



An impressive coach in a unique livery was our most-liked Facebook post from the last quarter, a Standerwick ECW-bodied Bristol VRL photographed in London's Victoria Coach Station in a prototype version of the National Bus Company's (NBC) white scheme with large NATIONAL fleet names introduced in 1972 for express services and holidays. A livery to replace the individual identities of NBC's regional subsidiary fleets, including Standerwick's cream and dark red. Read the full story on page 2. (Photographer Roy Marshall, copyright The Bus Archive, ref. RMMFB-95).

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## Facebook highlights

By the mid-1960s, Ribble, which managed the Standerwick and Scout fleets, had become experienced in using double-deck coaches on express services. Among them were the 37 Gay Hostesses new in 1959-61, Leyland Atlanteans with 50-seat Weymann bodies equipped with reclining seats, toilet and stewards serving refreshments. These were designed for long distance runs taking advantage of the expanding motorway network.

It was decided to replace them with bigger vehicles seating 60 with a large luggage compartment and toilet. The on-board refreshment service was replaced by scheduled stops at motorway services.

They were based on the 36ft Bristol VRL. Known as the N-Type when development began in 1964 but renamed VR (Vertical Rear engine) when announced in 1966, this was a chassis of 33ft or 36ft length suitable for single- or double-deck bodywork. The engine was fitted longitudinally in the rear offside corner, leaving space along the nearside for doors at the front, middle or rear and, for double-deckers, one or more staircases could be provided at any point along the offside, including over the engine.

Two prototype 33ft double-deck buses were bodied by ECW in 1966, but the operators that became part of NBC were reluctant to take long double-deckers and as early as June 1967 Bristol announced that a VR with a transverse engine, the VRT, was in development, available in lengths of 30ft 5in and 33ft. The original model became the VRL.

From 1968, the government's New Bus Grant gave funding of 25% (later 50%) towards the cost of new buses that met strict design parameters. For double-deckers, those included a transverse rear engine and, on lowheight vehicles, a 30ft 5in length. Grant was available for 33ft full-height double-deckers.

Only 55 production VRLs were completed, all 36ft double-deckers, 25 for South Africa, the rest as Standerwick's Gay Hostess replacements. The prototype was a star of the 1968 Earl's Court Commercial Motor Show. This had a Leyland O680 engine and an ECW coach body with 42 seats upstairs and 18 down, registered FCK 450G. A large luggage hold was built into the rear of the lower deck and ventilation was provided for the upper deck passengers by individual blowers and opening roof windows, downstairs there were sliding window ventilators. The staircase rose over the offside rear wheels. All 30 gained allover white quite quickly.

After testing, 29 more were ordered for the high-speed motorway runs linking north-west England, the Midlands and London. The production coaches entered service over 18 months from February 1971, the last VRLs being finished as NBC announced its new white livery, and the final two appeared in different interpretations of it.

The last one was in allover white but the penultimate one, PRN 78K, was white with blue in the places where the dark red in Standerwick's livery would have been. Our cover picture shows it at Victoria when new in August 1972.

The VRLs proved troublesome in service and, if they broke down, caused further problems as local operators usually had to provide two coaches to take all the passengers. Then, in July 1974, a fatal accident in which a VRL turned over on the M1 brought questions from politicians and the press about the safety of double-deck coaches on motorways.

Withdrawals began in 1976 and the last ran in July 1977, when the newest was just five years old. They all found homes on an eager secondhand market, PRN 78K being one of several to join International Coach Lines of Thornton Heath, south London.

## Facebook highlights

These are the other five of the 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/>.



The Yorkshire (Woollen District) Electric Tramways Ltd., a British Electric Traction (BET) subsidiary, was based in Dewsbury and operated trams from February 1903 until October 1934. It bought its first motorbuses in 1913 and was renamed Yorkshire Woollen District Transport Co. Ltd. in May 1935. The name comes from the Heavy Woollen District, an area of textile production in West Yorkshire made up of parts of the modern-day boroughs of Kirklees, Leeds and Wakefield and includes Dewsbury, Batley, Ossett and

Heckmondwike. In National Bus Company ownership, it was managed from Wakefield by 1971. A management buyout, Caldaire Holdings, acquired West Riding and Yorkshire Woollen when they were privatised in January 1987. ECW-bodied Leyland Olympian 564 (A564 NWX), one of 29 new to the West Riding group in 1984, received this commemorative livery in 1993 to celebrate the 90th anniversary of Yorkshire Woollen starting its first tram services. It is pictured in Halifax bus station in June 1994. (Photographer Roy Marshall, copyright The Bus Archive, ref. R MUHA-8).

Widnes Corporation 1 (RTC 645L), production number 00155 new in August 1972, was the first single-door Leyland National off the Lillyhall production line. Widnes Borough Council was abolished in April 1974 and its territory amalgamated with Runcorn to form the borough of Halton within the county of Cheshire. The bus operator became Halton District Council Transport which bought the last Leyland



National 2 (production 07835) in 1985 and the last Leyland Lynx 2 in 1992. Our picture shows No.1 in Burton-upon-Trent on loan in 1974 with period cars and an ambulance in view. It survives in preservation. (Photographer Roy Marshall, copyright The Bus Archive, ref. RMM14A-23).

## Facebook highlights



London Transport Cravens-bodied RT1432, which had spent time with Beckett of Bucknall. (Photographer Roy Marshall, copyright The Bus Archive, ref. RM02\_19850).

Southern National Bristol Lodekka 1919 (UOD 502) in The Strand, Barnstaple when still quite new. A 1957 delivery, it was an LD6B with Bristol AVW engine and a 60-seat ECW body and is about to set off on the ten-mile journey to Westward Ho! on the north Devon coast. The exclamation mark is an intentional part of the village's name, the only place name in the British Isles to have one. (Photographer Roy Marshall, copyright The Bus Archive, ref. RM02\_A22819).



The 24-seat rear-engined Bedford JLL was ten years ahead of its time. Launched as a mock-up at the 1976 Commercial Motor Show, it was developed from the Camuter, an integral midibus with Allison transmission that Marshall of Cambridge announced in 1974. General Motors, Bedford's parent, restyled the body and used the Bedford 330 engine in place of the Camuter's Perkins unit. Four JLLs were built, three in 1978, the fourth in 1979 as demonstrator HKX 553V, photographed on loan to Maidstone in July 1981, five months after Marshall acquired the rights from Bedford along with all four buses. Maidstone ended up with all four, although only three were formally acquired. HKX 553V was to be bought but was written off in an accident in August 1982. Marshall repaired it and sold it to Rambler Coaches of Hastings, later to Yellow Buses Bournemouth. (Photographer Roy Marshall, copyright The Bus Archive, ref. MMD (95)).

## Visit by Phoelix

In April we were delighted to host a visit by members of Phoelix – the association of former National Bus Company directors and general managers created after privatisation in 1989 under the chairmanship of Robert Brook who was NBC's chief executive until 1986.

The Phoelix name-tag was selected as a permanent memento of one of Brook's closing remarks at his last NBC general managers' conferences, when he likened the group to a smiling Cheshire cat with more than a hint of it rising from the ashes at some future stage.

The original aim was to include all those people who were the Great and the Good (i.e. NBC and Scottish Bus Group directors/executives and MDs/GMs of subsidiary companies) at the time of privatisation or who rose subsequently to "greatness".

The members — pictured with archivist Elizabeth Shuck — were led by Andrew Braddock, latterly of Transport for London but previously at Berks Bucks Bus Co (The Bee Line), Alder Valley, London Country and Bristol Omnibus.

After the visit, Andrew commented: "We greatly appreciated seeing the first-class arrangements made to safely store so many interesting bus industry records. It is clear that a huge amount of work is involved in its cataloguing, scanning and restoring the material you receive, through the powerful combination of professional and volunteer input. The state-of-the-art storage pod is very impressive, and it was fascinating to see how it works."



## Kidderminster interlopers

Our supporter Stewart Brett is constantly on the look-out for postcards and older photographs which depict buses on internet sales sites. He recently purchased two which posed quite a conundrum – early Northern General single and double-deck Daimler CC models in service in the Kidderminster area.

At a recent visit to our Droitwich centre, Stewart was able to consult the Northern General directors' meeting minute books for 1914 and, sure enough, on page 17 there were the details: "the hire of omnibuses to the Kidderminster & District Electric Traction Co. Ltd at a rental of £12 per vehicle per week was approved". A later minute recorded the precise dates that the seven vehicles were returned during July 1914, and that the charge had increased to £15 each week.

Like Northern General, Kidderminster & District was owned by British Electric Traction (BET). It operated 4.6 miles of single-track tramway linking Kidderminster and Stourport from 1898 until 1929. The buses were photographed beyond the tram route, at Cookley north-east of Kidderminster and outside the Talbot Hotel at Chaddesley Corbett to the east of the town. The buildings in both pictures survive today, although the Talbot Hotel is now a private house.

Stewart was absolutely delighted to find this information. "It was amazing that I was able to trace the precise dates of the hires and also the buses involved." Another example of the power of archives.



## Kidderminster interlopers

N. G. T. CO. LTD.  
—  
DIRECTORS'  
MINUTE BOOK  
No. 1.

The Kidderminster Company. The hire of omnibuses to the  
37 Kidderminster and District Electric Traction Co. Ltd.  
at a rental of £12 per vehicle per week was  
approved. It was noted that 4 Single deck and  
one double deck Omnibuses had so far been  
delivered to the Kidderminster Company.

## Donations

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

|                                        |                                                     |
|----------------------------------------|-----------------------------------------------------|
| Hugh Taylor                            | Photographic collection of the late Ron Wellings    |
| Simon Butler                           | Photographic collection                             |
| Robert Howes                           | Photographic collection and tickets                 |
| Alan Lambert                           | Bodybuilder blueprint, photographs and timetables   |
| Stuart Allen                           | Mixed collection                                    |
| Mrs. P. Davis                          | Books                                               |
| Charles Holdaway                       | Photographs, books and models.                      |
| Collection of the late Peter Trevaskis | Aldershot & District material                       |
| John Bull                              | Timetables and bus stop panel timetables            |
| Peter Hale                             | Books                                               |
| Jeffrey Pettiman                       | Books and journals                                  |
| Colin Page                             | Books and timetables                                |
| Tony Francis                           | The Highways of Antiquity book                      |
| Paul Carter                            | Official records of Premier Travel                  |
| Kate James                             | Timetables                                          |
| Graeme Yuill                           | Timetables and books                                |
| Southdown Enthusiasts Club             | Glass plates negatives and timetables               |
| Geoff Lusher                           | Timetables, maps and books                          |
| Ed Reid                                | Timetables                                          |
| Collection of the late Andrew Tyldsley | Mixed collection                                    |
| Paul Hill                              | Official records of Lincolnshire Road Car Company   |
| Museum of Transport Greater Manchester | Timetables and photographs                          |
| Geoffrey Gould                         | Timetables and slides                               |
| Collection of the late Andrew Johnson  | Photographs and slides                              |
| Ian Hope                               | Timetables and books                                |
| Collection of the late Tony Brown      | Official records of Northern General and successors |

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](mailto: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.

## Trustee news

Bill Hiron has become a trustee of our governing charity. Bill will need no introduction as a long-time supporter of The Bus Archive; he is the immediate past president of the Omnibus Society and for many years he was managing director of Stephenson's of Essex before passing ownership to an employee trust.

Bill takes over from Giles Fearnley who has stood down owing to professional commitments.

At the same time, Philip Kirk has stepped down from the role of director although he remains on the board of trustees.



## Working life on Glasgow's tramways

*From the start of the 20th century until buses replaced the last route in September 1962, Glasgow Corporation's tramways formed the backbone of daily life in the city. Thousands relied on the network to get to work, shop, and travel across the city's growing suburbs. Yet, as archivist Elizabeth Shuck explained in an online talk to the Scottish Tramway & Transport Society, behind the familiar sight of tramcars rumbling through busy streets were the drivers and conductors whose working lives reflected the wider social and economic changes of the era.*

*Using material from the collections of The Bus Archive, she pieced together a vivid picture of what life was like for a Glasgow tram driver, imagining one starting working life in the 1930s and finishing up at the end of the tram era in 1962.*

A young man would typically begin as a conductor before progressing to driver after a year or so of experience. Publicity material from the time presented the tramways as a gateway to the city itself, with illustrated guidebooks encouraging passengers to visit attractions such as the Botanic Gardens and Kelvingrove Museum using Glasgow's extensive tram network.

Working life appears not to have always been such an easy ride. Official instruction booklets adopted a stern and uncompromising tone toward employees. Drivers (known as motormen) were expected to maintain strict discipline and professionalism, with regulations covering everything from punctuality and behaviour to the condition of uniforms — which employees were expected to maintain at their own expense in contrast to today's tax breaks available for doing the same.

A booklet from 1934, *A Short Talk on Tramcar Driving*, advised motormen that “recently there has been a decided increase in the number of complaints received of alleged careless driving and on investigation I find that, to a certain extent, these complaints are justified”.

Whether the correct words were careless, rough or just bad driving, the booklet's author argued that inconsiderate driving “is perhaps the term best suited to the offence”. “It shows a lack of consideration for the passengers who should be a motorman's first thought while he is at the controls. Everything possible has been done to provide greater comfort for the passengers, but the favourable impression created by reconditioning the tramcars is being entirely negated by the thoughtless actions of some men.

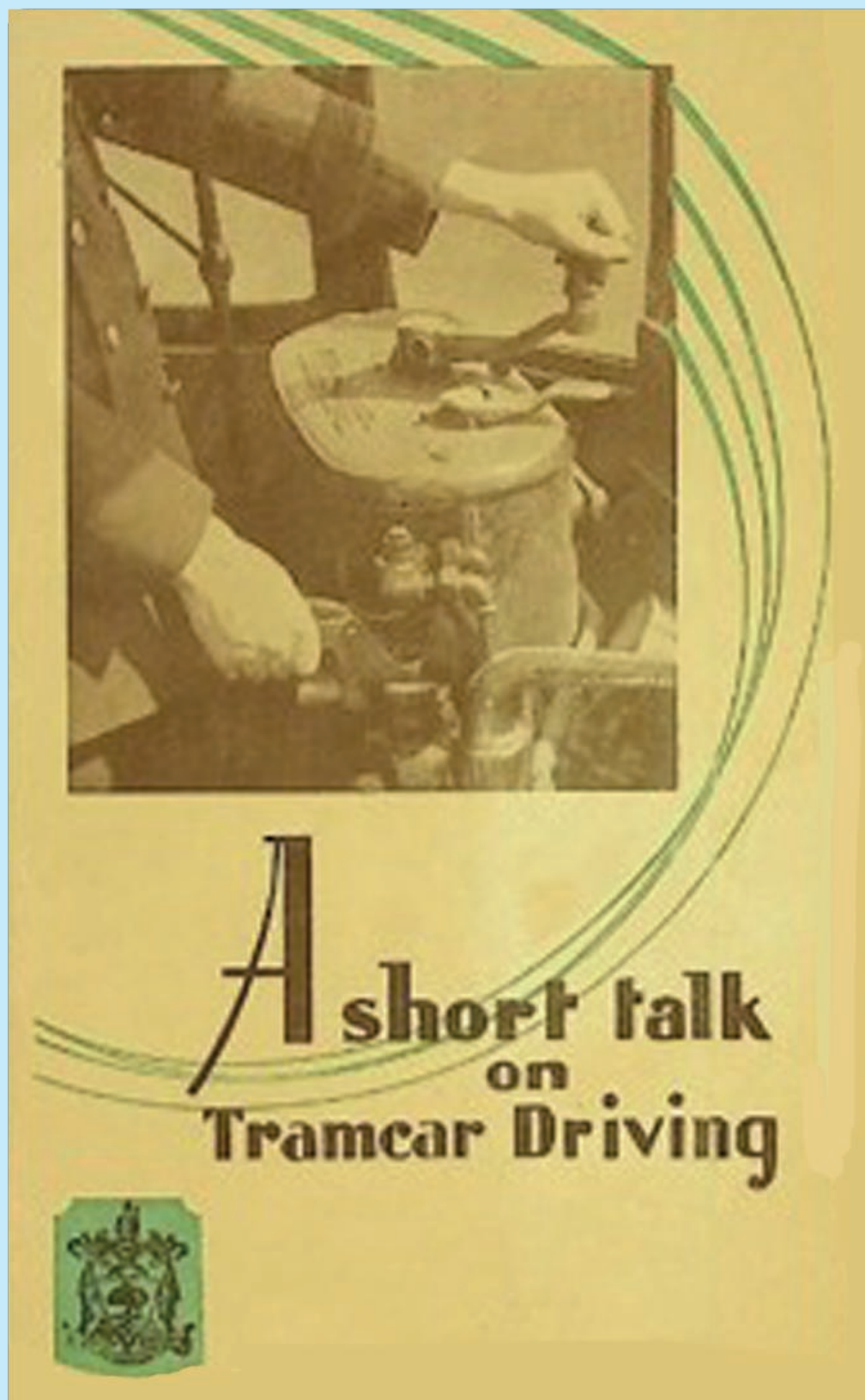
“It is in your interest as motormen to see that the tramcar remains the popular means of transport in the city, as I believe it to be when properly handled. Obey the instructions received at the Motor School and fewer complaints will be made about bad driving, and fewer claims of platform and similar types of accidents.

“The fact that faults do occasionally develop in equipment has not been lost sight of, but investigations show that careless handling of the controls is the main cause of most of the jerking and jolting to which passengers and tramcars are subjected.”

The pressure of the tram driver role is perhaps reflected in accident statistics from the early 1940s. A 1944 report records over 300 collisions involving tramcars in December 1942 and December 1943, along with significant numbers of pedestrians being involved each year. Whether these figures were unusually high by the standards of the time — nationally, the wartime blackout added to traffic hazards and accidents — would require further research, but they underline the intensity of operating large vehicles through congested urban streets long before modern traffic management systems existed.

Those statistics show that tramcars were carrying around 47 million passengers a month, while Glasgow Corporation Transport buses carried over 11 million; more than four times as many journeys were made by tram than by bus.

## Working life on Glasgow's tramways



What may be surprising is that although tram passengers usually boarded or alighted in the middle of the road while buses pulled into the kerbside, there were proportionately more instances of boarding and alighting accidents involving buses than trams and of pedestrians being knocked down by buses. Conversely, there was a higher likelihood of passengers tripping or falling on trams.

The records also reveal how wider social changes shaped the tramways. During World War Two, with over 1,000 drivers and conductors on military service, labour shortages led to a major increase in the employment of women within the system. Female conductors became far more common, peaking at 2,500 in 1945, and by 1944 women had begun driving trams as well, peaking at 111 in 1945. Part-time working arrangements were introduced in 1943, seemingly aimed specifically at enabling more women to join the workforce, perhaps while balancing domestic work. Women continued to drive trams until the system closed in 1962, but around ten years elapsed before they were permitted to drive the city's buses.

## Working life on Glasgow's tramways

The post-war years brought new staff challenges. Recruitment became increasingly difficult, with management repeatedly noting problems attracting suitable staff. Competition from other industries, changing wage expectations, and the anti-social nature of tramway (and bus) shift work all played a part. These concerns sound remarkably familiar today, demonstrating how some challenges within public transport have changed little over the decades.

There were real attempts to foster a sense of community among employees in the post-war period. Tramway workers had access to social clubs, choirs, a pipe band, and sports facilities at the Helenvale Recreation Ground, while canteens established during wartime continued operating afterwards. Educational opportunities and sick pay schemes were also available to staff suggesting that the tramways offered not only employment, but a broader social structure for workers and their families.



This view of one of Glasgow's Standard tramcars provides evidence of the reconditioning work referred to in the 1934 instruction booklet. When built in 1909, car 300 had an open top, open cabs and 54 wooden seats, but a series of upgrades followed over the next 20 years, by which time it had 59 upholstered seats and was fully enclosed, as well as being fitted with more powerful motors. It served the city for 51 years, finally being scrapped in September 1960. It was photographed on Sauchiehall Street at Charing Cross on the western edge of the city centre, westbound on service 6 from Alexandra Park, replaced by motorbus service 56 on 1 November 1959. The buildings it was about to pass in the background were demolished around ten years later, among many that were bulldozed to accommodate the M8 urban motorway. (Photographer Roy Marshall, copyright The Bus Archive, ref. RM02\_04599).

## 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 (go to <https://www.busarchive.org.uk/become-a-friend.shtml> ) 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 **130,000** 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.

New additions from the comprehensive Roy Marshall collection are: • City of Oxford • SMT and Scottish Omnibuses • London Independents • York Pullman and Reynard Pullman • Coventry • Gloucestershire Independents • Leicester • Bournemouth • Alexander (Northern).



Coventry City Transport maintained a small fleet of coaches painted in a blue and white livery that stood apart from the dark red and cream of its buses. The last to be purchased was 407 (YVC 407L), a Ford R226 with 49-seat Plaxton Panorama Elite body, new in August 1972. The Coventry fleet was absorbed by West Midlands PTE when local government was reorganised in April 1974. (Photographer Roy Marshall, copyright The Bus Archive, ref. RM02\_31956.)

## BusMart

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'
- Online at [busmart.org.uk](http://busmart.org.uk) where we have catalogues of all our surplus material for sale
- 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](mailto:hello@busarchive.org.uk)

## Getting digital preservation going with support of The National Archives

Over the past three months The Bus Archive has been supported by The National Archives as a part of its Digital Peer Mentoring Scheme on a project to start the important work of digital preservation at The Bus Archive. But what is digital preservation?

In an archive context, this is the active, ongoing process of managing digital files to ensure they remain readable and usable, even as technology changes and software becomes obsolete over time. This is more than simply backing up, as the process involves regularly checking file integrity, upgrading storage formats, and migrating data to keep it accessible for future generations for, we hope, many years into the future.

Managing and conserving digital archives is a process just as involved as managing paper-based records, and in many ways digital material can be more fragile than paper. Think about how hard it would be to open a Word 95 file on a standard operating system today without some technological intervention.

Our project with The National Archives, which is currently at its midway point, focuses on our collection of digital bus timetables. This discreet collection is being used as a case study to inform our future processes and practice. At the end of the six-month project, we hope to have a set of working documents and policies that can be followed in future for new digital acquisitions we may receive. We also hope to set up a digital ingest station at Walsall equipped with tools to enable us to process obsolete digital media such as floppy disks, CDs and even older media, and do the necessary virus checking and write-blocking to prevent future changes to files.



The digital picture collection includes this of GSU 852T, a Leyland Leopard with Alexander T-type body new to Central SMT in 1979 as its T370. Later with Kelvin Central Buses, it was acquired by McColl's Coaches of Balloch in 1993 for use as a school bus. (Photographer Andrew Morrison, copyright The Bus Archive, ref. AM10\_11058).

# Getting digital preservation going with support of The National Archives

TIMETABLE EFFECTIVE MONDAY 28th AUGUST 2017

Table No.

## WILTON TERRACE – DROGHEDA – TERMON ABBEY **101X**

### MONDAY TO FRIDAY

| SERVICE NUMBER                        | 101X      | 101X  | 101X  | 101X  |
|---------------------------------------|-----------|-------|-------|-------|
| Dublin (Wilton Terrace)               | dep. .... | 1600  | 1640  | 1730  |
| Merrion Square West (Clare St)        | ....      | 1608P | 1650P | 1740P |
| Dublin (Westland Row Opp Rail Stn)    | ....      | 1610P | 1653P | 1744P |
| Dublin (Beresford Place)              | ....      | 1615P | 1701P | 1753P |
| Dublin (Busáras)                      | 1030      | ....  | ....  | ....  |
| Custom House Quay (Hilton Garden Inn) | 1032P     | 1621P | 1709P | 1802P |
| Dublin (North Wall Quay 3Arena)       | 1035P     | 1627P | 1717P | 1811P |
| Balrothery (Opp Balrothery Inn)       | 1057      | 1652  | 1742  | 1834  |
| Balbriggan (Community Centre)         | 1102      | 1658  | 1748  | 1840  |
| Balbriggan (Community College)        | 1104      | 1701  | 1750  | 1842  |
| Gormanstown Cross (Northbound)        | 1109      | 1706  | 1757  | 1849  |
| Julianstown (Jctn Laytown Rd)         | 1115      | 1715  | 1807  | 1857  |
| Drogheda (Opp Rail Station)           | 1122      | 1725  | 1817  | 1907  |
| Drogheda (Bus Station)                | 1125      | 1731  | 1822  | 1912  |
| Termonabbey (Aston Village)           | arr. .... | 1745  | 1835  | 1925  |

### MONDAY TO FRIDAY

| SERVICE NUMBER                            | 101X      | 101X  | 101X  | 101X  | 101X  | 101X  | 101X  |
|-------------------------------------------|-----------|-------|-------|-------|-------|-------|-------|
|                                           |           |       | C     | C     |       |       |       |
| Termonabbey (Aston Village)               | dep. .... | 0620  | 0720  | ....  | ....  | ....  | ....  |
| Drogheda Hospital (NorthGate West)        | ....      | 0628  | 0731  | ....  | ....  | ....  | ....  |
| Drogheda (Bus Station)                    | 0540      | 0634  | 0740  | ....  | 0900  | 1400  | ....  |
| Drogheda (Rail Station)                   | 0543      | 0639  | 0745  | ....  | 0904  | 1405  | ....  |
| Julianstown (The Lime Kiln)               | 0551      | 0647  | 0754  | ....  | 0913  | 1412  | ....  |
| Gormanstown Cross (Southbound)            | 0556      | 0654  | 0802  | ....  | 0921  | 1417  | ....  |
| Balbriggan (Rail Station)                 | ....      | ....  | ....  | ....  | ....  | 1600  | ....  |
| Balbriggan (Bank of Ireland)              | 0603      | 0702  | 0702  | 0810  | 0810  | 0929  | 1424  |
| Balrothery (Balrothery Inn)               | 0610      | 0707  | 0707  | 0815  | 0815  | 0934  | 1430  |
| Swords (Malahide Rd Roundabout)           | 0623D     | ....  | ....  | ....  | ....  | ....  | 1625  |
| Dublin Airport (Atrium Rd Zone 10 Stop 1) | 0632D     | ....  | ....  | ....  | ....  | ....  | ....  |
| Dublin (East Wall Rd Opp 3Arena)          | 0644D     | 0730D | 0730D | 0838D | 0838D | 0956D | 1454D |
| Dublin (Opp Convention Centre)            | 0646D     | 0733D | 0733D | 0842D | 0842D | 0958D | 1456D |
| Custom House Qy (Op Hilton Garden Inn)    | 0648D     | 0737D | 0737D | 0846D | 0846D | 1002D | 1500D |
| Dublin (Westland Row Church)              | 0654D     | 0743D | 0743D | 0854D | 0854D | 1009D | 1510D |
| Dublin (Merrion Sqr North Holles St)      | 0657D     | 0746D | 0746D | 0900D | 0900D | 1015D | 1518D |
| Dublin (Wilton Terrace)                   | arr. 0700 | 0750  | 0750  | 0905  | 0905  | 1020  | 1530  |

P : – Pick-up stop only. D : – Drop-off stop only.  
No services on Christmas Day or Public Holidays.

C = Operates during College terms only.

For further information phone Bus Éireann 1850 836 611  
or see Homepage: [www.buseireann.ie](http://www.buseireann.ie)



A 'born digital' timetable for a Bus Éireann service

## It was Robinson all along...

The mysterious Morris-Commercial J-type from our last edition was immediately identified by our supporter Mike Eyre: “WRS is **W** Robinson & **S**ons Ltd, of Great Harwood, Lancs. It was a big name in touring in the 1950s. Very up market. Green and black livery. It had a big fleet of Daimlers, Crossleys, Maudslays, AECs and also Bedfords. All immaculately turned out with fleet numbers (which went to around 180) and all carrying the chrome plated wRs logo as fleetname. It pioneered the use of minibuses to collect clients’ people and ferry them to the most convenient departure point.”



Thanks Mike, and for good measure here is another Robinson coach. HTB 248 was a Bedford OB with 29-seat Duple Vista body, new to the company in March 1947. Robinson's was acquired by Torquay-based Daish's Holidays in 2020.



**THE  
BUS  
ARCHIVE**  
the memory of the bus industry

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