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# JOURNAL

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## Transport and Politics – The experience of the Mayor and TfL since 2000

*The Keynote speech at the 'Wales on Wheels' event organised by the Association in Swansea on 19 May was that delivered by Sir Peter Hendy, CBE, Transport Commissioner for London, with overall responsibility for implementation of transport policies set by the Mayor and Transport for London (TfL). Prior to taking up that post, he was responsible for Surface Transport within TfL. His speech at the Swansea event was chaired by Alan Kreppel, formerly Managing Director of South Wales Transport and subsequently of Cardiff Bus. The text below is an edited version of his speech. A report on other aspects of the event appears on page 10*

### 1. Introduction

I have been asked to discuss the politics of transport in London. I will also touch on the impact of transport on London's economy and, for that matter, the economy of the whole country, both west of the border and north of it.

It's been over 35 years since I began my career in what was then London Transport. Back then, the Jubilee line, as we know it, was still under construction; the Docklands Light Railway hadn't even reached the drawing board; and Routemaster buses, with their conductors, were a common scene on London's streets.

Since joining London Transport's graduate scheme, I have witnessed, and had a part in, many of the great changes to London and the UK's transport



Above: Sir Peter Hendy (right), and Alan Kreppel (left) in front of the AEC Regent V of South Wales Transport preserved by Swansea Bus Museum.

(John Ashley)

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system. London is a highly political environment and I'm conscious that it's political and economic influence is felt beyond the 33 boroughs of Greater London.

Transport in a world city is political because mobility affects people's lives – where they live, shop, work and study. It impacts significantly on our economy – I'll touch on it later, but the Tube upgrades and Crossrail will add billions to our national wealth. Consequently, transport defines the growth and dynamic of city life. The structures by which transport has been provided in London have been shaped by politics since the start of the railway age: the Parliamentary process that decided which lines would be built; political arguments on tramway development; political action to stop unrestrained bus competition in the 1920s; the formation of the London Passenger Transport Board in 1933; transformation to a nationalised industry in 1948; the politics of urban motorways in the 1960s and 1970s; municipalisation and nationalisation of services in 1970 and 1984; and the more recent creation of a Mayor, and TfL, under the 1999 Greater London Authority Act. All of these have been essentially political moves.

## **2. History of transport in London**

Before I speak in any great detail about the history of transport in London, however, it is only right, given where I am today, to pay tribute to Swansea's own role in the story of public transport. Next year, I am sure there will be celebrations to mark the 200<sup>th</sup> anniversary of the founding of the Swansea Mumbles Railway, established by Act of Parliament.

This venture stands out as it was the first to recognise the value of carrying the general public by rail, with passenger services starting in 1807, 18 years before the Stockton to Darlington railway opened. London followed by being the first to run passenger rail services underground in 1863. We were delighted to celebrate the 150<sup>th</sup> anniversary of this a few months ago.

London's first transport revolution occurred some years earlier, with the advent of steam trains. As with the development of Swansea into Mumbles,

Killay, Gowerton and the lower Swansea Valley, London was only able to grow thanks to the railway boom, which brought towns and villages within easy reach of the Capital. Since then, Londoners have enjoyed a level of transport provision unknown in the rest of Britain, or indeed, much of the world. Even during the 1960s and 70s, when many urban and transport planners believed the car was king, London pressed ahead with building the Victoria and Jubilee lines, now two of the Underground's most important and reliable arteries.

Travel within the Victorian metropolis, however, remained a challenge, relying principally on horse-drawn vehicles, the river or walking. With gridlock on much of the Capital's streets, it was London's entrepreneurs who built that first metro line between Paddington and Farringdon 150 years ago.

This was followed by a boom in trams and then a boom for the Tube, with many of the deep lines built in the space of just 16 years. Indeed, London had four Tube lines before the Paris Metro even came into being, and seven lines before the New York Subway started operations.

In the 20<sup>th</sup> century, following the route of the new Tube lines, buses further contributed to the city's growth by allowing low density suburbs to spread out from stations. In the 1930s, public transport, in the shape of buses, trams and the Underground, was brought under the control of the London Passenger Transport Board, which had significantly more powers than any transport body the Capital had witnessed before.

The speed with which this all happened, and the comprehensive nature in which transport developed – it wasn't just the wealthy districts which were served by transport – created a city which people could cross quickly, safely and affordably. It was a city which was both growing and in which people wanted to live, as scenes from Betjeman's *'Metroland'* describe. In just a few generations, London, and Londoners' lives, had been transformed.

So we're very conscious of our history at TfL and proud of the heritage our forebears left us. But there's no doubt this heritage can be a challenge as well. If the track between Paddington and Farringdon were above ground, it would be grade 1 listed – but because it's below ground, maintenance is a particular headache.

It's sometimes a surprise for our political stakeholders that we still rely on Victorian infrastructure. Some of it has changed little in the intervening decades – in recent years, I made a point of taking both London and national politicians to an old fashioned signal box at Edgware Road, complete with levers, valves and signaller, to emphasise dramatically the need to maintain investment in the Tube.

The challenge for people like me is how to upgrade this infrastructure and make it fit for 21<sup>st</sup> century London while at the same time keeping London moving. We're not far, here, from the terminus of the Great Western mainline. But before Brunel set his sights on rail, he and his father were responsible for the Thames Tunnel. Built in 1825, it was the first ever tunnel beneath the Thames and a major step forward in civil engineering. And just last December, our newly extended East London line, with its air-conditioned, walk-through trains, formed the final link in the orbital railway we have delivered for inner London – London Overground – utilising Brunel's tunnel to the full.

### **3. Governance of London**

If you take a walk along the south bank of the Thames, between Tower Bridge and London Bridge, you will encounter London's City Hall – you may know it – designed by Norman Foster and home first to Ken Livingstone, and now Boris Johnson.

This modern building emphasises just how recent the concept regional government for London really is. For centuries, there had been no representative body for London, beyond the Square Mile. Unlike some British towns and cities which have ancient civic and guild traditions – Swansea, I understand, can trace its borough status back to the twelfth

century – there was no voice for London as a whole until the end of the nineteenth century.

With the advent of the London County Council in 1889, however, London at last had a body which could plan, speak up and deliver for the city. It also gave London its first semblance of a transport authority, with the Council responsible for trams, bridges, ferries, streets and even aerodromes! The Underground, however, remained in private hands until the 1930s.

The LCC was replaced by the Greater London Council in 1965, which had a somewhat shorter lifespan, lasting just 21 years until its abolition in 1986. The loss of a unified body for London was unfortunate, especially as it came at a time of significant economic growth for the Capital during the late 1980s and all of the 1990s. Without a body which could strategically plan for its growth and effectively champion the city's interests, large-scale development in the city, with the exception of the Docklands, stagnated.

This changed in 1999 with the Greater London Authority Act, which paved the way for an elected Mayor, the London Assembly and the functional bodies, answerable to the Mayor, which would plan and deliver London's transport and policing as well as its development and environment policies.

#### **4. TfL – an integrated transport authority for London**

And so, a year after the Greater London Authority Act was passed, and then endorsed by the Capital's voters in a referendum, Transport for London was formally established.

At the time, London's transport was not winning any awards on the world stage - except maybe for economy - or, more accurately, parsimony. Yes, the Jubilee line extension had just been delivered, but with much delay and recrimination. And central government had just imposed the doomed Public Private Partnership on the Tube which, having taken three years just to agree the contracts, unravelled before the decade was out.

But, despite this inauspicious start, TfL's principles were sound and over the last decade the evidence demonstrates that we have revolutionised transport for Londoners.

#### **Integration**

For the first time London has a transport authority not just for the Tube and buses - but a whole range of infrastructure and services, including the strategic road network, river services, licensing taxis and private hire vehicles and promoting walking and cycling. The benefits of an integrated approach are considerable. We are in a unique position to provide strategic direction for London's transport and coordination between the different services - the Mayor's Transport Strategy is testament to that. But it also means a more harmonised interface for Londoners to deal with, whether they are individuals seeking travel information or companies seeking travel planning support. More than ever, it is high quality information provision that is allowing us to optimise the services we deliver and give customers the best experience we can.

#### **Investment**

Then there's investment - being a single organisation, backed by a strong Mayor, TfL can determine the priorities for future investment across London's transport, pulling together business cases and then securing the money to deliver it. That can mean lobbying local and national political stakeholders, but can also mean securing developer funding through the planning process.

#### **Improvement**

For too long, London's various transport bodies did well to tread water, hamstrung by limited resources, doing just enough to ensure transport networks did not fall over in the short term. The establishment of TfL paved the way for a shift in outlook as we could meet not just today's challenges but plan for tomorrow's as well – thinking five, ten, even thirty years ahead, with options for new lines, new technologies and new ways of working. Our successful performance

during the Olympic and Paralympic Games, is testament to this.

One area we are focussed on is improving the assets we have available to us. London Overground is a fine example. Until 2007, services on the North London Line could be described as moribund. In 2006, the London Assembly described it as *“shabby, unreliable, unsafe and overcrowded.”* This route between Richmond and Stratford was London’s Cinderella line.

But just over five years ago, we took over the line and created London Overground. The transformation could not be more stark. It’s now a key section of the most reliable railway in Britain, with 97.5 per cent of trains arriving on time during the last months of 2012. Its new fleet of walk-through trains are air-conditioned and more spacious. Passenger satisfaction is high and over the last two years, the route connected with the dramatically extended East London line, also part of the Overground brand, and popular with its users.

## **Innovation**

And we have been keen to innovate. Perhaps the most notable area is ticketing, with the Oyster revolution – a comprehensive method of ticketing which was years ahead of other world cities. Oyster has simplified the options for passengers, doing away with the need for a new ticket each time they travel or switch transport service. For us, it has contributed to the efficient operation of our stations and buses, reduced fare evasion and cut the cost of collecting revenue.

And just last December, we launched contactless payment on all our bus services, allowing customers to pay their fare using a contactless debit or credit card – and more than a million payments have already been made. There are many other innovations that TfL has initiated, including the Barclays Cycle Hire scheme; Legible London’s easy to use on-street maps; the Central London congestion charge; and a cleaner, greener New Bus for London; and the ‘Emirates Air Line’ cable car between North Greenwich and the Royal Docks.

## **Olympic and Paralympic success**

As London and the country planned for the Olympic and Paralympic Games, there was strong political consensus that the Games should be a success and show-case the country and London itself.

We, the Olympic Delivery Authority, London 2012 and the huge number of different transport partners involved always had the twin objectives of delivering a great Games and keeping London moving and open for business – objectives which were backed by political will not just in London’s City Hall but across Whitehall and in Downing Street as well. The stakes could not have been much higher.

Our network carried record numbers of passengers and ran extra services on the Tube, DLR and Overground. Newspaper pictures showed many athletes leaving their official cars behind in favour of our efficient public transport.

Beyond our rail, Tube and DLR services, more than 6.5 million more journeys were made by bus during the Olympics, and 7.5 million more during the Paralympics.

Passengers listened to our travel advice and took sensible steps to avoid the busiest times and places. This meant that queues of 30 minutes or more on public transport, and widespread road congestion were avoided, and that the focus remained where it belonged – on the sport.

Around one third of regular public users changed their travel behaviour during both the Olympic and Paralympic Games. They did not all stay at home or out of town, the majority simply changed the time or way they travelled to avoid travel hotspots.

Traffic in central London was typically down by around 15 per cent during the Olympics and by 5-10 per cent during the Paralympics, with many drivers taking the advice to avoid driving near the Olympic and Paralympic Route networks and near venues. There are many legacy benefits from the Games – for example, in infrastructure and operations, partnership working, volunteering,

freight and logistics and communication to customers – that all transport partners will be working together to capture and ensure we can build on the transport success seen for the London 2012 Games.

Those of you working in freight and logistics will recall that no London supermarkets ran out of food, no hospitals ran out of blood and newspapers were still delivered, bringing news and pictures of gold after Team GB gold, to London and the nation. This is because we and our transport partners worked closely with the freight and logistics industry through a 'Freight Forum' to plan carefully the delivery of goods and services, while encouraging people not to make non-essential road journeys in central London and around venues.

Many logistics firms, breweries and supermarkets, to name just a few examples, planned and made deliveries overnight, quietly and without disturbing residents. This reduced the impact on the road space in London – something we are now determined to build on and capture post-Games.

## **5. Benefits of the Mayoral system**

The creation of the Mayoralty in 1999, a unique political position in UK politics with significant, created a new era and, I would say, a successful one, for transport in London.

One of the most obvious benefits we derive from the Mayor has been their influence in promoting and investing in public transport. Certainly, in financial terms, transport is the Mayor's biggest responsibility.

### **Mandate**

But the Mayor doesn't just secure the money for us. Elected on a manifesto and with a strong personal mandate, the Mayor is responsible, and accountable, for influencing and moulding transport in London.

It took a Mayor to introduce the Congestion Charge – such a bold and politically controversial move would have been far harder to implement without the office of the Mayor as a driving force. And it

took another Mayor, acting with a new mandate, to remove the Congestion Charge's Western Extension.

Equally, Ken was determined to modernise London's bus fleet, with the result that all London's buses today are new, provide automatic ramps for disabled access and have CCTV. I don't think it's a coincidence that the number of people using the bus network is now at its highest since 1962 with more than 60 per cent more passengers in the last ten years. So, by the end of Ken's two terms in office, we were rightly proud that London had achieved a significant modal shift from the car to public transport, walking and cycling of five per cent, a shift unheard of in other world cities.

And Boris, in the last four – nearly five – years, has been equally as bold in his vision. A brand new bus, bespoke for London, is already on the Capital's streets, serving route 38, and hundreds more are on their way; Crossrail is actually being built; the failed PPP has been laid to rest; and Oyster is now available on National Rail services.

On top of this, we are witnessing a cycle revolution, with the Barclays Cycle Hire Scheme and Cycle Superhighways contributing to a 79 per cent increase in cycle journeys since TfL's creation.

In total, since 2008, the five per cent modal shift has continued to grow and I am very pleased to say, is now at a remarkable nine per cent.

### **Mayor's Transport Strategy**

In Boris's first year in office, he launched a brand new Transport Strategy, which would direct the Capital's transport policies and plans for the next eighteen years.

As well as improving Londoners' transport opportunities, supporting the delivery of the 2012 Games and improving safety and security on the network, this committed us to supporting economic development and responding to population growth,

while also reducing the contribution transport makes to climate change.

To achieve these goals, we have committed to a long list of deliverables: upgrading the Tube, building Crossrail, maintaining massive improvements made to London's bus services, improving the infrastructure and management of the road network, providing transport links to support new developments and regeneration, making better use of the river, improving accessibility and delivering a revolution in cycling and more.

Alongside the Mayor's Transport Strategy, there also exists the London Plan and the Mayor's Economic Development Strategy, which set out how London will grow spatially and how its economy should develop. But they're not competing documents, written in isolation. Rather they complement each other and make sure that London's growth, in all areas is coordinated and strategic.

The breadth and scale of these schemes – all combined into one single strategy, under the Mayor's leadership - illustrates perfectly, I suggest, the enormous progress we have made in London in the last 13 years. Quite simply, a strategy of this nature would not have been possible to put together before 2000.

## **6. Challenges facing London and TfL**

### **Demographic change**

Taking a long view, London is a rapidly growing city. Since TfL's creation, London's population has grown by over 900,000 – a quarter of a million more than predicted. And, over the course of the next twenty years, the Capital will need to accommodate an additional 1.3 million residents – a sum nearly ten times the population of Reading.

### **Climate change**

Accommodating this growth needs to be done sustainably and we need to think more carefully about how people travel. Our target in the Mayor's

Transport Strategy is to reduce CO<sub>2</sub> emissions by 60 per cent (based on 1990 levels) by 2025.

Transport currently accounts for almost a quarter of the city's emissions. As well as greenhouse gases, it is also vital that we improve air quality to enhance levels of health and overall quality of life. We have already converted one bus route – the RV1, which will take you from Covent Garden to Tower Bridge – to zero emission hydrogen fuel. And by 2016, there will be over 1,000 hybrid buses on our streets, including 600 New Bus for London vehicles.

## **7. TfL and the rest of the country**

### **London's contribution to the UK economy**

As London's transport commissioner, my priority is our Capital and those who live, work and visit it. But it would be short-sighted to think London and, by extension, Transport for London, has no role to play in the economics of the rest of the country.

### **Economic benefits in the rest of the UK**

Investment is essential for working Londoners, but it also benefits the rest of the country. Modernising the Tube and building Crossrail will add nearly £80bn to the nation's wealth, including additional revenue for the Treasury. This investment safeguards jobs across Britain – in Derby, Doncaster and, yes, here in Swansea. 40 of our 100 biggest suppliers are headquartered outside London and their supply chains spread even wider – 400 jobs, skilled jobs, were created in Derby by Bombardier as a direct result of the Tube Upgrade and London Overground.

We have over 50 suppliers in Wales, including Morganite, not too far from here, and we are responsible for spending nearly £50m in Wales. In total, our investment in London's transport helps support as many as 40,000 jobs outside the Capital. for infrastructure investment throughout the country, but particularly at this period in the economic cycle, backed by clear business cases.

## 8. TfL and the rest of the world

Moreover, business leaders recognise that London is not in competition with other British cities. London is a world city and both Ken and Boris have been acutely conscious that we are competing with the likes of Paris, New York and Tokyo, rather than Manchester, Cardiff or Glasgow. If we do not attract and retain businesses, our global rivals will welcome them with open arms. And an effective, comprehensive transport system is central to that. I've mentioned the benefits of the Mayoral system already, but it is worth emphasising our close relationship with the Mayor and London's elected politicians, a position I suspect is envied by the Mayor of New York, whose Metropolitan Transit Authority is operated and funded by the state government 150 miles away in Albany. Whereas the Mayor of London appoints and chairs TfL's board, the Mayor of New York can only appoint four of the 17 members of his own city's transit authority.

## 9. What's next?

I've already mentioned that we anticipate London's population to grow by 1.3m in the next 20 years, adding an estimated 750,000 more jobs to the workforce. So we're working hard to plan for that growth.

### Rail schemes

Crossrail has been a long time coming. In fact, unlike the Docklands Light Railway, it was on the drawing board in the 1970s. I am enormously pleased that it is finally being built, fully-funded and with cross-party support in both City Hall and the House of Commons. It is widely regarded as the biggest construction project in Europe, but when it opens, in 2018, its scale will be no less impressive, connecting the Thames Valley – and Heathrow – with central London and Canary Wharf.

Despite the delays of the failed PPP, the Jubilee line and Victoria line upgrades were completed last year. The upgrade to the sub-surface lines – the Metropolitan, District, Hammersmith and City and Circle lines – is delivering air-conditioned trains to the Tube fleet for the first time.

### New lines and extensions

A growing city needs a growing network of lines to support it, and we are taking forward a number of large and small schemes to address that need. The proposed Docklands Light Railway extension to Dagenham Dock and the Northern line extension to Battersea both support major opportunity areas identified for new development by the Mayor's London Plan. We are also looking to extend Tramlink, our popular tram service linking Wimbledon, Croydon and Beckenham, which will boost south London's interchanges.

### River transport and crossings

I don't need to tell you that the Thames is a great asset to London, but it can also serve as a barrier to people, communities and jobs. We've already built a river transport brand with improved services for commuters, especially to and from Canary Wharf, the City and Westminster, who can now use Oyster to access discounted river services.

### New technology

We will continue to innovate and develop new approaches to transport using new technology such as contactless ticketing we launched last year.

And there is now a new purpose-built bus on our streets. This is the first bus in 50 years which has been designed as a complete vehicle and, as well as superior lighting and seating, boarding is quicker and easier, with additional doors and staircases. It is cleaner and greener too, using 40 per cent less fuel and with emissions reduced by 40 per cent compared with conventional diesels. Similarly, we are developing the next generation of Tube train, which will be lighter, more energy efficient and with greater capacity.

And on the streets themselves, we are innovating to make the most of London's limited road capacity. During Boris's first term of office, we introduced a permit scheme for road and street works which has contributed to a 25 per cent fall in roadworks. And last June, shortly after his re-election, we established a lane rental scheme covering 200 miles – nearly 60 per cent – of the TfL road network.

## 10. Conclusion

London's two Mayors since 2000 have both had high profiles and there's no doubt their influence on the national stage has been good for London and, subsequently, good for London's transport. Each has put their stamp on this city and the way it moves – from the Congestion Charge, to the Boris Bikes. And, importantly, they have been the champions we needed to deliver steady, sustainable investment which we have relied on and planned for, banishing feast and famine – a tradition which proved so disastrous for London's economy. This has meant we could be strategic and prepare for the future in a way which the Capital's transport providers have never been able to do before – a luxury my predecessors never enjoyed. And its right we don't take this luxury for granted. Transport plays a crucial role in connecting people to jobs and training, providing access for businesses, their clients and suppliers. In building and maintaining our transport infrastructure, more value is added to our economy, both in London and across the country.

Our current Business Plan is secure until the end of 2014/15 but, beyond that, London and the UK's economy needs a continuous and steady stream of funding to ensure the upgrade of the transport network continues to drive economic growth.

Sustained funding is essential in enabling us to replace and maintain trains, buses, roads, bridges, signalling and other equipment, so we can operate more services, more regularly and more reliably.

But this alone would be like running, just to stand still. I've already described how London's population is growing faster than planners predicted just a few years ago. As a result, we need to expand and add to our current services, delivering what our current Mayor likes to describe as a "neo-Victorian age" of transport infrastructure building.

This means we need to maintain investment in order to deliver the increase in transport capacity that London vitally needs: the Tube upgrade, Crossrail, roads and better facilities for cyclists. And, if HS2 comes into Euston – by whatever

route – then London will need a Crossrail Two to deal with the additional passenger numbers and also to manage the extra pressure on the commuter networks of south and west London.

Without this investment, the transport network won't be able to keep pace with demand and overcrowding and congestion will get worse.

London's business community – its employers and innovators – know this already. 90 per cent understand the importance of a steady stream of investment which isn't varied year by year. Even more – 95 per cent – fear that a cut to London's transport funding would damage the UK's businesses in the long-term.

We have already led the way in the public sector by securing £9.8bn in savings – moving expenditure from the back office to the front line and focussing on capital investment, while reducing our running costs. Now, as we plan for the medium term, we will look to our elected politicians to ensure that investment in our transport infrastructure is maintained.

Backed by our Mayor and London's Assembly Members and MPs, this sustained investment will enable us to create a network that will support London's growing population and maintain our city's vital role in the UK economy for the next 150 years. Backed by our Mayor and London's Assembly Members and MPs, this sustained investment will enable us to create a network that will support London's growing population and maintain our city's vital role in the UK economy for the next 150 years.



A further view of the preserved South Wales Regent V, 423HCY (*John Ashley*)

## **‘Wales on Wheels’ success**

The Wales on Wheels’ event in Swansea on Friday 17 and Saturday 18 May proved a great success, combining Museum visits with a range of talks of historical and topical transport themes. Highlight was the lecture given by Sir Peter Hendy, CBE, Transport Commissioner for London, which is reproduced in edited form elsewhere in this issue. Events were attended both by R&RTHA members travelling from various regions of Britain, and a local audience.

### **Friday’s events**

On the Friday, a visit was held to the Swansea Museum Collections Centre, giving the opportunity to examine material not normally open to the public (see tramway section below), followed by a visit to the Swansea Bus Museum, which has a wide range of vehicles, both from the Swansea area and further afield, several of which also participated in the display on the Saturday.

In the evening, a reception was held at the National Waterfront Museum (also the location for Saturday’s events), featuring a display of photographs related to Swansea’s transport history. While much of this may be familiar, such as the Swansea and Mumbles Railway line along the coast Oystermouth, the street tramways and subsequent bus operations (whose history has been recorded by Robert McCloy in this journal), a much less well known aspect is the short-lived cable line which operated along one of the city’s streets for a very brief period in the late 19<sup>th</sup> century

A dinner was held at the Marriott Hotel, at which the Association was pleased to welcome as guest speaker Professor Medwin Hughes, Vice Chancellor of University of Wales Trinity Saint David, which has traditionally focussed on theology and arts subjects, but is now substantially involved in transport studies following its recent merger with Swansea Metropolitan University. A welcome speech was given by our Chairman Dr Robert McCloy, and the vote of thanks was proposed by Reverend Simon Douglas-Lane.

### **Saturday’s displays**

On the Saturday, two events occurred in parallel – a display of historic vehicles outside the Museum, and a series of talks within the Museum itself. The vehicles displayed covered a wide range, as illustrated, including many privately-preserved cars and motorcycles, buses from the Swansea Bus Museum and other collections, and a fire engine. Some of the Museum’s permanent exhibits were also of relevance to the event, notably ‘BABS’, the car driven by Parry-Thomas to achieve a world speed record in 1926, subsequently buried in Pendine Sands, but later recovered and restored. Other examples include a Sinclair, C5 and a replica section of early ‘tramroad’ track. Stands were also provided by other groups, including Swansea Metropolitan University’s School of Applied Design.



‘Star of the show’ in terms of cars on display was this striking pink Cadillac. (*John Ashley*)

### **Swansea tramways**

A separate section of the Museum, the Tramway Centre, is devoted to the history of tramways in the Swansea area. The day’s talks began with an introductory talk by R&RTHA member Ian Yearsley, which highlighted the restored Swansea Improvement and Tramways Company (SI&T) low-height double-deck car no 14. The Brush patented low-floor design of 1923 was used most of all by Cardiff Corporation, enabling it to replace its fleet of 100 open-tops by 81 enclosed cars able to pass under 15 ft railway bridges. Similar cars ran in Swansea (26), Salford (6), Accrington (2), Nelson (3) and Colne (3), and a bogie version on Burnley side-

bearing trucks, was used in Darwen. The same well-floor design with small motors was used by Manchester for its 38 Pilcher cars, and by Leeds for 104 cars designed by R.L.Horsfield who had moved there from Cardiff.

The Mumbles Railway exhibits, a replica of a horse-drawn vehicle of 1807, and the front end of one of the cars supplied by Brush for the line's 1928 electrification, served as reminder that until the late 1860s the term 'tramway' had no legal status for street railways. Until the 1870 Tramways Act these had to be built under railway legislation. Other tramway items in the Museum's store include a lower deck of what seemed to be a SI&T Company Brush-built car of 1904, but more research is needed here. SI&T and Gateshead were both British Electric Traction subsidiaries with a similar mixture of double and single deck cars in Munich lake and cream colours. The Mumbles line apart, Swansea down to 1937 must have been very like Gateshead was until 1951.

### **Express Coach deregulation**

The following talk was given by Peter White, Professor of Public Transport Systems at the University of Westminster, examining more recent history, on the theme of express coach deregulation in Britain. This took place almost thirty-three years ago, in October 1980, and it is now possible to take a more comprehensive view than was feasible in the research conducted within the first few years of its implementation. By 1980, many of the all-year-round daily express coach services were operated by state-owned companies – the National Bus Company (NBC) in England and Wales, and Scottish Bus Group (SBG) north of the border. Ridership had declined as car ownership grew, seaside holidays declined, and railways offered more competitive prices.

In contrast to the mixed outcomes of local bus deregulation from 1986, one can be fairly confident that net benefits were produced by coach deregulation. NBC's National Express (NE) ridership grew by about 50% in six years, and other operators also entered the market.

The largest of these was British Coachways, a consortium of operators based in various parts of Britain, operated a network focussed on London. A real-life illustration was provided by the presence of a Plaxton-bodied Volvo in the original British Coachways colours as operated by Morris Bros of Swansea, in the display outside the Museum. However, British Coachways were unable to access Victoria coach station into London, and had only a short life. Many other independents also ceased, or were absorbed by NE, with only two remaining significant today (Berrys, and Bakers, from the Bristol and Somerset areas). First entered the market with its Greyhound product 2009, but achieved limited impact, and this brand is now confined to the Swansea - Cardiff - Bristol airport service.

In Scotland a different pattern was followed, with SBG being less quick to take opportunities, and greater changes opened up for independents to enter the market. However, here also, one major operator now dominates (Citylink, a subsidiary of ComfortDelGro and Stagecoach). Overall, one can conclude that experience of coach deregulation in Britain has been successful by stimulating demand, and providing benefits to users (not only coach passengers as such, but also railway users who benefitted from lower fares offered in competition). However, the impact of smaller operators has been much less than economic theory might have suggested initially.



A real-life illustration to the talk on express coach deregulation was provided by this Plaxton-bodied Volvo in British Coachways colours as operated by Morris Bros of Swansea, from the Swansea Bus Museum fleet (*John Ashley*)

## **Preservation Issues**

The morning session concluded with a panel discussion, chaired by Prof Stuart Cole, on 'Heritage Transport conservation'. Four members with extensive experience in this field contributed, making initial statements and then responding to questions from the floor: Ian Smith, of the National Waterfront Museum; Simon Douglas-Lane of the London Bus Museum, John Adams of the Swansea Bus Museum, and Hywel Benjamin of the Seamark Trust (preserving the pilot vessel 'Seamark', which guided oil tankers serving Llandarcy refinery at Swansea). A number of issues were raised, including continuity of effort, the role of older members supporting such groups, their future, and the need to sustain skills in vehicle conservation. This would involve training younger members, perhaps through some form of apprenticeship. Public expenditure cuts also limited scope for work undertaken by bodies such as the Waterfront Museum. Potential exists for wider marketing, such as the website set up by Swansea Bus Museum.

## **Rail development in Wales**

The afternoon commenced with a presentation by Stuart Cole, Emeritus Professor of Transport at the University of South Wales (formerly University of Glamorgan), extensively illustrating the positive developments which have taken place in recent years, with further investment planned. Closures in the earlier part of the twentieth century, culminated with the 'Beeching' period, in which Wales lost many north-south links, such that the Cambrian coast and North Wales main lines were only connected with each other, and the South Wales network, via the 'Marcher' line through Shrewsbury and Hereford (rather than wholly within Wales). Many local stations and stopping services also disappeared.

However, in the last twenty years, a number of reopenings have taken place, notably the Maesteg and Ebbw Vale lines in the Valleys, together with restoration of regular passenger services over the Vale of Glamorgan line between Barry and Bridgend. 'rail linc' bus routes provide feeder services. Most recently, the route between Swansea and Carmarthen has been restored to full double-

track working. Electrification creates further prospects, notably for the London - Cardiff - Swansea main line, and also the Valleys routes. Integrated bus/rail networks have been proposed in South East Wales. In addition, station reopenings have taken place on existing routes. Increased speed is proposed on the Marcher line.

The current franchise was awarded in 2003 under the former SRA, assuming no capacity increases or additional rolling stock. Nonetheless it has been possible to redeploy the fleet to cover reopened routes, and also a two-hourly North to South Wales service. Under CP5 it is also proposed to redouble the Wrexham - Chester line. Additional park & ride stations are proposed, and expansion at existing stations. He also saw scope for alternative franchising models, and potentially an 'HS3' high-speed line between London, Heathrow, Bristol, Newport, Cardiff and Swansea. Scope exists for improving the quality of interchange between rail and other modes, and for expanding the TrawsCymru bus network which fills a number of gaps in the rail system, notably by providing north-south links.

The conference concluded with the presentation by Sir Peter Hendy, reported elsewhere in this issue.

Particular thanks for organising for the whole event go to John Ashley, and also to the staff of the National Waterfront Museum for their extensive assistance and co-operation.

**PRW/IA Y**

## Association Matters

The May meeting of the Management Committee was once again held at Cowley House, Oxford. Guy Marriott, Chairman of the London Bus Museum, who had kindly accepted an invitation to attend to assist the Committee in its deliberations relating to the 2014 programme, was welcomed.

In reviewing the duties of officers, as a matter of priority, to reduce the current burden of functions undertaken by John Ashley [Webmaster, Programme Organiser, and Membership Secretary] it was resolved to renew efforts to recruit a membership secretary able to concentrate upon that key function.

As for the Autumn Meeting, on 18/19 October 2013, in Coventry, it was confirmed that proceedings would commence, on Friday, 18 October, with the Annual Dinner at the Ramada Hotel, at which Peter Read would give readings from Charles Dickens ; to be followed , on Saturday, 19 October with four formal presentations at the Transport Museum mainly on an Edwardian theme. The Dinner last year, in particular, was a most congenial affair and it is hoped that as many members as possible, with their partners, will attend taking advantage of the favourable terms offered by the hotel. Details of the weekend programme and booking form are enclosed.

The pioneering meeting in Swansea, 'Wales on Wheels', held on 17/18 May, 2013, was reviewed. Peter White, John Ashley and the Chairman reported on the proceedings [including visits, displays and a formal dinner], which was judged to have been successful by those participating. The event, including the presentations, and Sir Peter Hendy's keynote address, is fully reported in this edition of the Journal. The Waterfront Museum's management were very pleased with the event which, in their view, merited repetition. Ian Yearsley gave a splendid, impromptu and authoritative talk at the tram museum, to the delight of all present and the approbation of the curator who later confessed he had learnt much hitherto unknown. Additional members had been recruited. John Ashley was warmly thanked by the Committee for organizing the programme.

The Association's finances were the subject of a timely report. Roy Fisher, our newly-installed treasurer, observed that current income was not covering current expenditure, and recommended that the membership subscription be increased to £20 with immediate effect, that members be asked to pay by standing order, and that the printing costs of the Journal be reviewed. Clarification was sought from the committee as to the status of funds donated in respect of the 'Companion'.

Martin Higginson and Ken Swallow reported that some residual work remained to be completed on the Companion. It was now hoped that the remaining details would be determined by August with a view to a launch in the Autumn. An intended price of £50 has been set.

As for the Tilling Group History Project, Tony Newman, following his comprehensive report on the preparation of the text at the previous meeting, had nothing to add at this stage. Alternative arrangements regarding possible publication were discussed.

Peter White, Journal Editor, reported that he anticipated that there would be adequate copy for the next edition for which the cut-off date would be 1 August. The Editor sought clarification of ownership of copyright of articles published in the Journal and was advised by Guy Marriott, a solicitor, that unless commissioned the copyright of articles belonged to the authors. The committee concurred. Further consideration was given to the desirability of producing a comprehensive index, Tony Newman having consulted Richard Storey who had indicated the scale of the task. It was agreed that voluntary assistance with this task be sought, in connection with which Martin Higginson has confirmed his willingness to contribute to the task on receipt of guidance. It was confirmed that the number of copies to be printed had now been reassessed to minimise the provision of surplus stock. There had been instances of envelopes with insufficient postage arising from the use of some over-sized envelopes. This problem has been rectified and an apology is here offered for the inconvenience caused.

John Ashley, Webmaster, has made further progress in overhauling the site but reiterates the need for a regular supply of new material. It was not yet possible to add twitter facilities. John, in his role of Membership Secretary, presented an update of membership and circulated lists, including members who had yet to renew their subscriptions. Committee members were requested to advise John Ashley of any circumstances to explain the non-renewals and, as necessary, to make personal contact.

Philip Kirk presented his analysis of members' specialist interests, noting in particular, that a preponderance of members had an interest in road passenger transport. The committee expressed the view that renewed effort should be made to appeal to the wider constituency the Association had been formed to serve. It was resolved that, in preparing programmes and recruiting members to serve on the committee this should be borne in mind.

The committee reviewed the emergent pattern of incidence and location of events and confirmed a spring meeting, including the AGM, in Coventry, a summer event elsewhere, possibly in collaboration with other organizations, and an autumn annual dinner and conference in Coventry. It was further agreed that whilst each event should normally have a distinctive focus, it was important to reflect the need to accommodate the committee's conclusion relating to the interests of members, that the spring meeting's theme, in addition to the AGM, 15 March, would be Vehicle Design Past and in Prospect, that the summer event, by agreement and in collaboration with LBM, be held at Brooklands [1<sup>st</sup> or 2<sup>nd</sup> weekend of August] on the theme of Transport on the Eve of the First World War, the arrangements to be negotiated and determined by John Ashley and Guy Marriott. The autumn 2014 meeting, provisionally scheduled for 17/18 October, will be on the theme of Highway and Motoring Organizations.

Arising from discussions at the 'Wales on Wheels' event, where the Swansea Bus Museum had played an active part, the possibility of the Association offering the Museum help in obtaining official museum accreditation was raised.

The next meeting of the Committee will be held on 13 September 2013.

Reflecting upon the issue of promoting the Association, John Ashley has raised the interesting question of whether our name helps our cause: it does not easily roll off the tongue. Whilst retaining the current name for official purposes, should a shorter and possibly more potentially memorable title be used as a 'trading' name? From experience, I know only too well that name and constitutional changes can occasion much heartache and can often prove to be a distraction from more important matters. However, I am tempted to provoke a discussion! My own musings lead me to suggest 'Highway Historian', which possibly succinctly captures the Association's purpose and has a hint of character! On this and other matters here reported your observations, as ever, would be welcomed.

Robert McCloy, 25 July 2013



Another bus on display at 'Wales on Wheels' was GTX437, a Leyland Tiger half-cab of Llynfi Motors (John Ashley)

## Coventry Dinner and Conference, 18/19 October 2013.

This year's autumn event will again be held in Coventry, with the conference returning to the Transport Museum.

The three course conference dinner will be at the Ramada Hotel on Friday 18 October. The after dinner speaker will be Peter Read, who will speak on the theme of WRITERS AND TRAINS - ON AND OFF THE RAIL: A look at the lives and written work of Charles Dickens and Dylan Thomas as they relate to train travel. Simon Armitage, the writer, once claimed, "Poets don't own cars. They'd rather get ideas for their work from trains and buses."

Peter Read is a poet, ghost writer and playwright. He won the John Tripp Award for the Best Performance Poet in Wales and his play 'Shearer or Me' won the NODA Award for the best stage production for 2008. He has performed his one man show about Dylan Thomas throughout Britain and America, a performance which earned him five star reviews in the Edinburgh Festival in 2004 and 2005. He also given talks on Charles Dickens

The conference at the Transport Museum on Saturday 19 October includes a buffet lunch, tea and coffee all day, and room hire. Speakers confirmed so far are:

Keith Roberts 'Edwardian Electric Vehicles'

Bob McCloy 'All modes of transport in Doodle-bug Alley: a wartime reminiscence'

Ian Yearsley 'Edwardian Transport: from horse to motor transport'

The booking form is included with this Journal, and is downloadable from the web site. Please book, pay (dinner £29.95, conference £15) and make your dinner menu choices well in advance. Room reservations should be made direct with the Ramada or through the usual booking channels – last year the best deals were found via the internet.

All enquiries to John Ashley,  
[john@globespinner.net](mailto:john@globespinner.net) 0770 9900 788.



Perhaps the most unusual vehicle in the Swansea Bus Museum fleet is this example from a batch of single-decker AEC Regent V vehicles built for South Wales Transport to operate on a service in Llanelli passing under a very low bridge (*John Ashley*)



A view of the Swansea Bus Museum Collection. The two vehicles on the right are open-top Bristol double-deckers –a K-type, and a Lodekka from the United Welsh fleet, which also operated in the Swansea area (described in Robert McCloy's paper in issues 67 and 68 of this journal) (*John Ashley*)

## REBUILDING BRITAIN FROM 1945

*Following his talk to our meeting in Coventry in October 2012 and the first part of his article 'Rebuilding Britain from 1945' in our February issue, this concluding part of Glen McBirnie's article displays further illustrations of the vehicle types described. The commentary covers the later period of vehicle development described in his talk. (all illustrations from the author's collection)*

As illustrated in the first part of the article, cement was initially delivered in separate bags, and then later in tipper lorries. From around 1955 onward the concrete mixer vehicle came into use. We must thank the Americans for introducing the principle of lorry-mounted concrete mixing in Britain and elsewhere within the free world from the mid-1950s. With the transite mixer, as it became known, the ease of placing ready-mixed concrete exactly where it was wanted at the building sites for massive housing projects, together with industrial rebuilding, was just what was required.

Shown below is a four-wheeler AEC Mercury concrete mixer operated by Trent Gravels Ltd., who worked quarries and batching plants around the Leics., Derbys and Notts. areas. The compactness of the Ritemixer drum donkey engine and water tank,



all enclosed within a framework each presented a practical sight. The short wheel-based four-wheeler chassis made for easy access, but these vehicles in the late 1950s and early 1960s were just the starting point.

Based on a Foden half-cabbed eight-wheeler chassis, the ARC (Associated Roadstone Corporation) vehicle shown below offered larger loads, possibly up to 8 metres of automatically-produced ready-mixed concrete. These eight-wheelers would be taxed for 24 ton operation, carrying a 13-14 ton payload. Double-drive bogies presented no difficulty to the ARC drivers on sites, and they were successful in daily operation. Here again, the separately-driven mixer drum had its own donkey engine and water tank, as shown behind the cab.



The success of the transite mixer and automatic batching plants, together with new storage silos for growth of new bulk tanker delivery lorries followed.

This concept in design is still favoured by both large and small truck mixer companies. The lorry shown below is a Seddon Atkinson 300 Series six-wheeler fitted with a Ritemixer drum donkey engine/water tank. Early concrete mixer chassis had front-mounted pump-driven propshafts taken off the main engine.



Shown opposite is a revised system used by Nash Rocks of Kington, Powys, which allowed for deliveries of prepared concrete to private house-building sites, where the overhead conveyor belt would be swung around to the rear of the drum to transport the concrete into footings for foundation work, or indeed to be projected upward to the first floor of a building.

## Book reviews

Kathryn A. Morrison and John Minnis, **Carscapes: The Motor Car, Architecture and Landscape in England**. Yale University Press for the Paul Mellon Centre for Studies in British Art in association with English Heritage, 2012, 438pp, 433 illustrations, £40. ISBN 978-0-300-18704-5

This monumental volume derives from national fieldwork carried out to gauge the survival and assess the condition of structures related to the development of the private car, from its beginnings in 1895 in an ill-suited infrastructure to the present day in which the urban and rural landscapes have been reshaped to accommodate over 30 million cars. The treatment is thematic as we are led from manufacture to scrapping, via selling, garaging, maintaining, filling-up and parking; then from driving around to future prospects, considering impact on the countryside, the provision of hospitality and traffic in towns. The whole is lavishly illustrated with historic and contemporary photographs, although not without *longueurs* and limitations: there is a surfeit of aerial photography of car plants and landscape; too few bridges, said to be the most conspicuous features of motorways but inadequately represented; and no illustrations of the Kinneir and Calvert motorway signs, first installed on the Preston Bypass in 1958. Perhaps these were deemed so well known they needed no further description.

This is a book of firsts: the first moving assembly line (1912-13); the first robotic welding in the UK (late 1970s); the first white lines (1920s); Percy Shaw's catseyes, patented in 1934; the first drive-in restaurant (1960, but drivers had to get out to order); the first Little Chef (Reading, 1958); the first

Happy Eater (1973); the first roundabout (1909), pedestrian crossings and traffic lights (both 1926, the latter operated by levers manned by a policeman), Belisha beacons (1934, immortalising the eponymous Minister of Transport), speed humps (1980s) and speed cameras (1990s). This will be a rich mine for automotive Trivial Pursuiters, but the book offers much more than these incidental factual pleasures, since in providing a comprehensive history of our evolving relationship with the now ubiquitous form of transport which has shaped our environment and conditioned where we live, work and shop, this is in effect a social history of ourselves and the politics of our times (although attributing the demise of the national manufacturing industry in large part to unionisation is shockingly reductive).

Even as we welcome the benefits of innovation, we are made aware of the uneasy relationship between modernity and tradition: the car has enabled us to extend our knowledge of our national heritage, but in so doing has suburbanised villages into commuter dormitories and damaged what we have travelled to see. But as the authors note, if it had not been for the car and the associated consciousness-raising afforded by mass tourism, prompting protective legislation, many more country houses would have been lost. The car itself has been both destroyer and enabler and the authors are downbeat as they reach the close of their exhaustive analysis: 'in general, the reality of the world as it has been reshaped for the car is disappointingly mundane', and indeed it would have been good to have a fuller account of the accidental and *ad hoc*: the colonisation of railway arches and left-over spaces between and behind houses for back-street repair shops. They conclude that 'much of the heritage of the car ... is so ephemeral that it is bound to pass almost without notice'. Not however in popular culture: Antonioni's *Blow-Up* (1966) featured the photographer played by David Hemmings driving his Rolls Royce convertible along the canyons of London Wall, signifying modernity; J.G. Ballard's *Concrete Island* (1974), mentioned here, describes a dystopia in which the protagonist, an architect, is marooned on wasteland, hemmed-in by traffic after crashing off a high-speed exit lane from London's Westway, opened in 1970 'against a hullabaloo of

protestation'. The Clash, in their incendiary *London's Burning* (1977) were not far behind: 'I'm up and down the Westway, in an' out the lights/ What a great traffic system – it's so bright ...'. It seems that notwithstanding the moderne roadhouses, Owen Williams bridges and such hallucinatory, glittering multi-storey landmarks as Allies and Morrison's Charles Street Car Park in Sheffield (2008), we are perhaps not yet ready for the re-invention of the multi-storey car park as architectural statement and multi-purpose events space as currently realised by Herzog and de Meuron and Zaha Hadid in Miami.

It is customary and justifiable to praise the outstanding production qualities of Yale UP: *Carscapes* is weighty, authoritative and beautifully produced, but it is a relief to report a flaw – the captions are in too small a font for comfortable reading for those who are old enough to have lived through a significant part of the history so well described.

**John Bold**

University of Westminster

Bill Aldridge **Co-operative Society Transport** Crecy Publishing Ltd., 1a Ringway Trading Estate, Shadowmoss Road, Manchester M22 5LH. Paperback, 64pp. ISBN 978 190834 710 7.

It is a pleasure to review this title for the 'Nostalgia Road' series. Its well-illustrated overview of Co-operative transport is set in context by an introduction to the movement, which does not avoid the painful changes to its retailing and manufacturing activities since the 1960s.

There are perhaps too many pages on livery, at the expense of the number devoted to vehicle purchasing policy. The latter would have benefitted from discussion of the significance of Albion in co-operative fleets via the SCWS, which extended well beyond Scotland (this reviewer recalls a noticeable presence in the Enfield Highway CS fleet in the 1950s). Coverage of electric vehicles should have mentioned and illustrated the pedestrian-controlled battery-electric vehicles such the Manuletric for home delivery – a brochure recently added to the reviewer's road transport collection in the Modern Records Centre of the University of Warwick

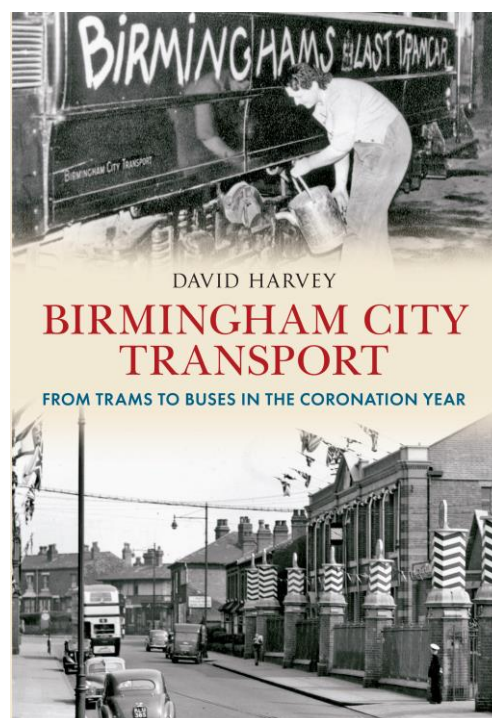
library (ref MSS.457) claimed Manuletric orders from more than sixty co-operative societies.

The illustrations, which are well reproduced, cover a fascinating variety of vehicles, including two buses converted to mobile shops, a modernized ex-Army Bedford MW lorry and the great rarity of an Armstrong Siddeley van, acquired out of local patriotism by the Coventry & District CS for its Express Delivery' fleet.

**Richard Storey**

David Harvey **Birmingham City Transport: from trams to buses in the Coronation Year**. Paperback, 160pp, £14.99. ISBN 978-1-4456-1496-0. Ernie Warmington **Cornish Road Transport through time**. Paperback, 96pp. £14.99. ISBN 9-978-1-4456-1611-7. Michael Berry **Leeds City Transport: trams and buses**. Paperback, 96pp. £14.99. ISBN 978-1-4456-1484-7. All published by Amberley Publishing, The Hill, Merrywalks, Stroud, Gloucs, GL5 4EP [www.amberley-books.com](http://www.amberley-books.com)

These three volumes follow the familiar Amberley format of illustrated histories, with informative captions, and an introductory text to set the scene. David Harvey's volume looks at 1953, which was both the Coronation year and marked (a few weeks



afterward) by the last trams to operate in Birmingham. The bus fleet had been largely renewed post-war, with bodies in the distinctive style specified by the Corporation, which could still be seen in service with the PTE into the early 1970s. Not only buildings but also the buses themselves were decorated for Coronation (the latter with small flags held by brackets fitted just below the route indicator). The tramway system was by this time reduced to a few routes operated from one depot, and closed with very little ceremony. Many views are of street scenes of the period, notably of areas such as the Bull Ring, subject to drastic rebuilding in the 1960s.

Ernie Warmington's volume covers a very wide range of vehicle types, from Trevithick's early attempts at steam road transport, through horse-drawn vehicles, and the earliest motor vehicles. A very wide range of early cars is covered, together with road goods vehicles, and buses and coaches. Extensive captions are provided (although it might be the case that more research in local vehicle licensing records could have resolved some queries raised). A sepia finish heightens the period atmosphere of the early twentieth century views. The book concludes with a range of motor cycles (recalling the uncomfortable experience of passengers in sidecars), and 20<sup>th</sup> century steam vehicles, including traction engines and lorries.

Michael Berry's book looks at Leeds from the horse-drawn tramway days to the last vehicles delivered to Leeds City Transport prior to its absorption by West Yorkshire PTE in 1974, including small number of colour views notably showing the two-tone green adopted in the later years of bus operation). The trams benefitted from some reserved track extensions in new housing areas, and as late as the early 1950s experimental single-deck 'railcars' presaged a more modern type of vehicle. However, a firm commitment to bus replacement had been made, the last trams running in 1959. A

wider variety of street scenes is evident from the tram than the bus photos.

Peter White

## Motorcycle combinations

On the back page of the R&RTHA Journal No 72, the caption to the picture of JTX 44 concludes "Note the period cars behind". One of the "period cars" appears to be a motorcycle combination - a form of transport which I do not recall having seen in this country for many years. When I was a child, my father had a couple of motorcycle combinations over the years and I also have memories of AA patrolmen who used such vehicles before the AA turned to vans.

I began to wonder about the history of such unlikely vehicles. There is a little information on Wikipedia (<http://en.wikipedia.org/wiki/Sidecar>) which includes a picture of a bicycle with sidecar, as well as motorcycles. I also found an article dated May 13, 2011\*. It appears that there are enthusiasts who are keeping this form of transport alive.

\*(<http://www.ridermagazine.com/style/motorcycle-sidecars-trikes-scooters/a-short-history-of-sidecars.html>).

E. Keith Lloyd

Below : A further view from the Swansea Bus Museum collection in May. Three Bristols are shown – on the left is an ECW-bodied MW single-deckers, centre and right VRT double-deckers

