 1969	546	47	16	63	11.54
" " " 1970	482	44	10	54	11.20
" " " 1971	401	10	—	10	2.49
" " " 1972	361	—	—	—	—

LOST PROPERTY 1972			
Anoraks	24	Hampers	2
Art Folder	1	Headwear	49
Brief Cases	15	Hockey Bags	2
Belts	3	Handkerchiefs (box)	2
Blankets	3	Hymn Book	1
Books	3	Instrument (maths)	2
Brooches	8	Jeans	3
Bibles	4	Jumpers and Trews	1
Boxing Gloves (pair)	1	Knitting Bag	1
Butcher's Aprons	2	Knitting	1
Bracelets	1	Key	1
Basket (child's)	1	Lighters	14
Bag (cloth)	1	Locket	1
Bag (cricket)	1	Loose Cash (items)	18
Bingo Card and Voucher	1	Licence (driving)	1
Briefs (pair)	1	Muscle	41
Bucket	1	Mackintoshes	1
Cases	47	Musical Instruments	5
Cardigans and Pullovers	39	Minor	1
Coats	25	Money Box	1
Curtain Tape	1	Necktie	8
Cushion	1	New Testament	1
Carpenter's Set	1	Overall	11
Coal Scuttle	1	Pension Book and Money	1
Chest Set	1	Paper Punch	1
Collar	1	Pillow	4
Curtain	1	P.E. Kit	1
Clarinet	1	Parcels	1
Cigarette Case	32	Pants	1
Duffel Bag	2	Picture	1
Duffel Coats	5	Purses	186
Dresses	1	Shawls	29
Dart	1	Shirts	1
Dog Collar and Lead	1	Shirts (rubber)	1
Door Mat	1	Stamps	1
Domino Set	1	Spirit Level	1
Drawing Instrument	1	Transistors	6
Eye Shield	1	Tobacco Pouches	10
Ear Rings	2	Trombone	1
Euphonium	1	Tool Bags	4
Fencing	36	Torque Rod	1
Fur Collar	1	Toy Typewriter	1
Fablon (roll)	1	Trousers	8
Fertiliser	1	Tent	1
Fruit Bowl	1	Trousers Suit	1
Fishing Basket	1	Travel Bags	9
Frying Pan	1	Toilet Bag	1
Gloves and Mittens (pairs)	496	Tie and Driving Licence	1
Holdall	1	Tie Clip	1
Handbags	65	Umbrellas	377
		Underwear and Panties	1
		Vacuum Bag	1
		Vanity Bag	1
		Violin	1
		Walking Sticks	5
		Wallets	11
		Watches	25
		Waistcoat	1
		Wellingtons (pair)	1
		Watch Straps	2
		Working Clothes	3
		Wallet (club)	1
		Zip and Buttons	1
Total Number of Articles Left in Buses			
Number of Articles Claimed			
Number of Articles Unclaimed			
Cash in Purses and Money found in Buses — Unclaimed			
Received for Re-claimed Property			
Net Proceeds of Sale of Unclaimed Property			

One of Rotherham's Daimler Fleetlines which were the pride of the fleet in 1972.



The other item of note has to be the categories of lost property (shown above). For some reason, the 1,983 items which were left on Rotherham's buses were meticulously reproduced in the report. From the numerous: gloves and mittens (496) and umbrellas (377), through trousers (8), skirts (6), transistors (6) to a single trombone and a poncho.

The Omnibus Society – by its chairman, Nigel Eggleton

As is generally known, The Bus Archive had two ‘parents’: The Omnibus Society Library and Archive and The Kithead Trust. The collections were ostensibly different: the OS largely held publicity and personal collections, whilst Kithead held largely industry material.

Ten years ago, discussions started about merging the two collections under a single identity and in 2018 The Bus Archive was born as a new charity, separate from its parents but still closely connected. Each parent also contributed their buildings and a cash sum to give the archive an operating reserve to get started. The Kithead Trust was subsequently dissolved.

Since then, the success of the archive is probably without parallel in the archives sector and has enthused the UK bus industry as well as the traditional enthusiast community. The Omnibus Society has continued to financially support it with a recent substantial gift enabling vital premises to be retained.

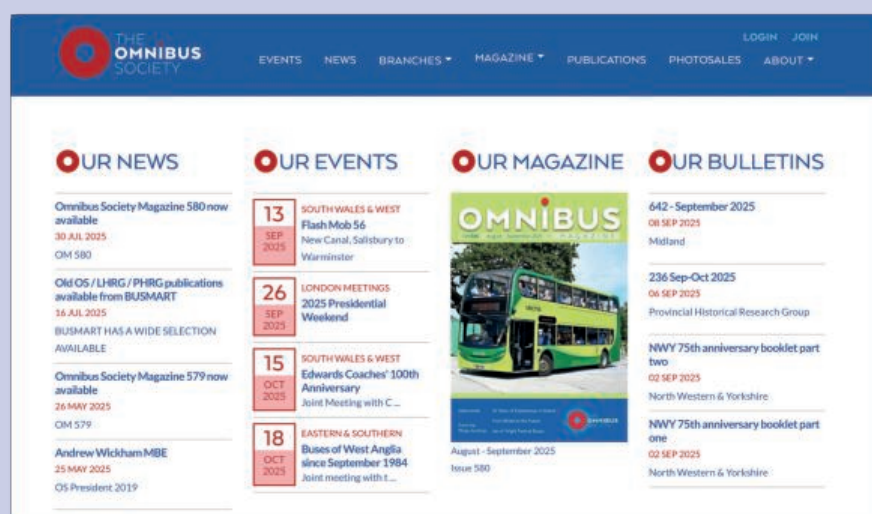
I now have the pleasure of being a trustee of the charity, nominated by the OS, and I thought I would take this opportunity of explaining what the OS is about and the advantages of membership.

The Society will celebrate its centenary in 2029. We remain the only UK society that covers all aspects of the industry regardless of geography or, as they say on Mastermind, specialist subject. Our aim is to enable everybody with an interest in buses to find out not just what is happening, but why.

So, whether your interest lies in past or present operations, in company or route history or route developments the OS will keep you informed. Every two months we publish the *Omnibus* magazine which contains a wealth of topical and historical articles and records route developments across the country; the magazine is backed up by more detailed regional publications produced by each of six local branches and two research groups. In the latter case the most recent newsletter published by the Provincial Historic Research Group includes an article reviewing the 1985 Transport Act forty years on and another about bus services to the numerous ‘lost’ villages throughout the UK.

We invite leading senior figures in the industry to give talks at our social meetings held in a range of locations. Some of our branches also run visits to operators and manufacturers. Later this month we inspect the operations of, for example, First Essex, Ipswich Buses and Lodge Coaches also in Essex.

For all of this standard membership will cost you £29 each year. Have a look at our website www.omnibus-society.org for further details and an easy to access membership process. We’d love to have you on Board!



Letters to the Editor

Our piece on Chambers of Bures in the last issue left a few questions unanswered. We were delighted to receive an email from Terence Uden who writes:

“Have just read the small piece regarding Chambers of Bures, and with my entire mother’s family coming from the village, some working for Chambers at times, have thus watched their activities my entire life. Alongside the Silk Mill, they were probably one of the largest employers in the immediate area, and it was indeed a sad day they finally sold out, the garage immediately closing with buses and staff transferring to Sudbury a decade ago.

It is said, “they were probably involved in farming between the wars”, but I am not sure whether this was directly or indirectly. Their many activities certainly included animal trading, particularly horses. My Great-Uncle, Frank Pilgrim, had his first job with them (at the tender age of 13!) and before the First World War in 1914. One of his weekly tasks involved bringing back horses from Ipswich market, so I guess they traded animals rather than actually using them. I recall virtually all the Chambers family kept busy running the business rather than farming themselves, but I stand to be corrected. Their small office at the front of the garage still carried saddles and other horse equipment in the window long after the second-world war and into the 1960s at least, so that side of the business still flourished.

Up until at least the 1970s (may have been later), they also operated a fleet of lorries concerned with farming. You may have documents amongst the collection which give a much clearer picture, but I thought it timely to mention the above horse-trading from an earlier period.”

A typical example from the Chambers fleet in the 1970s – a Plaxton bodied Bedford YRT. (Photographer Mark Page, copyright The Bus Archive, ref. MP02/04497).



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