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GLASS – HANDLE WITH CARE!

Paul Lacey

Many trades have given rise to the use of specialised transport requirements, and the glass trade had its own issues to address as motorisation took place. This article shows how James Clark & Son, the leading glass merchant in London and based in railway arches in Great Suffolk Street in Blackfriars, tackled the matter.

Glass is in some ways a conundrum, being both very heavy in any size, whilst unlike other bulk goods still rather prone to accidental damage. The original embryonic operation of James Clark and his own family literally relied on an old perambulator, so much so that the firm still referred to its later carts as 'prams'. The smaller ones were pushed by the glazing team, though the City of London Police insisted that men walk alongside to warn pedestrians to keep away in case of injury!

The firm had started in 1855, and by 1891 the in-house fleet still only amounted to 3 flat carts, and 4 horses, though by 1899 its expansion warranted a separate ledger page for such items and one of the railway arches became the stables. However, the practice was still to carry glass horizontally, with all the inherent dangers such transfers involved, whilst glass sent over 10 miles away had to be packed and sent by rail, often taking weeks to arrive and often broken en route.

And so it was that the firm resolved to adopt more modern methods, the first motor lorry being a two-

ton Thornycroft bought new in 1912. Others of that make, including ex-War Department J-types, along with Swiss-built Bernas were added between then and 1919.

Although some cranes were by then in use, the tight space outside the arches reduced the opportunities for further progress in handling methods, so the issue of suitable bodies was explored instead. High-sided wooden-plank bodies were adopted for most vehicles, into which was fitted a V-frame, against which large sheets of glass were loaded upright into felt (or rubber) lined grooves. These bodies were high compared with most vehicles on the roads and open at the top, though a canvas sheet could be tied over. Later on the open tops continued for the use of overhead cranes for loading.

The fleet grew to 17 lorries by 1919, and the advent of motors saw a great increase in the range of places covered and the speed of service to customers. Also after the Great War a system of branches was started, where stocks of glass and mirrors were kept for immediate use, whilst larger items and stock were transferred during each week from London. A Branch opened at Canterbury in 1921, followed by Bournemouth (1925), Eastbourne (1931), Reading (1939) and Oxford (1950), as well as several other specialised firms absorbed under their original names as 'ecclesiastical glaziers' at Kingsland Road in East London and Woolwich.

Continued....

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Clarks at Great Suffolk Street A fine selection of the fleet as seen in 1921 at the railway arches of Great Suffolk Street. On the left is a Thornycroft J-type complete with standard WD-pattern lorry body being loaded with crated material. The other Thornycroft and Berna lorries show the high-sided bodies with V-frame interiors.

Incidentally, the Reading branch was put in place mainly to provide storage space under the looming threat of war and the vulnerability of the London base, being equipped as a virtual replacement if required. Wartime contingencies also saw another firm, with whom Clark's had co-existed with within London, Eaton, Parr & Gibson, merge with it to form James Clark & Eaton Ltd. in 1940, further adding to the stocks to be conveyed by road.

However, the need for carrying capacity to Branches led to a re-thinking of the original V-frame, which left little floorspace for other goods. The format then changed to bodies which themselves were of an A-frame shape, having a rail attached to the nearside for the carriage of large sheets, that side offering more protection than the offside where stones might be thrown up by passing vehicles.

A green and red livery was duly adopted and the vehicles, often with streamlined body flashes, could be seen all over London and the South. Some photos indicate that the specialist bodies were probably transferred to newer chassis between the 1930s and the fleet of the post-WW2 days, quite likely also due to lack of body-building at that time.

The railway arches were indeed badly affected by the Blitz, and even Canterbury was lost to a direct hit, so the nucleus of offices commenced in 1936 near the arches in Hill Street saw great additions post-war, so much so that it was re-named Glasshill Street as it was dominated by the Company.

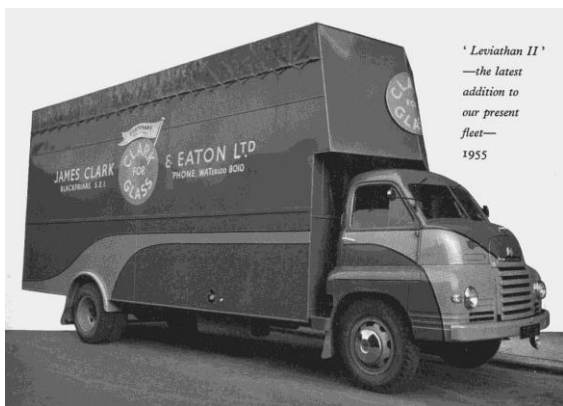
The fleet continued to grow steadily with vehicles of all sizes including smaller vans, and by 1955 there were 33 lorries and 17 light vans, of which 25

Continued.....



Clark-Eaton at Canterbury A good selection of vehicle types at the opening of the replacement Canterbury Branch in 1954.

of the former and 3 of the latter were based at Blackfriars. The body sizes kept pace with permitted legal limits, and as with pantechnican type vehicles the space above the cab was often built-in to make more room. By 1955 the new Bedfords were christened as 'Leviathans' due to their size, whilst the side-frame could handle a plate up to over 11ft x 25ft. In the meantime the ideas of articulated or container lorries were considered but not pursued due to limited turning and storage space in London.



Clark-Eaton 1955 The latest Bedford addition of 1955 in the centenary year of the firm, at that time regarded as gigantic.

Annual General Meeting 15th March 2014

The AGM and Spring Conference will be held at the Herbert Art Gallery & Museum, Jordan Well, Coventry CV1 5QP on Saturday 15th March 2014 at 1030. The agenda, 2013 accounts, and booking form for the Conference have been sent to members by post. If anyone has not received them please contact John Ashley (details on page 2), or download then from the website.

This article primarily concerns itself with the developments in the firm's first century, though Clark-Eaton carried on, increasing in prominence with a move to Bracknell in Berkshire in 1969, followed by large acquisitions which gave it the whole of the South West counties and further Branches in other towns throughout the South East.

De-mountable bodies built by a Nottingham firm and finished in polished aluminium were introduced in the 1970s, allowing the very time-consuming loading process to be handled during the day as well as the traditional night shift. During the 1970s the high-quality mirrors for which the firm had a top reputation began to be trunked on a weekly basis on an artic carrying a pair of de-mountable bodies, each of which the Brighouses-based driver would deliver from to customers all over the North during the week. At times the artic also ventured elsewhere, though a trip to Holland loaded with crated horticultural glass ended in disaster when its driver misunderstood the significance of a sign on a dyke-side road. Not realising that the weight of his vehicle might damage the earth embankments resulted in the whole outfit sliding into the water. By the time he returned a lifebuoy, repainted as the 'Rotterdam Sub-aqua Club', was hanging from the Transport Office!

The other aspect of daily life at Clark-Eaton from 1969 was the arrival of 4 to 6 lorries from St. Helens, loaded with Pilkington glass, either from its own fleet or hired from Sutton & Co., and all large Seddon or Atkinsons. On another occasion the author was walking to work when he came across a Czechoslovakian lorry and drawbar trailer that had overturned on a steep curve off the by-pass just as it approached the works at Bracknell, smashing its load of horticultural stock only yards from delivery!

The author worked at James Clark & Eaton from 1969 to 1977, and his natural interest in bus fleets led to interesting chats with the older drivers of the lorries and access to some archival photos.

The Conference will include a series of talks with the general theme 'Vehicle Design Past & Present'. The £15 charge covers a buffet lunch and room hire. The programme includes John Dickson-Simpson and Roy Larkin on developments (and non-developments) in vehicle design and a speaker from on the future of vehicle design. More details were sent out the AGM notice.

THE ROLE OF COUNTRY CARRIERS IN THE LANCASTER AREA

Dr James P. Bowen

University of Liverpool

This article is based on research undertaken by the author whilst an undergraduate student reading History at Lancaster University. It was first published under the title: 'The Carriers of Lancaster, 1824-1912' and appeared in *The Local Historian*, Vol. 40, No. 3 (2010), pp178-190.

With the improvement of roads in the second half of the sixteenth century, and the general growth in trade, the operation of a complex network of scheduled public carrying services using waggons and packhorses emerged. As trade grew and the economy expanded in the seventeenth century, they began to operate over greater distances. While large carriers transported goods between the developing industrial centres and stage coaches conveyed passengers over long-distance routes, there were also carriers who regularly served the needs of local villages and towns, carrying manufactured or imported goods, parcels and packages, agricultural produce, mail and people.

Country carriers were fundamental to the development of market towns, and served four functions. They acted as shopping agents, giving customers credit and purchasing goods which were then sold locally for profit and transported bulky goods and parcels to nearby towns or railheads from which they would be distributed to their respective destinations. Carriers' carts were often the only form of public passenger conveyance, taking villagers to the nearest market town. Although by the 1850s omnibus services were developing in urban areas, this trend was not mirrored in rural areas until the arrival of the motorbus in the 1920s. Also, they carried produce to town for sale to merchants and shopkeepers, thus contributing greatly to the rural-urban economy of market horizons for towns such as Lancaster. The carriers not only served the town's provincial function, extending the market's geographical range, but also contributed to its rapidly developing manufacturing sector. Despite the arrival of the canal and the railway, they continued to serve the surrounding area, often surviving until replaced after the First World War.

Carriers serving Lancaster

This article considers the routes and frequency of the carrier services serving Lancaster in the nineteenth century but also the characteristics of the carriers themselves. Previous research has tended to focused on the role of road transport and carrying operations between 1550 and 1800, when Britain experienced considerable upheaval in industrial and economic terms. Similarly, work on Lancaster as a transport centre has been largely concerned with coastal shipping, canals and the railway. The use of Lancaster as a case study reveals similarities with previous studies of carriers, while also reflecting the specific changes in the town itself during the nineteenth century. Lancaster's favourable geographical location in north-west England is significant, for it not only served as an important market centre for the largely rural areas of Westmorland and the Lune Valley, but was also a major centre for textile manufacturing and had important links with the rising industrial manufacturing centres of south-east Lancashire.

Although much historical investigation has considered Lancaster's maritime, canal and rail functions, little emphasis has been placed on the complex network of overland carriers which operated in the nineteenth and early twentieth centuries and allowed the distribution of goods throughout its extensive largely rural hinterland. Lancaster was an important regional and provincial market centre, developing during its 'Golden Age' in the eighteenth century into a thriving port, trading with North America, the West Indies and the Baltic. The carriers were a distinctive but integral part of the community, operating an extensive communications network whose vital role underpinned the economic and social life of the area and was not yet extinct at the beginning of the First World War.

Trade Directories as source

Trade directories provide a snapshot of the extent and organisation of carrier networks and their changes over time. The first directory was Edward Baines's *History, Directory, and Gazetteer of the County Palatine of Lancaster* (1824), and is invaluable as it is the first to provide detailed evidence on the commerce of the town. This is supplemented by three later directories: the *History, Topography and Directory of Westmorland*; and the *hundreds of Lonsdale and Amounderness in Lancashire* (1851) published by P. Mannex & Co.; *Topography and Directory of Lancaster and 16 miles Round* (1881) also published

by Mannex; and the *History and Directory of Lancaster and District* (1912) by T. Bulmer and Co. The use of a directory from 1851 allows an assessment of the impact of the growth of the railway; that from 1912, in contrast, highlights the extent of the change that occurred in Lancaster and the surrounding area during the later nineteenth century. Archives relating to carriers are limited, but trade directories, which in the nineteenth century had a much broader scope than those of the previous century, provide a foundation for the exploration of carriers despite the degree of unreliability and flaws which they present. Even a brief written record in a contemporary directory supplemented with census data can provide insight into the workaday lives of ordinary people.

Geographical distribution

The carriers of Lancaster throughout the period generally operated within a clearly defined local area but, significantly, some provided services to distant towns. For example, Baines's directory of 1824, in addition to relatively local services, listed a twice-weekly service operated by Thomas Chorley to both Halifax and Leeds, a journey of approximately 50 miles. Nathan Metcalf operated a service along the ancient turnpike road up the Lune Valley to Richmond, arriving on a Thursday at three in the afternoon and returning the following day at twelve noon. Nevertheless, the majority of carriers operated in the hinterland, which extended east up the Lune Valley as far as Kirkby Stephen, north as far as Kendal, west across the sands of Morecambe Bay to Ulverston, and south as far as Winmarleigh, Garstang and Nateby in the Fylde.

Although the number of services operating declined between 1824 and 1912, generally speaking a large number of the settlements continued to be served by carriers, because individual routes were amalgamated and extended to include settlements which previously had their own separate operator. This was especially the case with many of the Lune Valley carriers. While there had been multiple carrier services to individual settlements such as Tunstall, Wray and Hornby, the contraction and decline in the number of services saw routes being extended, to the extent that by 1912 William Moorby stopped at eleven stations and there were carriers in competition on a route that served Caton, Cloughton, Wray, Wennington and Bentham.

Similarly, to the south of Lancaster a single carrier was then operating to Galgate, Forton, Scorton, Garstang and Winmarleigh. Directories often listed carrier services not as individual routes but rather

on the basis of settlements which they connected. This is evident in Baines's directory, where the carrier John Rigg, operating from the Old Sir Simons Inn, is listed separately as serving Cartmel, Hawkshead and Ulverston, but this service was in reality one cross-sands service (see p6), stopping at the various intermediate settlements en route.

Local networks

While Lancaster had a distinct sphere of influence, many of the settlements served by Lancaster carriers had their own sub-networks of carrier operators, such as those of Hawkshead and Ulverston in south Lakeland which served smaller areas. This can be confirmed by cross-checking directory evidence. Lancaster was a significant regional hub for a hierarchy of carriers which included a much wider network of local carriers serving the largely rural hinterland of the surrounding area. Directory evidence shows that, excluding the few long-distance carriers, the majority operated within a twenty-mile radius, corresponding to the rural hinterland of Lancaster. However, the increasing significance of alternative methods of transport, specifically the railway, led to the reduction of this radius. The long-distance services operating in 1824 and the cross-sands routes to Furness were equally made redundant by the coming of the railway.

Weekly distribution

Analysis of directories indicates that the day with the greatest number of carrier services was Saturday, followed by Wednesday, these being Lancaster's market days. Many services also operated on Tuesday and Thursday to surrounding market centres, including Kirkby Lonsdale, Kendal, Garstang and Ulverston. The evidence suggests that while market day in Lancaster influenced carrier operations, surrounding markets were also served by Lancaster-based carriers, to which they distributed goods, and the importance of the market focus cannot be overstated. The frequency of carrier services during the nineteenth century reflected the increasing dependence of rural areas upon their local centres. The majority of carrier services originating from Lancaster did not travel more than 20 miles and, given an average speed of between 3-5 miles per hour for a heavily-laden cart on poor roads, a journey time of perhaps 5 hours each way would have allowed travel during daylight hours in the summer months at least.

Crossing Morecambe Bay

In Lancaster's case there was a uniquely challenging route, that which crossed the potentially treacherous sands of Morecambe Bay. Baines's 1824 directory indicates that the over-sands services operated only on Tuesdays and Fridays, their timings being determined by the tidal changes of the bay. As a result of their dependence on tides, the operators were often unable to unload and return the same day, instead staying overnight at one of the inns in Lancaster which not only provided accommodation but also business premises for carriers. This is evident in the timetabling of the cross-sands carriers in 1824: for example, John Rigg operated a service from Hawkshead, Cartmel and Ulverston to Lancaster on Tuesdays and Fridays and similarly both John and Thomas Butler operated to Ulverston. The length of this route and its dependence on the tide meant that on a Tuesday and a Friday the cart would arrive in Lancaster in time to unload for market the following day. Similarly, the need to break a journey overnight is apparent in the case of Leonard Chapman, who operated a long route to Kirkby Stephen from the Nag's Head, Church Street, arriving on Friday, and departing at eleven the following morning.

The cross-sands carriers, in particular, faced considerable danger and risk. For example, on 2 January 1824 'A boy belonging to one of the Backbarrow carriers was drowned on Lancaster Sands'. This tragedy highlights the danger of the over-sands services. There are comparable references to passenger carriages being blown over by strong winds, trapping the occupants in sinking sand. However, Mannex's 1881 directory records the cessation of the over-sands route as a result of the growth of the railway network, which also had the effect of reducing a significant proportion of Lancaster's carrier trade. But there were also wider implications: the change in the mode of transport diminished Lancaster's economic significance and its traditional role as a route centre and place of resort.

Although the coming of the railway to Lancaster and its gradual penetration into the surrounding area had a significant impact, carriers were nevertheless required to serve the railheads and, given the relatively local operation of many of them, they suffered considerably less than long distance carriers or coastal shipping.

Morecambe as a resort

Also apparent in the pattern of carrier services, both in terms of their number and their seasonal variation, is the rise of Morecambe as a Victorian seaside resort. It is not included in the 1824 directory even under its former name, but is prominent in those of 1881 and 1912. Two carriers, W.B. Clark and J. Masheder, operated to Morecambe in 1881 but in 1912 there was only one, T. Ayrton. There was, however, a distinction between summer and winter services, indicating the impact of Morecambe's summertime tourist season, when there were daily services by both operators in 1881, augmenting horse-drawn tram services. Despite the resort's relatively early railway connection (1848), in 1881 both carriers operated four services each week even in winter.

Inns and stations

English carriers used inns as termini, because they provided space for their horses and carts as well as being a convenient rendezvous for passengers. The inns derived income from the eating and drinking that went on among the carriers and all who did business with them. In addition to providing fodder and shelter, innkeepers also acted as local agents, interacting with carriers by exchanging money, storing and delivering goods. During the nineteenth and early twentieth centuries Lancaster carriers mainly operated from the inns in the town centre, on Church Street, Penny Street and Market Street. Although in 1824 sixteen inns were used by carriers, by 1881 this had decreased to eleven, suggesting not only a decline in services but also a concentration on certain inns. However, by 1912 only five inns were used by carriers, and instead services had begun to use other locations within the town, including the market square and the Arcade.

The dominance of a relatively small number of very important inns is clear. Between 1824 and 1912 the key locations were the Nag's Head and the Sun Inn, both on Church Street, and the Cross Keys on Market Street. The Nag's Head, for example, had 4 services in 1824 and this increased to 5 in 1881 and 11 by 1912. In many towns a small group of inns, usually those nearest the markets, were able to attract a growing part of the country trade and so become noted centres for those local carriers who rarely stayed overnight. Census material supports this impression of local short-distance services. According to the 1851 census Robert Redmayne (aged 45) from Bentham operated a service linking Lancaster and Kirkby Lonsdale on Wednesdays and Saturdays; Bryan Edmundson (55) of Lancaster

providing a service on Mondays, Wednesdays and Saturdays to Hornby; and James Brunton of Over Kellet, whose occupation is given as 'blacksmith', operated to and from Yealand on Tuesdays and Saturdays.

The demolition of public houses at the end of the nineteenth century, when Lancaster underwent much rebuilding and urban improvement, affected the carrier inns. For example, the Black Bull (six carrier services in 1824, and one in 1881), the Boars Head (one in 1824, and three in 1881), and also the Corporation Arms and Commercial Inn, were all demolished during the 1880s, leading to the emergence of a small number of dominant inns. In Lancaster the three dominant carrier inns were predictably very close to the market place, which by 1912 developed in its own right as a carrier station with seven services.

Also significant is the location of the main inns in terms of their convenience for entering and leaving the town. The majority of routes served from inns in Market Street were for destinations north of the town, while Church Street inns served the Lune Valley to the north-east. Routes were steadily concentrated in these two streets: in 1824 carriers used inns in Penny Street, St. Leonard Gate and St. Nicholas Street, but by 1912 none of these was involved. This increasing centralisation of carrier services to correspond with the focus of Lancaster's commercial activity would have assisted the interchanging of goods.

Occupations

The size of Lancaster and its role as a commercial centre meant that a large number of full-time professional carriers served its hinterland. There were those who lived in villages and operated a few services per week to Lancaster and also to other market towns. For example, in 1824 Thomas Butler of Flookburgh, one of villages in the township of Lower Holker near Cartmel, not only operated a cross-sands service from Ulverston to Lancaster (according to the tide) on Tuesdays and Fridays, but also another cross-sands service (over the Leven estuary, and again dependent on the tides) from Holker to the Braddy's Arms, Ulverston, on Mondays and Thursdays. Similarly, John Butler of Cark near Grange-over-Sands operated a cross-sands service in direct competition with Butler, serving the Sun Inn, Ulverston, from Cark on Mondays and Thursdays according to the tide.

Also full-time carriers can be identified operating a single route several times each week. In 1824, for

example, Thomas Saul operated a service to Wray three times a week, while in 1881 E. Marsden operated a service south to Nateby and Galgate on Tuesday, Thursday and Saturday. In the same year, W.B. Clark and R. Nelson each worked to Morecambe four days a week during the winter and daily during the summer. There is evidence that the carrying trade was dominated by small family businesses such as the Butlers.

There is also evidence that some carriers had multiple occupations, especially when their services were operated directly from warehouses to allow the swift distribution of goods. For example, W. Clark operated from Slyne and Hest Bank to Hodgson's Flour Warehouse, Lancaster on Wednesdays and Saturdays, coinciding with Lancaster market days. In 1824 John Swindlehurst operated a twice-weekly carrier service to Lancaster from Dolphinholme, a remote rural location in Wyresdale with one of the valley's sixteen water-powered textile mills. Many of the carriers combined their carting role with, for example, shopkeeping, spinning, innkeeping, coal-dealing or farming. That must have been particularly so with those living in the villages rather than the town. This distinction, between full-time carriers and those with multiple occupations, corresponds with the differentiation between common or professional and casual carriers. The latter, operating mainly over short distances, probably conveyed a much greater tonnage overall.

The 1901 census of Ulverston demonstrates how carting might be linked to other occupations. Edward Dixon, a carrier aged 18, born in the small Cumberland mining town of Millom, was the youngest member of a family occupying a private house and shop, his occupation being listed as 'carter' and 'Cooperative Stores'. It is reasonable to suppose that Dixon would have carried goods to and from his family's shop. Carrying was normally a by-employment in which men took goods no further than the market towns or the inland ports, hence the carrier would probably have been known instead by the name of his principal occupation. This was certainly so with Arthur Holmes: according to the 1881 census he was a 'Farmer of 22 Acres' from Silverdale, but his twice-weekly carrier journey to and from Lancaster is not mentioned.

An example of a carrier having multi-occupations is Job Kenyon who in 1912 operated a service on Wednesdays and Saturdays from the Nag's Head to Caton, Cloughton and Wray. According to the 1901 census Kenyon, aged 42, was residing in the civil parish of Wray with Botton and was engaged in the

occupations of coal merchant, farmer and carrier. The Inland Revenue District Valuation of 1910-1915 provides further evidence of his farming activities. He rented at a rate of £35 per annum, Roeburnside Farm House which encompassed 23 acres 3 roods 20 perches.

There are, however, examples of individuals whose occupation was recorded as 'carrier': John Close, aged 31, who in 1881 was lodging in Wray with Botton and operating a service to and from Caton on Mondays, Wednesdays and Saturdays, and had been recorded in 1871 as a servant. However such cases of individuals being recorded as a 'carrier' are rare. Clearly, whilst there were full time carriers, the majority operated services in support of their other occupations, such as coal or flour merchant, farmer or shopkeeper.

Community

The carrying trade of Lancaster was male-dominated and there was only a small minority of women carriers. Nevertheless, those women that did operate were prominent, such as Ann Butler who in 1881 operated a twice-weekly service to Ashton, Thurnham and Cockerham. Other women operated carrier services only once a week, such as Mary Clark who in 1824 carried from the Sun Inn to Beetham on Saturdays, arriving at 8am and departing at 3pm; Mary Willian (1824) from the Commercial Inn to Tunstall arriving at nine in the morning and departing at two in the afternoon; and Mrs Bulfield (1881) working from the Cross Key to Overton. These women were not making a living primarily through the carrying trade, especially as they were travelling to small rural hamlets in the Lune Valley where they lived. Moreover, such women, probably widows of carriers, may have had other jobs in addition to carrying and perhaps hired someone to operate the service on their behalf, continuing the family carrying business until their sons grew up or an opportunity arose to sell.

There is clear evidence from Lancaster that families remained in the carrying trade for long periods. For example, in 1824 John Butler and Thomas Butler operated carrier services to Ulverston, while in the 1881 census an Ann Butler was operating two services and there was also an S. Butler, suggesting a possible family connection. Similarly the name R. Hodgson appears in 1824 and later in 1881, and there is also a W. Hodgson. The surname Dugdale spans the entire period, although there is a change in initials (and the name is missing in 1881) and the same applies to the surname Saul, present in both 1824 and 1912. It appears that the carriers of

Lancaster were a close-knit community with sons frequently taking over from their fathers.

Directory evidence implies that during the period 1824-1912 the carriers played an important role in the social and economic life of Lancaster and the surrounding area. The names of carriers show strong and distinctive local roots (for example, Hodgson, Rigg, Parrington, Dugdale and Butler) and a tightly-knit community must have developed and had probably done so by 1824 as carrier families emerged. In 1881, for example, H. Helme operated a carrier service to Garstang from the Bear and Staff on Wednesdays and Saturdays, while in 1912 John Helme operated from the King's Arms to Galgate and Garstang. This not only implies that carrier families existed, but also suggests a significant decline in services between 1881 and 1912. In 1881 two carriers operated to Galgate and Garstang respectively, but in 1912 only the single service operated by John Helme.

Contributing to the sense of community within the carrying trade and the wider community were the busy communal gatherings at inns, stations and market places. These hubs emerged as meeting places for the local population, combining business and pleasure in a distinctly informal environment, fostering a strong sense of community among carriers, people from the surrounding rural hinterland and the people of the country market towns.

Survival

The long-distance carrier must be distinguished from the country or village carrier, for the role of the former was to link towns with each other and the provinces with London. In contrast, the village or country carrier's function was to unite a market town with the local area which was dependent upon it. According to the 1824 directory Lancaster had long distance carrier services to Leeds, Halifax, Colne and Clitheroe and Richmond. While these accounted for only a small proportion of carrier services originating from Lancaster, they were particularly significant. Long-distance carrier services linked Lancaster with much larger industrial towns, benefitting the intermediate towns and villages through which routes passed and where goods were traded.

After 1850 the railway network not only linked Lancaster with places such as Preston, Carlisle and the conurbations of south Lancashire, but also with the textile centres of Yorkshire. By 1881, therefore, no long-distance carrier services existed - although,

The survival and resilience of the carriers in more local terms is evident from directory

A *Coach* daily, over the sands to Ulverston, alternately from Bear and Staff, Penny st and King's Arms, Market st.

Railway Trains, from the Castle station, north & south ; and from Green Area station, to Leeds and other parts of Yorkshire, several times a day.

Carriers arrive here weekly
from Arkholme, Beetham,
Bentham, Burton-in-Kendal,
Burton-in-Lonsdale, Cartmel,
Cockerham, Dent, Hawes,
Holme, Hornby, Ingleton,
Kirkby-Lonsdale, Kendal,
Leck, Melling, Milnthorpe,
Pilling, Poulton-le-Fylde,
Polton-le-Sands, Preesall,
Stalmine, Sedbergh, Settle,
Silverdale, Tunstall & Cowen
Bridge, Ulverston, Walton,
Wray, Wyersdale, & Yealand

Water Conveyance, by the canal, from Aldcliffe street wharfs, to Kendal Preston, and intermediate places, several times a week—Jno. Cocker agent; and the Duchess of Lancaster steam packet, to Liverpool, from St. George's quay, twice a week, according to tide—John Rigg, agent.

evidence. As late as 1912, thirty were operating to and from the town. Their survival reflects the changes which the Lancaster area experienced, with significant industrialisation and commercial expansion, and the ability of carriers to respond to such change. The increasing significance of alternative modes of transport - especially, of course, the canals and railway - combined with improved road transport as a result of early nineteenth-century turnpike schemes, required the carrying trade to reorientate its operations. Despite the construction of the Preston and Lancaster canal in the mid-1790s, and its extension to Kendal in

Others sustained themselves by providing a door-to-door service for clients. For example, as noted above, in 1881 W. Clark operated from Slyne and Hest Bank specifically to Hodgson's Flour Warehouse, so that it remained competitive in

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CARRIER.	WHERE TO	DAY AND TIME.	STARTS FROM
T. Ayrton	Morecambe	Daily 4-15, Wed. 2 0	Nile Street
T. Battersby ...	Carnforth, Bolton-le-Sds., and Slyne	Tu. Th. & Sat. .2 30	Market sq.
H. Bibby	Caton, Cloughton, Wray, Wennington, Bentham	Wed. and Sat. .1 1 0	Nag's Head
J. Cookson	Cockerham and Pilling ...	Wed. and Sat. .1 30	Sun Inn
Edward Dixon ...	Galgate, Forton, Scorton, Garstang, Winmarleigh	Wed. and Sat. .1 0	King's Arms
T. Dobson	Arnside, Kendal, and Silverdale	Thursday1 45	Market sq
Hy. Douthwaite	Priest Hutton	Saturday	Yorkshire House
Wm. Dugdale ..	Carnforth & Bolton-le-Sds.	Tu. Th. & Sat. .2 30	Nag's Head
Geo. Ellis	Kirkby Lonsdale
T. W. Gardner ..	Cockerham and Pilling ...	Saturday1 30	Sun Inn
E. Grogan	O. & N. Kellets, A'kholme Whittington, Kirkby L.	Wed. and Sat. .2 0	Market sq.
James Harrison..	Heysham	Saturday2 30	Nag's Head
John Helme	Galgate and Garstang ...	Saturday2 0	King's Arms
John Hird	Burton-in-Lonsdale, West Ho., and Ingleton	Wed. and Sat. .1 30	Nag's Head
Chas. Jackson ..	Caton, Cloughton, Wray, Wennington, Bentham	Wed. and Sat. .1 30	Nag'e Head
W. N. Jackson ..	Burton & Holme to End Moor and Kendal	Tuesday2 0	Nag's Head
Job Kenyon.....	Caton, Cloughton, Wray	Wed. and Sat. .1 0	Nag's Head
Mashiter	Kendal	Saturday2 30	Market sq.
Wm. Moorby ...	B'bon, Burr'w, H'by, Ireby Leck, M'ling, Cowan B. Tunstall, K'by L'sdale, Wrayton & Casterton	Wed. and Sat. .2 0	Market sq.
Wm. Moore	Hornby, Melling, Tunstall, Kirkby Lonsdale	Wed. and Sat. .1 0	Neag's Head
W. Milburn	Milnthorpe, Heversham, Kendal, Beetham, Carn- forth, & Lancaster	Fridays2 to 3	Market sq.
W. L. Newman	Yealand, Warton, C'forth, Bolton-le-S. & Slyne	Tu. Th. & Sat. .2 0	Nag's Head
John Osborne ..	Silverdale Bolton-le-Sds., and Slyne	Wed. and Sat. .1 0	Sun Inn
Wm. Redman ..	Pilling	Wed. and Sat. .2 30	Bear & Staff
N. Saul	Ingle't'n, Wen't'n, Benth'm	Saturday1 0	Nag's Head
J. Sewart	O. & N. Kellets, A'kholme Whittington, Kirkby L.	Wed. and Sat. .2 0	Market sq.
Wm. Shaw	Preesall and Knot End...	Saturday1 0	Cross Keys
Sutton & Co.	London	Daily	Arcade, Lancaster
Swarbrick	Cockerham	Wed. and Sat. .1 0	Cross Keys
W. Walling	Burton and Holme	Saturday1 0	Sun Inn
Thos. Wilson ...	Cockerham	Wed. and Sat. .1 0	King's Arms
Wilson.....	Burton & Holme, Kendal	Thursday2 0	Nag's Head

Impacts of the railways

By the mid-nineteenth century the canal was itself under pressure from the expansion of the railway network in North Lancashire and South Cumbria. This soon led to the abandonment of some of the local carrier services and, especially, the longer-distance routes. For example, the railway line from Carnforth to Ulverston was completed in 1857 and immediately destroyed the competitiveness of the cross-sands route which had been a major component of Lancaster's carrying business. Even

after the railway had opened north of Lancaster to Carlisle in 1846 there continued in 1851, 'A Coach daily, over the sands to Ulverston, alternately from Bear and Staff, Penny St and King's Arms, Market St', and carriers arrived weekly from Cartmel and Ulverston until superseded by the railway.

Initially the railways, because they were often independent, small-scale operations such as the Furness Railway Company might have had little direct impact on carrier services, and indeed generated new business for some. However, as the railways were increasingly interconnected and became integrated freight handling networks, they tended to supersede parallel carrier services.

The railways relied very heavily on local, ancillary distribution networks. Because in country districts few villages had rail communications, they needed better links with railheads. The railways boosted trade and the increased amount of freight carried had to be distributed by road locally. Carriers linked town and country, farm and market, and village and railhead together, the patterns of their routes reshaped so that it complemented, rather than competed with, the new railway system.

Lancaster's small seaport, Glasson Dock further down the estuary of the Lune, was not linked to the London & North Western Railway until 1883. The development of railheads and docks created some new carrier services, or supported existing ones, because they provided short haul feeder services serving local industries and were extremely versatile and much more adaptable than the train. This was a wider national trend, confirming the view that the railways actually created carrier traffic and that society and economy in Victorian Britain was as dependent upon the horse as any previous period.

Conclusion

Directories indicate that Lancaster was an important centre for carriers between 1824 and 1912, the majority of them being engaged in short distance work. It is important not to underestimate the significance of road transport, while at the same time not overstating its ability to serve all the needs of the economy. While many of the market towns were eventually connected to the railway network, so undermining long-distance carrier services, the

country carriers continued to be a lifeline for many rural settlements, entering into a complementary relationship with the railway, being almost entirely unregulated until the eve of the Victorian period. Moreover, that local carriers survived in the Lancaster area until the First World War suggests that communities valued having their own carrier, with whom there was direct personal contact and who could be relied upon. The country carriers serving the Lune Valley survived until after the First World War because of the lack of an alternative and their traditional place in everyday life. Their rapid replacement by petrol lorries and omnibuses in the 1920s reflected the dramatic increase in registered motor goods vehicles.

More information

Previous historical analysis of carriers, pioneered by Alan Everitt was inspired by an exploration of the fictional works of Thomas Hardy, George Eliot and W.H. Hudson and by the discovery of rare documentary evidence including carrier diaries. More recent work includes David Hey's, *Packmen, Carriers, and Packhorse Roads: Trade and Communications in North Derbyshire and South Yorkshire* (Leicester, University of Leicester Press, 1980), and Dorian Gerhold's, *Carriers & Coachmasters: Trade and Travel before the Turnpikes* (Chichester, Phillimore, 2005) which examines the early history of carriers.



Above: Lancaster Sands. J.M.W. Turner 1828

Association Matters

The Management Committee met on January 24, at Cowley House, Oxford, the meeting having been postponed a fortnight, occasioned by the challenge of the weather.

The committee was pleased to note that Pat Campany, MBA, ACIS, had agreed to become Membership Secretary. In wishing Pat every success in this critical post, which she would take up on April 1, the Committee assured her of every support. John Ashley, who is currently burdened with the three offices of Events Organiser, Web Master and Membership Secretary, will brief Pat to effect a smooth transfer and was enthusiastically thanked for his services to the Association. **With regret the Committee learnt that Tony Newman had decided to resign as a director with effect from the AGM. Fortunately, he is willing to retain the role of Research Advisor.**

It was agreed that the chairman should confer with the Director of the Coventry Transport Museum during its closure for restoration to explore ways in which the Association and the Museum might work more closely together to mutual effect.

Arrangements for the AGM on March 15 in Coventry were considered, details for which are set out in full elsewhere in this edition of The Journal.

The very popular 'Wales on Wheels' event, which will be repeated, albeit in a modified form [displays and stands, but no lectures], **on May 17, 2014 in Swansea,** is being actively promoted by the City of Swansea and will have more exhibits this year. Fuller details are shown on the next page. *A pro forma is attached for members to specify their wishes.*

Roy Fisher, Treasurer, reported that balances were currently reasonable and that accounts would be presented to the AGM.

Following printing of the 'Companion to Road Passenger Transport History', Martin Higginson reported on recent discussions with MDS concerning the delivery of supplies of the printed 'Companion to Road Passenger Transport

History'. The committee wholeheartedly expressed its appreciation of the patience and industry that had been exercised, in particular, by Martin Higginson, Simon Blainey and Ken Swallow, but also by the Editorial Board generally and their many collaborators, in bringing this major aid to scholarship to completion. The Committee, having earlier approved a cover price of £50, including post and packaging, determined lists for the distribution of free copies [essentially official depositories, those who were actively engaged in its preparation, and reviewers], of those entitled to the discount price of £40, including post and packaging, [essentially Association members and those now seeking membership]. A flyer is being circulated with this edition of The Journal (note that the discounted price of £40 applies to both members, and/or contributors to the Companion). The committee authorised Philip Kirk to agree with Giles Fearnley a date, time and place for an afternoon spring time London launch [to include drink and light refreshments]: this is likely to take place in early April. Details will be shown on our website of the date and venue.

The committee was pleased to note that the year had ended with a significant number of new members, that membership records were now more reliable, that membership renewals were taking place more expeditiously than last year, and that many were now making standing orders. The need to follow up any lapses in membership was reiterated.

Peter White, Editor of the Journal, reported that David Bubier the been able to assist with textual checking for the last edition, that unfortunately there had been a delay in distribution, and that he would welcome further contributions, especially lengthy articles. He was pleased to report that Roger Atkinson, former editor, had agreed to contribute a regular column, and that David Harman had undertaken to submit occasional articles.

John Ashley, webmaster, who had circulated to the Committee an annual report on the redesigned web

site, noted that greater use of the site was taking place [1,130 visitors with October 29 being the busiest day with 41 visits, most from UK but US and India 'not far behind'] but reiterated the need for a regular supply of new material, especially comment.

The committee agreed that it would be appropriate to review the development of the Association now that its day to day running had been largely stabilised. The chairman reported that, relevant to such a review, he had held discussions with Garry Turvey, former President and Chairman, and Roger Atkinson, former Editor, and David Harman, and that **Annette Gravell, until recently Director of Human Resources, University of Wales Trinity Saint David and formerly with South Wales Transport, has agreed to take up the post of Promotions Officer with effect from April 1.** A discussion paper was being prepared for circulation to the membership.

The committee noted that a preliminary paper had been prepared on archive policy by Tony Newman and Richard Storey.

It was confirmed that this Summer 2014 event would take place in collaboration with the London Bus Museum [LBM] on the weekend 2/3 August, and be held at Brooklands, with the Association's particular events, on the theme of Transport on the Eve of the First World War, and a formal dinner, taking place on August 3. LBM will provide on 2 August an optional tour of the area, including Guildford Cathedral, in one of their RT class buses.

The Annual Autumn Dinner and Conference would take place on the weekend October 3rd and 4th. John Minnis, of English Heritage, would be the Conference's keynote speaker. The dinner would take place at the Ramada Hotel, on the evening of Friday, October 3, the conference at the renovated Transport Museum on Saturday, October 4.

The Committee resolved that their next meeting would be held on Thursday, April 10, 2014, at Cowley House, Oxford.

Robert McCloy, chairman, January 29, 2014

WALES ON WHEELS 2014

Wales on Wheels 2014 will be held at the National Waterfront Museum in Swansea on Friday 16 May and Saturday 19 May 2013. Accommodation is in the seafront Marriott Hotel, just five minutes' walk from the museum. Booking forms went out by post with the AGM notice and are included with this Journal, and are also downloadable from the web site, or contact John Ashley.

The format will be as last year, minus the talks on Saturday as there will be a lot going on that day. Swansea Council are taking an active interest in promoting the event. We will have the same exhibitors as last year – buses, cars, fire engine, racing cars etc - plus some new participants. If the weather is as last year we will be most blessed!

Swansea Bus Museum will spend the weekend celebrating 100 year of South Wales Transport. They have another event in their own Museum on Sunday that many R&RTHA members will stay over for. There will be a launch at both events of a new book by Bryngold Books on the history of SWT. Further details of all these happenings were included in the AGM mailing and are on the web site.

We have booked a horse-drawn WW1 ambulance, with re-enactors - bring carrots and turnips.

On Friday evening there will again be a dinner with speaker in the Marriott Hotel preceded by a drinks reception at the Waterfront Museum.

Obituary

Christopher James Taylor, 1940-2013

Chris Taylor was a remarkable individual: a compound of absolute certainty and genuine humility. I first met him at the prompting of Alan Mills, Omnibus Society librarian. I had embarked upon some, so I claimed, serious study of road passenger transport in South Wales. Needless to say, I had hitherto heard of Chris: he had long featured as writer and co-writer of significant publications on transport.

Duly, I visited him at his home, a delightful Welwyn Garden City style property in a superior Cardiff suburb. He and his wife, Joanna, could not have been more welcoming. He was not as I had imagined him to be: rather than an authoritative precisely-spoken academic, here was a gentle and composed lover of his subject, simply anxious to share his knowledge. We sat drinking coffee and quickly established our common interests. Apart from road passenger transport in South Wales, we shared a commitment to the church: both brought up as Anglicans, Chris at Llandaff Cathedral. Chris with his family were now devout Roman Catholics. The subject of my research constituted the substance of our animated discussion, punctuated by Joanna's kindly supply of coffee. I happened to mention that I had been unsuccessful, in delving into the official archives in Swansea, in locating the minute book of the Swansea Transport Area Advisory Committee, a document of some esoteric interest. My host rose and disappeared without announcement and I even surmised that inadvertently I may have caused offence. Ten minutes later he re-entered the room carrying a large leather-bound tome. It was none other than the long lost original minute book. What joy! Chris temporarily put it in my safe-keeping.

He spoke of his very extensive collection of materials which he had assembled over many years: much recovered from skips and abandoned basement cupboards. Chris had even painstakingly collected samples of stationery from Welsh municipalities and transport companies falling victim to re-organisation. Overall, here indeed was a rich store and I spent many a delighted hour selecting files relevant to my enquiries. The hours speeded by. Apart from my peculiar field of study, the range of concerns of my host were catholic and embraced the environment generally, the local political scene, local schools, of which he was a governor, and church activities. Professionally he had been an engineer in the electricity industry and also served the community as a magistrate.

Increasingly, I realised that one of his greatest achievements was his great archive, so very much more comprehensive than most. I broached the subject of its future safe custody and, with the support of Chris and his family, we had positive discussions with the Glamorgan County Record Office. His archive will prove to be a monumental contribution to study in our field and a prompt, though none be required, to the memory of a kind and gentle scholar. A moving and rather splendid requiem mass was held in Cardiff at Christ the King Roman Catholic Church on 26 November, 2013, in the presence of a large congregation amongst whom, I am pleased to report, the transport world was numerically very well represented.

Robert McCloy

COMPANION TO ROAD PASSENGER TRANSPORT HISTORY

As mentioned in 'Association Matters', the long-awaited 'Companion' has now appeared. An order form for use by members is being circulated with this issue, giving entitlement to a discounted price

of £40 (the same price applies to R&RTHA members, contributors, and those who have both roles).

A review will appear in a future issue.

BOOK REVIEW

England's Motoring Heritage from the Air John Minnis. English Heritage, The Engine House, Fire Fly Avenue, Swindon SN2 2EH. 2013. ISBN 978-1-84802-087-0. £35.00. 305pp, hardback.

This book is a companion piece to 'Carscapes', of which John Minnis was also a co-author (see review in issue 73). It draws on the extensive Aerofilms Collection, now owned by English Heritage, and covers a period from just after World War One to the 1970s, a wide range of 153 views illustrating developments in roads and road transport. Some shots cover fairly wide areas (insets are sometimes shown to cover points of interest in closer detail), mostly within towns and cities, whilst others concentrate more specifically on particular buildings such as car factories (the introductory text indicates that many of the views were sponsored by the owners of the locations being photographed, resulting in less emphasis on operating depots of bus or road haulage companies).

Different sections cover: England at the dawn of popular motoring (the early 1920s, showing streets with very little motor traffic, horse-drawn vehicles and trams often predominating); Trams and tram depots (including the last horse trams in England, at Morecambe); Bus stations, garages and workshops; Motor vehicle factories; garages and filling stations, Growth of motorised suburbs, and New roads. As well as an emphasis on the inter-war

period, illustrations also cover the post war era through to the 1970s, including city centre redevelopment (such as Coventry) and motorway construction. The rapid growth of traffic during the 1930s is evident, but also the lack of traffic management and driver discipline. The divisive effects of some urban road construction, notably of inner ring roads, are also evident. West London features in number of views, given early construction of the Great West Road and other infrastructure – some fourteen views are within a radius of less than 10 miles.

The quality of reproduction is excellent, and each view is printed at full A4 size, with a caption on the facing page. These are generally comprehensive and informative, although in some cases it could have been useful to have a more explicit indication of the direction in which the view was taken (an OS map reference might also have been useful for those wishing to follow up locations shown in more detail). These are, however, minor points and for the quality of production offered this book represents good value.

PRW

The Bath Road in 1928

The view below shows the junction of the A4 Bath Road with the A415 for Hurley, Henley-on-Thames and Oxford at Maidenhead Thicket, with The Walthams and Bracknell Road to the rear of the photographer and the road to Maidenhead and London to his right. The family group with suitcases are standing in front of the GWR bus timetable with services for Maidenhead, Littlewick Green and Twyford, whilst the Thames Valley bus services are also shown, along with a flier for the Anywhere Ticket. Taken about 1928 this photos also shows the new kerbing installed when the road was improved, also note the white line freshly

painted in the centre and the tar-boiler on the grass verge. The A415 is now the A423T and the junction has a large roundabout. *Paul Lacey*



Kent in World War Two: Transport in Doodlebug Alley

Robert McCloy

Part Two of the paper, whose first part appeared in our November 2013 issue

An uncle staying with us commemorated the time by taking me for my holiday back to Cardiff, whence he came, with a jam jar of sticklebacks caught in the Darent. The fish, now named 'the doodlebugs', I perilously conveyed in the long journey, for the most part standing in the corridor of a crowded train. The doodlebug sticklebacks out survived the aerial versions but, so I claim, were now to be the nickname, selected by my uncle, for the single-deck trolleybuses that he daily used to Cardiff docks! Coincidentally, Garbo, the secret double agent based in Madrid, was instructed by his German control to prefix urgent signals relating to the invasion and the V weapons with the word '*stichling*' [stickleback].

Impacts of the V1s and V2s

The doodle-bugs were succeeded by the V2 rockets, more deadly but largely out of sight. As noted by Alexander: 'We had a total of about 150 high-explosive bombs, several hundred incendiaries, 6 V1s and one V2 rocket [launched in Holland], which landed on our farms but fortunately with no human casualties.'¹ Analysis of the initial V1 hits revealed that many failed to reach their intended target. By subterfuge, Germany was misled into re-aiming these to the east and south of central London. Fear on the government's part that Germany would deploy gas and germ warfare prompted serious planning of retaliatory action in kind. Mass evacuation from central London was also considered. The incidence of British artillery mistaking defending planes for V1s, and a general reassessment of the effectiveness of defence arrangements, prompted the removal of artillery to the coast as a first line of defence, with fighter aircraft attacking V1s inland, and with the balloons, including those in Eynsford, as a southern cordon south of London.²

The Local Bus Scene

Initially attending the village primary school meant frequent enough air raid warnings prompting flight

to the dank air raid shelter in the playground and repetitious singing of 'Ten Green Bottles.' Traversing the village, LPTB's 401 bus from Sevenoaks to Dartford and beyond, initially Bexleyheath, later Upper Belvedere, was a constant source of attention. It was operated by the Country Department's green STLs though, bringing extra excitement, these were sometimes replaced by red STLs. The regular through service was complemented by a shortened version from the east terminating in Eynsford, which reversed at the junction of Priory Road adjacent to the Primary School, providing a focus of greater attention than that offered by the classroom.

From memory, the 401 was well patronised and for journeys to Sevenoaks, whither the writer was shortly transferred to school, seemed to be more popular than the quicker electric trains. Hussey, in his essay relating his Eynsford experiences, observes that 'there was a perfectly good bus service, 401... but Kent Ed C, in their wisdom provided free rail travel instead'.³

In the next village, Farningham, there was the exciting and exotic phenomenon of LPTB's Central Area's 21 bus from London which terminated at The Bull Inn. Ever an attraction, I recall a bemused driver and conductor responding to my interest by offering me the vehicle, the splendid three-axled double-deck 1929 LT class AEC Renown, for £5. For them it was little valued. Papes explains, in his study of the route, that the 21 came out of the war in a very slimmed down state that was to remain for many years. The 22 May 1946 Schedule Book showed the route operating from Moorgate to Sidcup garage or Farningham on weekdays, the Sunday service only to Eltham, 21a Woolwich to Sidcup weekday rush hours with some journeys extended to Farningham. The vehicle requirement from Old Kent Road garage was 18 LTs on weekdays, 17 on Saturday, and 11 on Sunday; the 21A, from Sidcup garage, 18 on weekdays, 19 on Saturday, and 11 on Sunday. Between central London and Sidcup there were six buses each hour and up to ten in rush hours. Two buses each hour travelled between Well Hall and Farningham. Papes notes that the official allocation was still shown as LTs '...these sturdy workhorses were starting to show their age. Relicensed STs were increasingly needed to make up the numbers and indeed single deckers were also recorded...'⁴ He

¹ W.G.G.Alexander 'A Farming Century: The Darent Valley 1892 - 1992', Quiller Press, London 1991, p69.

² Christy Campbell, 'Target London', Abacus, 2013, pp312-314.

³ Brian Hussey, 'An Eynsford Boyhood 1931 to 1950'. Farningham and District Local History Society, 2006, p14

⁴ M.E.Papes, 'From north London suburbia to Kentish countryside route 21', part 2, in LBM 158, 2011,

observes, too, that the 21 had been significantly extended, from Wood Green to Farningham as 21B, back in 1921. Operated by Old Kent Road garage, the hourly service took 153 minutes, with a two shillings single fare. The enhanced service summer at weekends for trippers taking advantage of a link to the countryside was promoted, in what now seems a pastiche of advertising, in London General's 'Motor Bus Guides':

*...Farningham: this olde world little village on the Darenth straggles on each side of the Maidstone Road, amidst the cherry orchards and hop gardens whence Kent justly derives its title of the Garden of England. An old church, a picturesque watermill, a garden-set inn [the 'Lion'] and a few houses with a little shop or two, the whole composing a tranquil settlement whose charms enhanced by the beauty of the rustic surroundings.*⁵

In 1939, on 22 November, the 21 had been recast: Eltham-Farningham, two buses each hour during daytime but one bus each hour in the evenings.⁶



A London Transport 'Scooter' AEC six-wheel single-decker on route 21, assigned because of a shortage of vehicles on this relatively uncrowded service, a sadly-missed phenomenon to the writer for this was a combination of his favourite route and favourite vehicle (LOTS/A.D.Packer)

Though Churchill and Morrison had agonised over whether bus drivers should be free to decide what to do in air raids⁷, local services, including this very special [for me] route, seemed unaffected.

Based in Eynsford, at Little Mote, there was the Darenth Bus Service. It was to develop into an operation of fourteen vehicles having successfully won contracts from the Kent Education Committee to transport pupils. The brown livery and gothic

script appealed to me less than the more ubiquitous image of the substantial LPTB operation. In retrospect, I wish now I had given this company greater attention. Oldfield, in his very interesting essay on local life, gives an account of waiting at the top of Hill's Lane to be picked up in the school bus by John Hever, the service's owner, 'a cream coloured bus with a dark brown stripe running along the side.'⁸



An LT Renown double-decker on service 21, the like of which was 'offered' to the writer for £5 (LOTS/Malcolm E. Papes collection)

Cycling from Farningham towards London on what was then proudly still popularly-called the Arterial Road, an inter-war motorway precursor, I discovered Swanley bus garage, an LPTB 1930s facility with its distinctive *art déco* design and, no less importantly, within, a petrol-engined three axled LTC coach, alongside other Country Department vehicles. Akehurst gives the July 1937 allocation as double deck 11 weekday, 15 Saturday, 14 Sunday, on routes 401, 423, 477; and single deck 4, 4, 4, on route 499; totals of 15, 19 and 18.⁹

Sevenoaks, to the west

Attending school in Sevenoaks, I quickly encountered other transport delights. First seen on arriving at Tubbs Hill station, were the regular Country Area services, 402, 403, 413/A, 431, and 454. The forward entrance and platform version of the STL proved to be a special exhibit. Only much later was its open access to the elements and draughty interior recognised as something of a disaster. A batch of 85 had been delivered in 1935, the front entrance thought preferable for country services. They possessed only 48 seats. The absence of door was a decision of the LPTB's engineering

⁵ Papes, pp.24/25.

⁶ Papes, p.34.

⁷ Campbell 'Target London', p349, TNA CAB120/749, and BL, add Mss 52577.

⁸ Michael Oldfield 'A boyhood in Knatts Valley and Eynsford in the 1940s', Farningham and District Local History Society, p11.

⁹ Laurie Akehurst, "Country Buses, Volume One 1933-1949", Capital Transport, 2012, p.163.

department at Chiswick who mistakenly claimed that their design had eliminated draughts.¹⁰



An RTL class on route 21 at 'The Bull', a later upgrading for the route after the Renowns and the writer had departed (LOTS/W.G.Webber)

Sevenoaks boasted a bus station which was even then something of a disappointment: an open area with rudimentary stands, albeit it possessed the LPTB distinctively-designed *art deco* if diminutive enquiry office, waiting room and toilet block. Notwithstanding, here could be seen Q class single deckers, then the epitome of modern technology, and various T class single-deck vehicles serving, I recall, the 404 and 421 to local villages. The 404 had lost its Cubs [20 seat single deckers] in favour of T types on 9 June, 1943. Former Greenline 10T10 T types were to operate on the former West Kent operation, the 421, to Heversham via Otford. As observed by Akehurst, the need for increased capacity resulted in T class taking over from Cubs on 413/A in December 1943.¹¹

Sevenoaks was a meeting place for LPTB and Maidstone and District [M&D]. At the bus station could be seen M&D's Weymann-bodied Bristol Ks with characteristic blind displays [encircled service numbers] on the well-established route 9 to Maidstone while a single deck version could be seen on a local service to Kemsing via the quaintly-named locality of Bat and Ball, the other railway station serving Sevenoaks other railway station. LPTB's local garage was at Dunton Green, which provided in 1937, according to Akehurst, double deck vehicles for the 401, 402, and 403, single deck for 454, and 20 seat Cubs for the 404, 431, and 471, a total of 15 for weekdays, 18 for Saturdays, and, 15 for Sundays.

¹⁰ Akehurst, p.59.

¹¹ Akehurst, p.119.



Another LT 'Scooter' on route 227, displaying the restricted blind display, emerging from the Chislehurst Arch, which structure together with the railway bridge at Southlands, limited the route to single-deck vehicles (LOTS/P.G.Mitchell)

Dartford, to the east

Whilst Sevenoaks was a regular destination [alas] in term time, by a largely empty train, occasional visits by bus were made with my mother to Dartford for special shopping expeditions, one such being the purchase of my first long trousers, a rite of passage. Dartford, needless to say, also had its transport appeal, the red buses and even trolleybuses reaching out from London. It, too, had its Country Area garage which provided in 1937, according to Akehurst, vehicles for the 407, 477, 492, 499 and 'works', with an allocation of 15 for weekdays, 19 for Saturdays, and 12 for Sundays.

The War's End

Campbell notes that the last rocket '...landed at 6.37 on March 27, 1945 in Orpington...15 houses demolished, one fatality, 70 injured...' Between 13 June 1944 and 28 May 1945 10,492 V1s had been launched at London of which 4,261 were destroyed by fighters, AA and balloons. Of the 2,419 that reached the target area they killed 6,184 and injured 17,981. 121 fell on Croydon, and 122 on Wandsworth. 1,402 V2s reached the UK, killing an estimated 2,754 and injuring 6,500. Most V2s afflicted Ilford and Woolwich.

At the war's end, VE [8 May, 1945] and VJ days in London were memorable events. I yet recall seeing the glistening RTs in the procession. The return of Greenline coaches caused particular excitement. Most remarkably to me, they bore route numbers in the 700s and displayed yellow destination blinds. The routes most witnessed were the 704 and 705 in Sevenoaks and the 703 to Wrotham making use of Farningham's arterial road. The 704, Tunbridge Wells – Victoria – Windsor, commenced in March,

1946, the 703, Wrotham – Victoria - Amersham, in April, whilst the 705, Sevenoaks - Victoria - Windsor, started in May.

Something of the scale in the development of operations during the war is reflected in the fact that on the 4 July 1945 Country Area department, again as noted by Akehurst, totalled 849 vehicles, a 43 *per cent* increase over 1939, and at 258.8 million in 1945, a 90 *per cent* increase over 1939 in passengers.

A post war development of moment to the writer was the return of the Meccano Dinky Toy bus. In 1946 I bought my first two: the splendid AEC double decker, palpably modelled on London Transport's STL, and a more modest offering, a single deck 'streamline' coach modelled on nothing that came to mind. Nevertheless, here was the beginning of a collection which was to number some thousands and which was to prove to be a source of great pleasure. The single deck coach turned out to be of some special interest: it had a rear aperture/window, indicating its subsequent rarity value as a pre-war moulding!

Bromley, to the north

It was now a time for venturing alone further afield. One Saturday, I caught the 401 to Sevenoaks, bought two bread rolls, the last occasion I had use of the farthing, and travelled to Bromley by train. This was very much London Transport Central Area though some Country Area vehicles were part of the busy scene. The visit embraced a visit to the bus garage though little was to be seen of the interior, the entrance an unwelcoming barrier. Much more successful was Bromley North railway station, the terminus of the 402 encountered in Sevenoaks and a special treat, nearby, the 222, serving a route of hills and arches requiring the use of powerful single deck red buses! Here was my favourite vehicle: the three-axle AEC 'Scooter' Renown.

Brands Hatch, just round the corner

It was along the arterial road to Wrotham, now traversed by the 703 Greenline coach, at nearby Brands Hatch, that I witnessed my first motor bike races. With the war's end motorbike races commenced once again at Brands Hatch, then just a dirt track. The crowds were testimony enough to the popular delight in this form of transport which utterly failed to capture my, by now well-established, interest in various forms of mobility.

Epilogue

Though the themes highlighted focus upon transport, needless to say, this is a contrived version: daily life embraced much more. It is only in retrospect that transport takes on such a dominant character. That wider background included church, to which brief reference has been made; two schools, the village primary schools and Sevenoaks Preparatory School, my fourth and fifth experience of primary education, probably providing valuable knowledge of the system for a future education officer rather than any immediate grasp of learning. It also, of course, embraced social engagement in my family's circle: lively, possibly arty; and participation in the Christmas play, of obscure provenance for which in rehearsal I had been singled out to carry a moon-bearing stick whilst the rest of the class held sticks carrying stars, only to be relegated to the stars for the 'live' performance.

It included, too, helping with harvest, still very much a community exercise; enjoying Bonfire Night, free of any angst about distressing Roman Catholics, and the village Victory celebrations; and helping with preparations for the 1945 General Election in Sevenoaks but free of any political zeal. My Mother grew vegetables and fruit, an activity to which I made a modest contribution. Fruit conservation involved much utensil washing and cartage upstairs for storage. Daily cycle rides to the Co-op for parental cigarettes was a burden but at least offered the interest of the contraption whisking money, cash and receipt, between vending counter and the cashier's booth. Reluctantly, I took out my baby brother in his giant pram which, out of sight of parental control, would be hurtled down Butcher's Lane, adjacent to the cottage, upon which I would throw myself as it gathered speed in another imagined flight of transport.

To the surprise of elders I once reported my discovery of bluebell woods, and participated in a scheme for collecting bottle tops, as I recall, whereby the more you collected the greater the collector's promotion in some imagined military formation. I think I became a major. All in all, it was all very memorable and there was more than a tinge of regret when it was announced we would shortly and sadly move to join my recently bereaved Aunt, my Father's sister, in Thanet, in distant east Kent.

BUFFALO BILL'S TRANSPORT LEGACY

Paul Lacey

Reading about John Ashley's study of Buffalo Bill's tour of England brings to mind the transport history legacy it indirectly created.

At the show in High Wycombe on 11th June 1904 young brothers Bernard and William Smith saw the most fantastic spectacle that two young boys from the sleepy Buckinghamshire village of Lane End could imagine, after which Bernard used the name 'Cody Smith' and his brother was 'Rangy', perhaps also connected with the Wild West Show?

As the brothers grew up in Lane End, but did not follow their father in the trade of chair-making, they both started up various garage and transport businesses. Rangy had timber haulage lorries and ran a small Ford bus into High Wycombe to take workers to the furniture factories, along with some shopping and cinema runs from 1921. Although the bus service continued until at least 1923, after that he concentrated on the garage business and timber haulage.

On the other hand Cody also started a bus service from 1921, adding a Fiat charabanc from 1922, the latter being known as the Silver Queen. However, his bus service went under the title Cody Bus, initially using a Darracq car conversion, then a Caledon of 1914 origins (LR 9683), upon which was mounted a 20-seater blue-painted bus body. The bus had Cody Bus emblazoned along the sides, and in 1924 the same body was remounted onto an ex-WD Garford chassis (PP 2791), thus perpetuating his boyhood hero.

And there the homage and connection to that showman's name might have ended with the sale of the Garford in 1925. However, the sale was to someone that Cody had known for many years, Brookhouse Keene, whose family had farmed near Lane End in the Hambleden valley. Due to the sale of the local estate Brookhouse looked for alternate work, becoming the Country Carrier from Binfield,

about 10 miles south-west in Berkshire, taking over an existing motorised service based at the Jack Of Newbury pub in Terrace Road, but without any involvement in the pub operation.

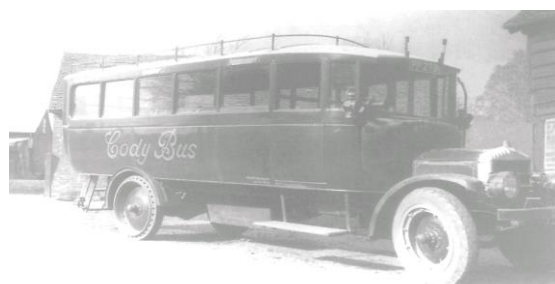
He purchased the Garford from Cody Smith to give a larger vehicle, but as the bus body was in good condition he decided not to repaint it, so the Cody name now transferred to Binfield 21 years after the Wild West Show had been and gone.

After a re-location to the southern end of Binfield, a motor garage was also developed, which was given the name Cody Garage. After the bus service was sold to Thames Valley in 1933, Brookhouse Keene continued with coaching work under the title Cody Coaches. Both the garage and coaches continued through to 1956, under the care of Keene's daughter Gladys and her husband Bill Jones, Brookhouse Keene having died in 1948.

Due to the pressures of such work, Bill's health had suffered, so the coaches were sold to Smith's of Reading in 1956, leaving the Jones's to form a new partnership with Barry Handley to continue The Cody Garage, which carried on until 1977 in that form, but still continued under Barry in his own right until 1990.

So, a name derived from a character seen back in 1904 by a 4-year old Bernard Smith, had managed to feature in the local transport scene until 86 years later!

The Cody Bus Garford (PP 2791) is seen after sale to Brookhouse Keene in the yard of the Jack of Newbury in Binfield. The barn where it was once garaged still stands and is used as a skittle alley. Note the mix of solids and pneumatic tyres and the large roof rack for luggage and goods (including livestock). [Paul Lacey collection].



TEACHING THE GRANDCHILDREN TO USE BUSES

Roger Atkinson

Two generations ago, in the 1940s and 1950s, the bus was a nearly universal means of transport, but we are now in a second, or even third, generation of children who never use buses, except for school buses, and school buses are usually only over the age of eleven. Their parents have conveyed them to primary school by car, because crossing the road on foot is too dangerous and paedophiles haunt every bush or alleyway. The school bus to the secondary school has to be tolerated because the school is too far away, and really, apart from having to pay an extortionate sum like £160 a term for a season ticket, the only problems it presents are bullying and riotous behaviour. Bullying is for the school to deal with under its zero-tolerance policy, and the bus driver should cope with riotous behaviour.

My grandchildren have been normally brought up, never ever going on a bus. Indeed, their parents say *"No, we live in the country; there are no buses"*. Pressed, they confess to having seen one from time to time, but know neither where it goes, nor whence it comes, nor do they know anyone who has ever used it. If I appear at their house, having come on the hourly bus service from Chester, they are puzzled, but put it down to my being eccentric, and having exceptional knowledge not available to anyone else.

When the twins, Ted and Robert were 10½, and within less than a year of having to use a school bus, I decided, when they had been brought 13 miles to my house by car for the day, that it was time to teach them how to get home by bus. In the afternoon there were buses at 15.40, 16.40 and 17.40 to choose from. We walked up to the main road and waited for the 15.40. It stopped, but they refused to get on it, unless I came with them. So I did, and waited 25 minutes at their village for the bus to go on to Malpas and come back. Their mother came down by car to collect them from the bus stop – about 1½ miles, a journey with which they were familiar and that they were, indeed, used to walking, as the bus stop was not far from their primary school, and there is a footpath across the fields to their hamlet.

On their next visit, I tried once again to get them on the bus home. Robert went; Ted refused. I asked the driver to see that Robert got off at his village. Totally unusually on such a service, a drunk got on the bus, pestered passengers and the driver had to turn him off in an intermediate village. This preoccupied the driver and, though he stopped in the twins' village for other passengers to alight, he forgot about Robert. Robert had expected individual attention, so although recognising the village, he did not get off. But when the bus moved off, he went to driver and reminded him that he had been asked to put him off at the village. The driver reversed for 150 yards, it being a quiet road, and Robert got off. His mother appeared in the car a minute or two later, took him home and then drove 13 miles to Chester to fetch Ted, and 13 miles back again.

Next time, they both got on the bus, but Ted handed me his laptop as they got on, saying *"Daddy said that I must never take this on a bus; I would lose it"*. Their mother met them in the village and took them home. Their father then drove 13 miles to Chester to fetch the laptop, which Ted could not live without, and 13 miles back again. The twins are now nearly 15 and, apart from their school bus, have never ridden on a bus again. In just over two more years they will get driving licences and, no doubt, each will have his own car.

I have given up the battle. But I recount the story here; it is part of the social history of road transport. In the 1920s, rural communities were transformed – liberated – by the motor bus. Now it is scorned. – No, I qualify that; scorned until old age, declining faculties, and bereavement deprive us of the use of our cars. Then we campaign for the County Councils not to cut bus subsidies – the bus is an essential rural life-line, which we, who have paid our Council Tax for donkeys' years, are now using, tendering our bus passes for free travel on them.

**COPY DATE FOR THE NEXT
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