

## Interview with Mr Arthur Moore, Summer 1960.

*The following article was written Mr Alan Mills shortly before his death. Mr Mills was a member of the Omnibus Society for over 65 years and had accumulated a wealth of knowledge about early omnibus operators.*

*The letter was first published in Classic Bus Magazine of March 2017.*

*In the summer of 1960 Mr Mills was fortunate to interview Mr Moore about his recollections of his early days of Motor Omnibus operations and considered Mr Moore to be a truly great and long lasting entrepreneur in the bus and coach business.*

Mr Moore started at the Jaylands Garage in Abberley following the takeover of an existing operator H W Hill from nearby Shelsley Beauchamp in February 1915. Two Darracq 40 hp vehicles were acquired one a charabanc and the other a bus. Mr Moore then traded as Teme Valley Motor Services.

In 1918 he bought his first double-decker, a British Ensign registration number AB 2139 with 35 seat bodywork by Carmichael of Worcester. Mr Moore became District Agent for Thornycroft vehicles with four vehicles arriving between 1919 and 1926. The first was a 40 seat with Mr Moore's own built bodywork which ran for eight years.

A 30 seat body built by Rees and Griffiths of Stourport was fitted to a Thornycroft J type chassis in 1922.

In 1924 Mr Moore moved his business to The Central Garage at Great Witley.

1925 saw a switch to the then popular Lancia Chassis the first vehicles bodied by Fildes of Stourbridge.

In 1927 Rees and Griffiths built bodies for a normal two axle Lancia chassis and on an extended 3 axle chassis. This had been acquired from Barton Transport of Chilwell in Nottinghamshire.

Since Barton traded as Glider at that time, could that be the origin of the Glider Fleet name here?

1928 and 1929 saw Mr Moore build and body two more home build chassis but between 1932 and 1937 conventional second hand coaches were acquired, two Gilford's and an AJS pilot. In 1937 Dodge RBF chassis was chosen and Mr Moore built the bodywork. It was converted into a lorry in 1948 and survived until 1964.

In 1931 AJS commercial vehicles went into liquidation. The remaining components were sold to either Charles Wainwright or the Briton Car Company. Mr Moore did not say where he obtained his AJS components but by the late 1930s they were at Great Witley and the long process of building Mr Moore's AJS based coaches began. The first being DAB 341 which was completed in 1939.

The second, EWP 476 received a pre-war Harrington body in 1946 and GWP 20 bodied by Mr Moore in 1948. In 1950 EA 5181, an AJS was bought from coach operators Pettiers of Bromyard complete with a Buckingham body.

This was replaced by the last of the Moore bodies in 1949 and the rebuilt vehicle was re-registered as HWP 569. This coach remained in service until 1960 and was then retained at Little Orchard Great Witley until 1966.

More conventional coaches followed a Maudslay Marathon 111, three Leylands and an Austin CXB. In 1962 a Sentinel with splendid Bellhouse-Hartwell body work was purchased from the Blue Cars Continental touring fleet, followed by a Plaxton bodied one from Warner's of Tewkesbury. Bedford's and ACE Reliance's followed.

In 1972 the business passed to Morris of Bromyard and 57 years of coach operation by Arthur Moore came to a close.