The Roads and Road Transport History Association

Contents

Branding by Numbers: Route Branding in the Tramway Years *(Ian Souter)*	Page 1
Report on the Autumn 2015 Conference (*Gina M Dungworth*)	Page 6
Books Reviews	Page 9
Twee Provincien: An Interesting Dutch bus operator (*Roger de Boer*)	Page 10
Association News (*Bob McCloy*)	Page 11
50 Years Before the Mast (*David Holding*)	Page 12

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Branding by Numbers: Route Branding in the Tramway Years

Ian Souter

Destinations on Sheffield Corporation's electric cars were originally shown by slip boards on car sides – see that for 'Walkley' on the nearest car. However, within a few months of the electric system opening in 1899, boxes were fitted on car ends to show a route letter as an aid to would be passengers – see the cars in the distance all showing route letter 'I' for 'Intake'. From 1905, the route letter boxes, and also the roof mounted headlamps, were removed and roller blind destination boxes fitted in their place

Richard Buckley's collection

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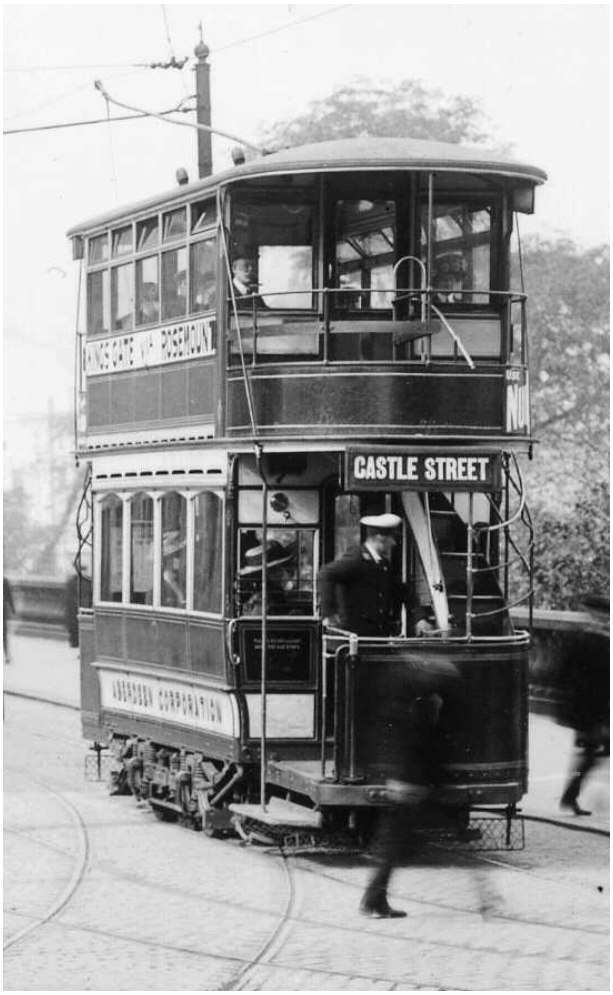
There are certain practices within today's local bus and tram operators to identify individual routes which are near standard throughout the transport industry, both at home and abroad. This study examines the origins and development of the common route branding practices on Britain's first generation tramways using data gathered from individual operator histories. It should be noted that the terminology for certain practices and components used for route branding purposes varied between operators, 'route numbers' for example meaning the reference number given to a particular route (or line, or service) but in the London area in particular this concept was referred to as a 'service number'. Roller destination indicator blinds, which were commonly of linen, were known variously as destination blinds, rolls, scrolls or screens.

Local public transport operators have long sensed the commercial advantage/necessity for the vehicles on a service to be marked in some distinctive way to show the public where vehicles are going. More especially in urban areas the names of the points served by the route might be painted on the vehicle, a practice which then had the disadvantage of limiting the vehicle to that route if public confusion was to be avoided. As route networks grew the practice of painting vehicles for a particular route required augmenting, and steps had also to be taken to differentiate between routes during the hours of darkness. It became a widespread practice for routes to be identified by a coloured light at night, and horse tramways in larger cities also evolved a practice of using a route colour as a basic part of the livery of the car. Seventeen of Britain's horse tramway companies used route coloured cars, seven being London operators. The most common route branding practice was the use of destination boards on the ends and/or sides of the car body which could be changed with ease as required. Destination boards became the usual practice on steam tramways too, such boards also being applied to the locomotive as well as the trailer by some operators. However, there was one significant variation to this branding practice on steam tramways; the large urban network of steam tramways which was the City of Birmingham Tramways Company used route letters to differentiate routes as a supplement to the destination boards.

Coming of electric tramways

The rapid adoption of electric tramways at the end of the nineteenth century, and the expansion of route networks, witnessed the adoption of more discriminatory branding methods. The easy availability of an improved and reliable light source, the incandescent bulb, saw a quite widespread and rapid adoption of roller blind destination indicators vice the previous destination boards. That said, the use of slip boards on car sides was retained on some

tramways for many years and might even be further supplemented by the use of extra slip boards to advertise a special event or feature along the route. Two early but short lived alternatives to fixed boards or lettering on the car bodywork were (i) glass destination slides and (ii) multifaced rollers which could be rotated to show different vehicle destinations. However, even with an octagonal shaped roller, the route flexibility was much more limited than that possible with the long linen sheet which was an indicator blind.



Aberdeen's horse tramways used cars in six different liveries with corresponding lettering to differentiate services. The Corporation's electric cars adopted a standard green livery with route branding applied on the car sides and on the dashes. Following the adoption of glass destination slides and then roller blind destination indicators, route lettering and colour were applied to the top of the upper deck side panels. The branding on the Kings Gate route car shown here had black lettering on a white route colour background, white having also been this route's basic car colour in horse traction days. AW Brotchie collection

The use of coloured lights to identify a route at night was practice at various times by at least seventeen electric tramways, not all of which had previously had horse tramways. Edinburgh Corporation retained colour lights until tramway abandonment in 1956, the size of the network demanding the use of two colours to be shown; this was done through moveable lenses which were positioned at the ends of the upper deck. The electric tramways of the London County Council (LCC) initially used combinations of three fixed coloured lenses mounted on top of the box for the roller blinds on the ends of cars. This system was discontinued from 1913 after the adoption of route numbers. The horse tram practice of having a route colour as part of the car livery was not perpetuated on electric cars with three exceptions: Glasgow Corporation, London United and Aberdeen Corporation. Glasgow used five colours inherited from horse tramway practice and although an enduring system of route numbering was adopted in 1938, and a few post 1938 build cars were route colour branded, it was c1954 before the last of the route colour cars disappeared. It was not a rarity for a route coloured car to appear on another route and, despite the roller blinds being set for the correct destination and the conductor making loud announcements, the doubting public would mill about then withdraw until a more acceptable car appeared. The London United practice seems to have finally fallen out of use about 1918, and in Aberdeen painted route colour bands were in use from c1904 across the fleet until car repaints were resumed after World War II. In contrast to Glasgow, Aberdeen did not brand all cars in its fleet, allowing the use of extra cars to be injected on any route without causing confusion. Another use of colour which was occasionally used to further discriminate between routes was the application of a colour as background on another identification method such as slip boards, route numbers or route letters. In the case of Leith Corporation, a plain coloured board was displayed on the front of a car.

Letter and number systems

Eventually, it came to be that the most common method of augmenting route information on a vehicle was by a letter or a number, systems which have endured to the present day. Initially, it was letters which were more commonly used than numbers – refer back to the use of letters on the City of Birmingham steam tramway. Liverpool Corporation used the letters 'A' and 'B' for the first two electric car routes in 1898 but did not expand the system thereafter and a number system was adopted in 1913. The Cork company and Sheffield Corporation tramways used route letters from 1899 and Bolton Corporation followed in 1900. Brighton and Hull corporations were next in 1902, the letters selected by all these operators tending to match the initial letter of the name of the outer terminus served. Both Manchester and Doncaster corporations used route letters in their very early days but gave up the practice after only a few years. Sheffield was first to give up the use of route letter displays in 1905, Cork abandoned its route letters in favour of coloured route boards about

1919 but the other three remained loyal to route letters until their tramway operations were abandoned. Croydon and York Corporations used route letters during World War I only, the letters being part of the headlamp masks used during the hostilities. At various points in time, there were sixteen electric tramways using route letters.

Route numbers were used on Edinburgh's cable trams from 1907 but had been used on Newcastle Corporation electric cars from at least 1904. Perhaps more significantly for the concept of the route number and its place in transport history was the adoption of route numbers on the motorbuses of the London Motor Omnibus Company ("Vanguard") in 1906. This company merged with the London General Omnibus Company in 1908 who retained and expanded the practice within their fast growing motorbus network. LCC's tramways in 1912 were the first in the London area to use route numbers, their number system being used from 1913 by some of the neighbouring municipal tramways with which it had through running agreements, namely, Barking, Leyton, East Ham and West Ham. West Ham introduced its own numbering system to its own services at the same time, as did two of the three tramways in the London & Suburban Traction group, Metropolitan Electric Tramways and London United. LCC's numbers were originally displayed on cars by metal plates hung above the motorman's head, then by stencils. Only in the early 1930s were a very few LCC cars fitted with roller blinds for number displays. Other municipal tramways started to use route numbers about the same time as LCC: Coventry and Nottingham also began the practice in 1912, then Liverpool, Cardiff and the Bristol Tramways company in 1913. Following suit in 1914 were the corporation system in Manchester and the Potteries Electric company system, the latter on a limited basis (two routes) for the duration of the war. In emulation of LCC practice, Manchester's neighbouring tramways with which there were through running arrangements displayed Manchester's route numbers. Oldham, Stockport and Salford later adopted their own route numbering practices. Under wartime conditions, route numbers were adopted in 1915 by Wolverhampton and Birmingham corporations and the newly expanded Plymouth Corporation. Spread of the practice resumed in 1918 and 1919 with four more municipal operations adopting route numbers, plus the Dublin United company.

Further converts to route numbers came throughout the twenties and early thirties, the last being in 1934 with Dundee Corporation, whose numbering system on the tramways did not last, and the Swansea company which closed its tramways three years later. By January 1934, 31 tramways were using route numbers including the London Passenger Transport Board which had been formed the previous year; seven of the Board's constituents were using route numbers at the time of the merger.

In respect of the allocation of particular numbers to routes, there was no consistent pattern as to how the numbering schemes by individual operators evolved. LCC used even numbers for routes south of the river, odd numbers for north. Manchester Corporation used numbers from 10 to 60, the numbers below 10 being used by Oldham and Stockport corporations whose services did not meet, numbers above 60 being used by Salford Corporation. It was perhaps ironic that all sections of new tram route were numbered within the legislation authorising their construction, minor connections between separate sections being referred to by suffix letters to the primary route number. These numbers were never adopted within these shores for the later identification for the public of any routes operated.

Route variations

A recurring point in the philosophy of using route numbers was whether to separately identify short workings along the route or minor variations in the routing. Near continental countries had similar problems which saw created the diagonal line, or lines, through the route number displayed for the basic route to signify a variation. This practice was not used in the British Isles and instead suffix letters were applied by some operators to the number of the basic route, although the practice was more common on buses than on tramways. As a demonstration of learning the hard way, in the early 1920s Glasgow Corporation's tramways and London's many bus operators (through the Metropolitan Police's Metropolitan Public Carriage Office) adopted systems whereby each likely intermediate turning point along a route had its own allocated suffix letter added to the route number. The Metropolitan Police system, (the "Bassom" system) was imposed on London's bus operators but not to the city's tramways. In the case of Glasgow, there was a separate (adjacent) number for each direction of travel along the route. Both applications proved unworkable; crews and passengers failed to appreciate the system's fine details, and there was an inherent inflexibility in coping with frequent route extensions and variations. The London system was simplified from 1934 and Glasgow Corporation brought in a new route numbering system for its tramways in 1938 which owed nothing to the earlier system but did match to an extent with existing parallel bus route numbers. As an example of recycling, the original Glasgow system displayed numbers on simple roller blinds above the vestibule glazing which had previously been used to display the car's allocation number to that route – the 'route number' in London parlance. This information was later displayed by small, removable, metal stencils located in a slot by the passenger entrances.

Exeter Corporation's electric tramway operation comprised three services, two of which ran along the city's main commercial street. As an aid to passengers identifying a car from a distance, cars on the three different routes had one of three different coloured symbols displayed on the ends of the upper deck and in a saloon window. A white St Andrew's cross on a red background signified a Dunsford Road to Heavitree car. The Corporation's tram replacement buses used route letters. Richard Buckley's collection

Sheffield Corporation had used route letters on its early electric cars in conjunction with slip boards to show the destination but from 1905 cars were fitted with roller destination blinds. These were fitted where the route letter boxes had been mounted and retained their electric lighting circuitry for the new displays. Ultimately, Sheffield became the largest tramway system not to display route numbers or letters on its cars and passengers had to rely on destination screens only. However, the Corporation had its own, separate, route lettering system for administration purposes, but in this respect it was not unique. Other tramway operators are known to have used this practice, some with letters, some with numbers, and in some instances a full route numbering system for public use was later introduced, the most notable examples being LCC and Salford Corporation.

Use of symbols

There was one other route branding method worthy of record – the use of route symbols. Five tramways in the British Isles used this system, the generally favoured symbols being geometric shapes of particular colours against a background of a contrasting colour. Symbols appeared on metal plates and were mounted on the ends of the upper decks of the cars to the same effect as route numbers or letters, and could be exchanged with relative ease. Geometric symbols such as squares, discs, triangles, etc, were used by four of the five symbol users, viz, Dublin United Tramways (from 1903 to 1918), Metropolitan Electric Tramways of London (from 1906 to 1912), and the municipal tramways of Exeter and Coventry (from 1907 and 1912 respectively). The Southport Tramways Company used a Maltese cross in various colours and backgrounds until its absorption into the Southport municipal tramway system in 1918. Exeter retained symbols until tramway closure in 1931, two years later in the case of Coventry when the application fell into disuse on the introduction of an enhanced system of 'via' displays by roller blinds.

Tramway abandonment in Britain started in earnest from the mid-1920s and thereafter gathered momentum. By the end of the twenties, the first of the tramway operators large enough to warrant the use of route numbers had closed (Wolverhampton in 1928). As tram services ran down, different practice evolved between operators in respect of the branding of their remaining tram routes and routes worked by other modes. Where route numbers were used, a single series of numbers might be used for all modes together, hence the tram route number was used by the replacement. More commonly, the alternative modes had their own separate number series and the tram replacement

would then carry a different number to the tram route.In the case of Nottingham and Belfast, the remaining tram routes were rebranded altogether to vacate numbers for the other modes: route letters were substituted in Nottingham's case, a total renumbering of the remaining tram routes in Belfast.

There are now seven new generation light rail systems in the British Isles and it looks as if history is repeating itself in respect of their route branding practice. Two of the seven, Edinburgh and West Midlands, have only one route at present, as does the first generation Blackpool tramway, hence no differentiation of routes is called for. The largest network, Manchester Metrolink, does not route brand its vehicles although network maps for the public apply colours to each route, a practice also used on the recently expanded Nottingham system. These systems rely on destination displays on the cars plus electronic monitors at stops. Two more operations, Sheffield and Dublin, use colours displayed on the cars rather than numbers, leaving Croydon Tramlink as the sole operator to display route numbers to its passengers and this is with the support of route colours on the network maps.

Throughout the land, route numbers are in common use on local public transport systems and are very much taken for granted. However, their adoption was neither straightforward nor swift.

Association Autumn Conference 2015

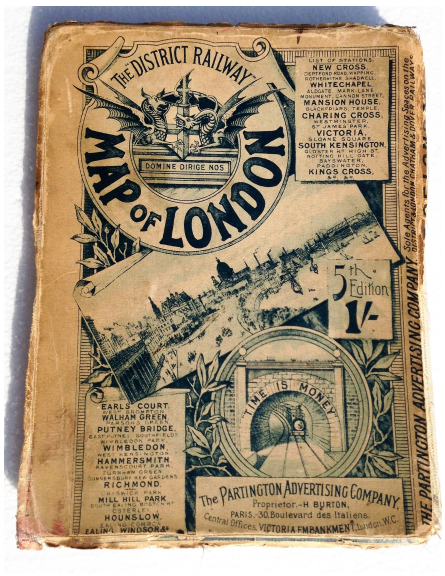
Gina M Dungworth

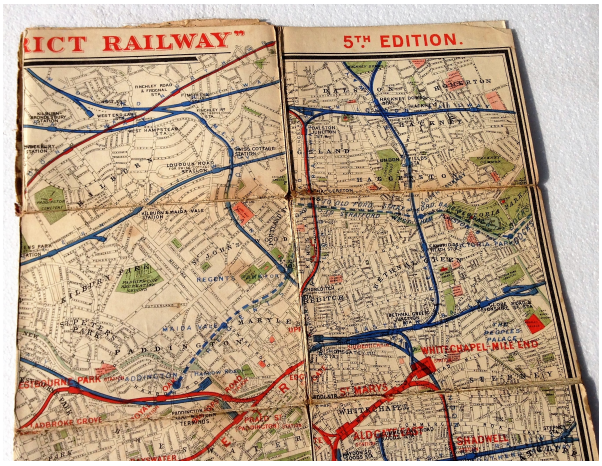
The Autumn Conference made a welcome return to the Coventry Transport Museum on Saturday the 24th of October 2015. The theme of the day was *Maps in Transport*, and a few were on display when we arrived, both for sale and just to look at. The meeting was ably chaired by Robert McCloy, who introduced us to some new faces on the organising team including Amy Graham, who is developing outreach to younger potential members and Maria Stanley, who is taking over the role of Treasurer, and organising events and the stalls that go with them. Robert then encouraged us to enjoy the day and reminded everyone to keep the 19th of March 2016 free for the March Meeting and AGM. He then turned us over to the first speaker of the day, his wife Margaret.

Margaret McCloy

Margaret McCloy's talk was titled *Mapping My Way Through Life: Maps and Me*. She began by showing us the photograph of a very early map from Egypt possibly dating from 1100 BC, and went on to emphasise the importance of maps in enabling people to get about and discover new places and experiences – all illustrated with photographs connected to her early adventures in and around Alperton in Middlesex. This led on to a discussion of the importance and beauty of the London Underground map – essential for Margaret to get travel in connection with her first job. We then fast-forwarded to 1969, when she owned a junk shop and the discovery of a 17th Century map of Canterbury provided her with sufficient sales revenue to turn her business into a proper antique shop and also to buy a Volvo estate in which to collect more stock. After selling her last shop in 2014, Margaret moved house with many boxes, which she is still sorting through and in which she has found many fine examples of maps – using the widest possible definition of the word.

The variety of slides we were treated to included a book on motor body work, which was full of diagrams for all types of vehicles; I particularly liked the charabanc. There was also an example of *On the Road*, the Dunlop pictorial map, which gave road heights as numbers along the side of the route along with the locations of all the milestones – the one we viewed was for the journey from London to Milford Haven. We studied in addition some older maps in relation to current landmarks and point of interest, and looked at some forerunners to the London Underground maps we'd viewed earlier. After viewing a 1714 marriage covenant, which mapped out the history and possessions of two families, Margaret's talk concluded with a tale of finding oneself in a strange place without a map – in this case Sicily where there appeared to be a severe lack of local bus maps.





Two illustrations from Margaret McCloy's presentation to the October meeting: the front cover of the District Railway map of London (5th edition, 1894), and a part of the linen-backed map of same edition showing lines in inner north London, both underground and surface.

John Ashley

Rather aptly, the talk following Margaret's was all about locating maps: the ever popular John Ashley talking about *The Many, Various and Often Unsuspected Sources of Maps*. John has a great deal of experience of maps and their uses, both as the author of many walking guides, and as a historical researcher. He helpfully provided us with a hand-out in both print and electronic form, detailing his favourite sources of (mostly free) maps that could be viewed online. This also detailed some of the website resources for discovering the current or former names of old streets, along with a few of the quirky and fascinating uses old maps have been put to by researchers and students in a variety of disciplines.

John's excellent talk was followed by something completely different, which was no less engaging. Roger Atkinson told us a series of anecdotes about his life during WWII and the years immediately after, taking us from the outbreak of war when he was a schoolboy, through a series of dramatic changes in his life caused by wartime upheaval, and on through to the early years of his job as a Tax Inspector, which included collecting moneys owed from under the railway arches of London. Roger is a fine storyteller, and his presentation certainly inspired Dad and me to buy his book: *Blackout, Austerity and Pride*.

During the lunch hour, I took some time to explore part of the Museum, paying particular attention to a display on early lady cyclists and The Rational Dress Society. There will be a presentation on that one day, I'm sure. I also watched part of a video presentation about a prototype Jaguar, which included a not-very-expert ascent of Shelsley Walsh.

Ian Smith

The first talk of the afternoon was Ian Smith's presentation on *Oil, Llandarcy and Weapons of Mass Destruction*, which took us from the south west of Wales to the Persian Gulf and back again, with many tales of skulduggery along the way. Llandarcy was a purpose-built village and oil refinery named after William Knox D'Arcy (born 1849), who made his first fortune (of £6 million) from an Australian gold mine. Having returned to England and bought up a couple of grand properties, William was persuaded at the beginning of the 20th Century to go prospecting for oil in the Persian Gulf, paying the local government £20,000 in cash and the same amount in shares. The first well was sunk in 1908, striking oil in the May of that year, and in 1909 D'Arcy became a director of the new Anglo-Persian Oil Company.

With WWI came an increased demand for oil, and the Llandarcy refinery soon followed, although it wasn't completed until 1921. The village was built in 1919-1920 for the refinery workers, with a private road that could be closed for village events, its own police house with six officers, a non-profit shop, and a village hall for fetes – and as of 2001, some current residents had lived there their entire lives. The site had a busy social life following WWII, with production peaking in the 1960s; although the plant shut down in 1998, the surrounding land is now a conservation area, and a new village is being built on the refinery site.

During World War 2 women's employment increased in factories as more men were drafted to the armed forces.

The Anglo-Persian Oil Company became BP, now a global concern with 40% British and 39% US ownership. Meanwhile, in 1935 Persia became Iran, and in the 1940s the Shah was forced to abdicate in favour of his son. In the 1950s the Shah was succeeded by a democratically elected government. However, this was overthrown, leadings to over half a century of political

upheavals with the various major world powers interfering and helping whichever group seemed most likely to get them what they wanted (oil!). At the same time, the number of products made from crude oil has increased at an astounding rate, and it's currently cheaper to make new plastic from oil than to recycle old goods.

George Bernard Reynolds (left), a devoted engineer, geologist and manager who drilled the first discovery well in the Middle East. This photo shows him with two colleagues Crush (centre) and Willans (right) in Persia c 1909

A view from early exploration in Persia (Iran). On 16 May 1908 a strong gas smell in the rock was noted. Reynolds kept on drilling, and on 26 May the well hit oil - the gusher shot more than 20 metres above the rig. Reynolds, in high spirit, called for a camel courier and sent off a message to the telegraph office in Baghdad to inform his company: "I have the honour to report, that this morning at 4 a.m. oil was struck in the No.1 hole at a depth of 1180 feet." Wilson, who had been sleeping close to the rig, also broke this important news to the British government but in a coded message so that clerks could not notice: "See Psalm 104 Verse 15 Third Sentence and Psalm 114 verse 8 second sentence." Un-coded, the telegram read: "That he may bring out of the earth oil to make him a cheerful countenance ... the flint stone into a springing well."

So why did Llandarcy close? The dock was unable to cope with the size of modern tankers, and a proposed pipeline to Milford Haven proved impractical. The UK currently holds six to eight days' reserves of oil, and we've all seen what happens when it appears that might run out. I really enjoyed Ian's talk – it put all our transport history into place in the wider context of global politics.

Llandarcy Oil refinery during the 1960s at peak production

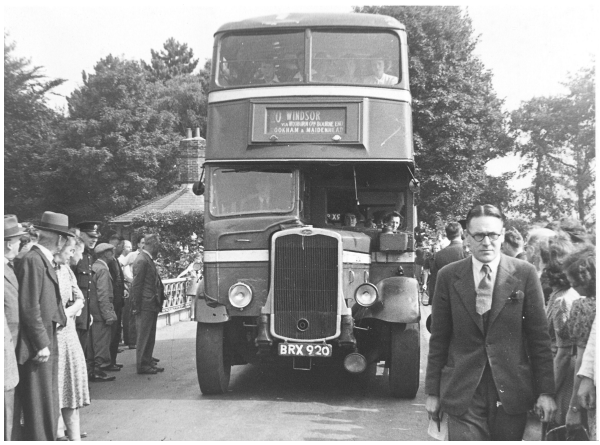
After Ian came the final speaker of the day, Richard Oliver, whose talk on *The Ordnance Survey and the Mapping of Roads* was covered in detail in the November issue of the *Journal*.

Once again, an excellent day, with a varied and fascinating collection of speakers. As always, I'm now looking forward to the next meeting, as well as making vague plans to actually present something one of these days.

Companion makes R&CHS short list

The committee were informed in late December that the Companion to Road Passenger Transport History is among those short-listed for the Railway and Canal History Society's 'Book of the Year Awards 2016'.In 2004 the R&CHS started an annual book award scheme to encourage the writing of well-researched, interesting and readable books on transport history; this is supported financially by a legacy from the estate of the late David St John Thomas. For the best books in one or more subject categories the Society awards framed certificates and a cash prize. For the overall winner, the Transport History Book of the Year, there is an additional cash prize and a Silver Cup which is held for a year. The 2016 awards will be presented on the evening of Friday 29 April 2016 during the Society's AGM weekend at Croydon. Judging is currently in progress. The outcome will be reported in our May issue.

Cookham Bridge Toll



The toll on Cookham Bridge over the River Thames was lifted in the Summer of 1947, and Thames Valley Bristol K5G-type Car 404 (BRX 920) is seen making the crossing from Buckinghamshire into Berkshire, with the toll house just visible to the left, working the 20 route from High Wycombe to Maidenhead and Windsor. Prior to that the Company paid for all its scheduled buses on a regular basis, but its coaches and service vehicles were not charged for as a goodwill element of the long-standing arrangement. (*Paul Lacey collection*)

Reviews

Al Landmarks: Artworks, Architecture and Engineering on a British Road James Clark. Amberley Publishing, The Hill, Merrywalks, Stroud, Gloucs GL5 4EP. www.amberley-books.com 96pp, paperback, ISBN 978-1-4456-5450-8, November 2015. £14.99

This book provides a series of descriptions of features to be seen along the A1 road, stretching from the southern end adjacent to the Museum of London, to its northern end at the junction of Waterloo Place and Princes Street in Edinburgh. A total of 80 illustrations, all in colour, are shown, with a matching description of each location. A very wide range of historical periods – from medieval structures to recent office blocks - is included. Some examples are of transport infrastructure as such are included, notably bridges carrying the A1, or crossing it, but most are of adjoining structures, including pubs, houses, churches and electricity pylons. As someone familiar with the southern part of the road as far as Lincolnshire, and the section approaching Edinburgh, I found it helpfully filled a number of gaps in my knowledge, notably the tower to be seen at Balderton near Newark (which is identified as the water tower of the former Psychiatric Hospital). Each location is given a precise latitude and longitude reference from which a Google map location can be identified. These can also be used to read from OS maps (but note that intervals between degrees are in decimal values, not minutes). The one additional feature that might have been useful would be some linear maps within the book itself to enable broad locations to be placed directly. **PRW**

Thornycroft Made in Basingstoke. Thornycroft Society members, edited by Mike Forbes. Kelsey Publishing Group, Cudham 2015, 95pp, illustrated, £7.95

The 'Road Haulage Archive' series continues with an excellent survey of a multi-facetted, smaller manufacturer. Beginning with steam on the roads, Thornycroft turned to cars, 1902-13, then buses and lorries, achieving success with the 'J' type subsidy lorry in the Great War. During the Second World War several thousand Amazon six-wheel chassis were produced for the government, many being fitted with the Coles mobile crane for aircraft recovery. Post-war a larger six-wheel tractor, the Mighty Antar, for oilfield work, appeared in 1949, also attracting military orders. Thorneycroft was sold to ACV in 1961, and production was limited to the Nubian crash and fire tender series, ceasing at Basingstoke in 1972. Well-captioned illustrations from the Thornycroft Society archives and catalogue extracts provide the contents of a fascinating publication. **RAS**

Adam Sisman's biography of the writer John Le Carré/David Cornwell (Bloomsbury, 2015) necessarily deals in some detail with his unscrupulous father Ronald (Robbie) Cornwell. Some of his business ventures were ill-thought-out, rather than totally fraudulent. For example, in the early 1930s he bought housing stock on large mortgages, at a time when rental income was falling. Similar miscalculations marked his project which followed the Road Traffic Act of 1930. Based in south Dorset, Ronnie acquired local psv operators, with the plan of creating larger entities which might prove attractive to existing large concerns, having the added attraction of operating licences. The factor missing in his planning was that many of the vehicles acquired were being bought on hire-purchase, which had to be met before a profitable sell-off was possible. Repossession of these vehicles and the collapse of the Cornwell business was the result. **RAS**

Railways of Britain: Moving the Goods (5) The Automotive Trade. Edited by Evan Green-Hughes. Kelsey media, Cudham, 2015. 97pp, illustrated. £7.95

A RAILWAY book bookazine in the review columns of the R&RTHA Journal? This publication is in fact highly relevant to road vehicle production and movement, as its ten chapters illustrate. Each comprises a concise introduction and a well-chosen selection of photographs to make its point. From a stationary train Philip Larkin watched a remembered sight of 'men with number-plates' sprinting to familiar gates ('I remember, I remember') but delivery drivers with trade plates or road transporters could not cope with the

volume of vehicles (and components) to be moved to and from works and ports. The Ford Motor Co. features prominently, from its early Trafford Park days to its new Dagenham plant of 1931, with an extensive standard gauge system, operated by steam, diesel and diesel-electric locomotives. British Thomson-Houston of Rugby issued a 20-page illustrated booklet (ref. AG 428 of 7th December 1932), proudly describing in detail the three diesel-electric locos which it had built for Ford's Dagenham works, claiming them to be the first all-British locos of that type made to the order of an industrial organisation for use in the UK on standard gauge shunting work.

Different types of rail wagon and containers, for both vehicles and components, including complete body shells, are illustrated in a series of chapters, those on Motorail, car-carrying trains, and 'Today's traffic' (including the Channel Tunnel) inevitably overlapping. Changing patterns of production, which determine the direction and volume of rail traffic flow, are indicated in the concise introduction to each chapter. The carriage of tractors is traffic which global industrial changes have virtually eliminated, but the block train (ch 6) for motor manufacturers has a future which is assured. Each illustration has something to interest the road transport historian, whether Guinness six-wheel piggy-back road tankers, cement trailer units, or new MGB sports cars with hood coverings which point to the potential damage to new vehicles from steam power.

RAS

TWEE PROVINCIEN: An interesting Dutch bus operator

Roger de Boer

When using the Europabus service to reach the Netherlands in the early 1960s I first encountered the mainly private firm - although one depot at Ridderkerk (translate as 'Knightchurch') was partly owned by Netherlands Railways (RAGOM). It was the first bus garage I visited, situated about seven miles from Rotterdam. The firm was a consortium, which favoured three main bus chassis – Guy, Leyland and Daf. The area of operation covered the Rotterdam hinterland (in the two provinces of South Holland and Utrecht), although there were no depots in Rotterdam itself.

At Ridderkerk there was also situated a bus coachwork builder called ZAB0: nearly all the TP buses had these bodies apart from their secondhand and rebodied ones. There were a couple of oddballs at Ridderkerk, three-quarter deck Scanias. On my first visit there were also some ageing Leylands, and only about six Guy Arabs listed on the garage allocation. Not having a camera until 1964, my father kindly took photographs for me until then. He caught the Guys just before they were withdrawn from service or were rebodied. The livery was grey roofs with light blue lower bodywork.

Exceptionally, there was also one Crossley rebodied by ZABO: other Crossleys which TP had bought secondhand from Netherlands Railways daughter companies may already have been out of service by 1960 or at other garages not visited by me until later. The original body of the Crossley could well have been built by Schelde, who were a shipbuilder rather than a coachbuilder, and about a quarter of the Dutch Railways 1001 to 1128 batch were soon rebodied by other firms, so desperate was the shortage of buses after the war that all measures were implemented to build up the fleet available.

Some two hundred buses on Guy chassis passed through the fleet over the years. The Arabs were bodied three times, some lasting 27 years in service. For example, the first body would be by Saunders Roe and then the second by ZABO and a third by either Den Oudsten or Jonckheere. I was able to photograph vehicles with their third bodies up to the early 1970s. Later Guy chassis were of the Warrior, Seal and Victory types. The "Guy depot" was at Krimpen ann de Ijssel, and a large badge was displayed on its roof.

Other depots were at Schoonhaven, Kinderdijk (near the vicinity of 21 windmills), and sub-depot at Vianen (the depot allocation was displayed on the rear of the bus, in this case 'Jutphass' was shown), and there were two depots at Sliedrehct – old and new – and both visited by me over time. By 1980 TP had become had become absorbed in the new entity 'Westnederland' [which I recall on my first visit to the Netherlands in 1975 – ed], along with the daughter company 'WSM' of Loosduinen near The Hague (the 'S' represented 'Steamtram' originally, but later changed to 'Streekvervoer' in keeping with modernity). The livery was changed to yellow - the safety colour – in common with other Dutch fleets (so obsessed with this colour were the Dutch that even trains and ferries were so painted).

Taken during the summer of 1964 by the writer at Rotterdam Central station two Guy Arabs are seen – nearest is NB-34-47 with its third body, by Jonckheere, and behind NB-34-49 with its second body, in Verheul style, but could be by ZABO (fleet no 12). Both were probably secondhand, ex-BBA of Brabant.

Association News

With Chairman Bob McCloy

The Directors' Meeting

An innovation was the holding of a meeting of directors on February 13 at Newport. Its inspiration was Ken Swallow who opined that the directors as such should meet to consider guidance and direction for the Association. The agenda included a review of the Association's activities in recent years and preparations for the AGM on March 19 at Coventry.

Wales on Wheels

Our colleagues in the Swansea Bus Museum have proposed that this year's programme for Wales on Wheels, fixed for Saturday, May 14, in Swansea, be expanded with trips in vintage vehicles along the coast to the Mumbles. Overall, the programme should be very exciting and comprehensive, including, subject to discussions with the Museum, static displays, second-hand stalls of transport memorabilia, talks and a members' dinner. Please mark up your diary. A pro forma is enclosed.

The Journal

We have successfully resumed a regular publication of the Journal once a quarter. In this we have been immeasurably assisted by the University of Wales Trinity Saint David. The University, as a corporate member of the Association, has not only undertaken the cost of production and packaging, but has carried this out with high competence and always in a timely manner. The Association is truly very appreciative of this vital contribution. Peter White, who does a stalwart job in editing the Journal, would nevertheless welcome more contributions from members. The University has kindly agreed to the print a larger version at no additional cost.

The Web Site

John Ashley has continued to supervise the web site. He reports that its use has increased. As with the Journal, more contributions from members would be welcome. Your chairman, as a personal discipline, has made it a habit to cull from 'The Times' items relating to transport, a surprisingly large number, for possible inclusion as news on the web site.

Membership

As promised, Pat Campany has briefed her successor as Membership Secretary, Annette Gravell, on the details of the task. Pat has regularised the membership operation and has achieved a 40% rise in members during her term. Currently she is working on the Members' Interests List which will be distributed in May this year, her last task before retiring in May.

Until next time

As ever, should you suppose that, as far as you are concerned, the bus has taken the wrong turning, please ring the bell! *The Committee would be pleased to consider your comments.*

50 Years Before the Mast

Association member David Holding recalls his career in the bus industry, especially in West Yorkshire

In 1965 I was half way through a University degree in Wales. Seeing the effects of the Beeching Report on the local rail lines, I decided I would like to join the bus industry. In those pre-National Bus days, the company sector was dominated by Tilling (state-owned) and BET (private). I applied for the management training schemes offered by both and found the selection processes entirely different. BET told me to come back in a year's time; Tilling invited me to come for a chat with David Deacon, then a Tilling Director, which consisted largely of him telling me of his experiences when he was Crosville's Superintendent at Aberystwyth - but again I should come back in a year's time. When I did this, I was first invited for interview with Albert Gray, General Manager of Western Welsh. On reflection, I felt I had said too much in the interview about how he should run his business and I was surprised to get through to the second stage in London. This was a frightening and totally inhuman experience in the oak-panelled BET boardroom. A couple of days later, I received a phone call from Tilling saying "Mr Deacon's in London tomorrow - could you come in?" There followed another casual chat in which I said how I would improve my local London bus route. To my surprise, I was offered a place by both Groups, so was it to be Barnsley, Dewsbury and Smethwick, or Exeter, Bournemouth and Salisbury?

I chose Tilling and was sent to West Yorkshire Road Car in Harrogate, where I gained a lasting fondness for Yorkshire and the Dales. My first General Manager was Hector Tuff, reputed to be the great-grandson of Thomas Tilling and squire of Nidderdale. Hector had a habit of phoning from his grand Art Deco office to the Traffic Office and saying "I've got a pound note. Go to the tobacconist, get me a packet of fags and bring me the change." On one occasion the victim was in the middle of a tricky bit of scheduling and said "Just a minute, sir." Hector responded: "Don't you "Just a minute" me lad, or I'll bloody sack yer". The instruction also assumed that the junior would have change from a pound in his pocket. One of them received a letter saying that the company had miscalculated his annual pay rise and had given him two increments instead of one; would he please repay the 2s 3d? Not for nothing were three of WYRC's managers named Tuff, Sharpe and Savage.

As a trainee I had to account for myself to the General Manager once a month, when Hector would give me a homily on man management. He told me that when he visited Leeds depot, he would first ask for views on the last match at Elland Road. He would then ask for the toilet, on the grounds that staff would see he had human functions like themselves. I felt that the Union officers either saw through this or assumed he had a weak bladder. They also knew that if he took the trouble to visit the depot, it wasn't to discuss football tactics but to ask them when they were going to concede some one man operation.

The New Lad

After conductor training and a week conducting specials for the Great Yorkshire Show, I spent a week in the cash office and was then elevated to the Traffic Office where I soon realised the importance of skilled scheduling. Trainees then produced real, not dummy schedules (as I believe became the practice later), and at WY the custom was that the schedules officer had to get his finished product past the local TGWU branch. I say HIS schedules, because Equal Opportunities were not then WY's strong point. There was a bright girl in Publicity who wanted to progress, and Schedules was the route to doing it. However, management's view was "She wouldn't stand up to those rough lads in Leeds". Personally I thought a bit of feminine charm might work wonders that we males failed to achieve.

The schedules establishment comprised five officers, one for each of the "Big 5" depots (Bradford, Harrogate, Keighley, Leeds and York), plus the sub-depots attached to each. There was normally also a schedules trainee. One of the schedulers, a Bradford lad who made much fun of Harrogate's fur-coated "duchesses", kept in his desk a baseball bat which he described as his "chastiser" for trainees who were slow to learn. Happily I never saw it in use.

Later in the training I was given a good deal of freedom to develop and (sometimes) implement my own ideas. I did some work on the now-famous 36 between Leeds and Ripon, preparing it for single-manning. At that time the 36 ran every 15 minutes from Leeds to Harrogate, continuing once an hour to Ripon. However, United Auto had its own 126 which ran from Ripon to Harrogate, providing a combined half-hourly service, plus a spasmodic 129 which ran round the back lanes. 126 was operated by a pair of Lodekkas, the only double-decks at UAS's Ripon depot, one of which sat (with its crew) in Harrogate bus station for 30 minutes in every hour.

In my youthful innocence it seemed that a much tidier and more economic timetable could be run if we took over Ripon, which at barely ten miles from Harrogate was much closer to us than it was to United's HQ at Darlington - with which it had little in common. I was of course rebuffed, on the grounds that West Yorkshire had just agreed a trendy 5-day week for its staff while United crews still worked six days. There was also the fact that Ripon was, as one of the schedulers put it to me, a "dead duck depot" with large amounts of loss-

making rural mileage - so United might well have been happy to lose it but it would do nothing for West Yorkshire's bottom line.

A deal was then done with United whereby 36 became joint with a half-hourly through Leeds - Ripon service. United's contribution was one bus rather than two, for which a new RELL6G arrived; given the low daily mileage of the two previous vehicles, and the healthy loads we carried into Leeds, I would guess United gained rather than lost financially.

A management trainee

From 1966 to 1968 I was a management trainee at West Yorkshire Road Car. My two-year programme began with spells in the Harrogate traffic office departments, while most of 1967 was spent at depots - Leeds, Bradford and York but particularly at Leeds where I got on well with the Traffic Superintendent, Maurice Richards. Those who were there will also remember the Traffic Clerk Tommy Woodhead and the Union Secretary George Littlefair. Quite a few Saturday mornings were spent at the Bean Ings car park seeing off coastal expresses, for which we hired in 100 or more coaches in summer. The programme finished in 1968 with me carrying out projects for the Traffic Manager John Talbot.

The best training programmes do not run according to schedule. This is because things happen and the trainee gets diverted to deal with them; but it is real world experience and there's nothing wrong with that. The first of these events was when WYRC's Licensing Officer Brian Waddington was taken ill shortly before my arrival - in fact I never met him. Licensing was part of what I was to learn in the Traffic Office and the company's solution was that one of the schedules officers, Walter Boardman, and I would take on Licensing between us. Once we had it under control Walter would continue in the post and I would move on. Because of this, I spent longer on Licensing than had been intended and in 1967, when it became known that the Ledgard business was to be taken over, I was given the job of making applications to the Traffic Commissioners for the Ledgard service licences. This part of it went quite smoothly - at first.

The Ledgard takeover

The takeover process was master-minded by the Assistant Traffic Manager Cliff Craven, who prided himself on running a tight ship, and it was clearly his intention that it should be total and immediate. It is well known that, partly because some services were passed to Leeds City Transport, and because DBW-class Bristol KSWs, which were being displaced by new REs, had been put in store for the purpose, WYRC's need for additional buses appeared to be small. I understood that only 12 Ledgard double-deck buses, plus a pair of modern Ford coaches, were retained, which received WYRC transfers and fleet numbers on the night of the handover. All the Ledgard premises except Otley of course closed.

Everything was, we thought, fine until the Traffic Office phones started ringing, and didn't stop. The main problem was school contracts which, it turned out, had been worked by fitters and other depot staff, and didn't appear in the schedules which Ledgards had passed to us. Whether this was intentional or not I cannot say! but it left us with a big problem because many Ledgard staff had chosen not to transfer, and we had laid off all those RTs. I was fairly certain that no Ledgards were put back on the road, so we must have had further DBWs in reserve which were brought back. (Photographs have since emerged showing RTs in Otley depot yard alongside both Ledgard buses repainted red and "native" West Yorkshires, so it may be that some of the RTs were in fact put back on the road briefly).

The other problem of which I was aware was that, following closure of Yeadon (Moorfield), its pride and joy - the tricky Otley - Chevin - Horsforth service - was run from Otley, with crews who had generally not done it before. The industry is sometimes slow to learn these lessons.

Another of the closed Ledgard depots was Ilkley, its work being transferred to the nearby WYRC depot. Management at the depot comprised a supervisor and an inspector, both of whom were on long-term sick leave. Their work was being covered by WYRC's Chief Schedules Officer David Moore, but another major issue at the time was proposed extension of one-man operation. New schedules were being prepared in anticipation of agreement on this with TGWU, and David was needed back at the ranch. I was therefore sent to Ilkley to replace him.

On the Friday before beginning at Ilkley I had a briefing with David, who told me the depot was about 40% short of conductors, and to a lesser extent of drivers; Otley had similar shortages. My remit was to cover all Ilkley's mileage and, when possible, also lend staff to Otley. However, David told me that the Ilkley Union secretary would be my helpmate in this; he would fill in wherever he could personally, and would do everything possible to get the work covered. This turned out to be true, and for 2 weeks every service was operated and I believe I loaned staff to Otley twice. I will not deny though that to achieve it, conductors worked double shifts, occasionally on their rest days, and one was sleeping on the canteen table to do so.

After two seven-day weeks at Ilkley I was recalled to Harrogate, on the basis that there were "special

projects" to be carried out. Once there I realised there were no such projects and set about finding the truth. It turned out that I had not been told one vital fact - that the former Ledgard staff were not Union members. Word had got around that I had a deal with the Union to steer overtime towards its members, and the non-members had threatened to strike. Nothing of course could be further from the truth; everyone could have all the overtime they wanted, and I didn't know who were Union members anyway. For the future it taught me the importance of having all the necessary information and not just some of it.

Planning a rail replacement service

The next major issue bubbling to the surface, and also affecting Ilkley, was the aftermath of the Beeching Report. The lines from Leeds and Bradford to Ilkley had been proposed for closure and, were this to come about; we would run additional replacement services. It was intended to run peak limited stop journeys (numbered 32X?) which would be one-man operated. The Traffic Office duly prepared running cards for these journeys, to be operated by Ilkley's allocation of SMA-class Bristol SUs (horrible buses, which were otherwise mainly used on the Grassington 72, and to collect fish and chip lunches for the garage staff).

Licences were applied for and this was where we hit a snag. The traditional terminal point for Leeds services was in Lower Brook Street, where the procedure was to reverse into a field (with the conductor's assistance). One thing the Traffic Commissioners did not like in converting to "one-man", and particularly looked out for, was reversing, and we were therefore told that this procedure would be unacceptable. We all knew, but could not admit, that on arriving in the evening peak from Leeds along the A65 the buses would not turn right into Lower Brook Street at all. The depot was on the opposite side and in practice they would turn left, not right, drop off any passengers and go straight to the depot. In the event of course the rail service survived and 32X did not see the light of day.

Coaching activities

Other projects were on the coaching side, this being before National Express, and WY was a major express operator. We were a member of a number of operator "pools" providing joint services - there was the Yorkshire Services Pool, the Yorkshire-Blackpool Pool and the Tyne-Tees-Mersey Pool. There was even one service, the Ten Cities between Newcastle and Coventry, which was run jointly by two Pools, though in practice most journeys were operated by BET-owned Yorkshire Woollen District which, like us, was a member of both Pools. The Ten Cities was known in the office as the "Fawdon", after a Newcastle company which had previously run it, or by a ruder variation on Ten Cities.

Yorkshire Services had a route from Bradford to Luton, passing through the East Midlands. This was done on an out-and-back basis, involving two drivers on a 16-hour day. The 1968 Transport Act changes to drivers' hours were about to come into effect and this would no longer be lawful. I realised that our sister company United Counties had a major London - Nottingham service which overlapped between Nottingham and Luton. I devised a timetable for a joint service from Bradford to London, not intending that it be used for through journeys but to resolve the drivers' hours problem; it would also have improved load factors for both operators because the "thin ends" overlapped. Coaches would meet at Leicester or Nottingham, where the drivers would exchange and so keep within legal hours. However, the feedback was that Yorkshire companies should keep their hands off UCOC's prime operation and it never happened. My 1972 Express Guide tells me that by then the Bradford-Luton service had expired, but I see that the National Express service from Newcastle to Luton had much in common. .

The most complex of all the Pools was the South-West Clipper, a new operation from Yorkshire to Paignton via Cheltenham. This was being fought through the Traffic Court in 1967 and I acted as the Traffic Manager's bag-carrier. Because our Vicar Lane Bus Station in Leeds was near the Traffic Court, we put on a lunchtime buffet for our side, which gave an opportunity to mingle with the Great and Good such as Geoffrey Webb of Associated Motorways, Hubert Allen of Yelloway and Geoffrey Steele of Wallace Arnold. The application was opposed by British Rail, who thought that passengers between Yorkshire and Paignton should go by train. Our lawyer put it to the BR Commercial Manager that the trains were sometimes full, and what should passengers do then? Why, said the railwayman, they should wait for the next one. And, asked our lawyer, how many trains are there? - one a day. Touché!

Having a Wales of a Time

El Supremo over all the Pools was WY's Express Services Superintendent Gordon Dingle. At the time my then fiancée was still living in Wales and I found devious ways of getting there for weekends. The Tyne-Tees-Mersey X97 had a Friday overnight journey from Newcastle to Liverpool, passing through Harrogate. I reckoned I could catch this to Liverpool and transfer to a Crosville into Wales. I asked Gordon to write me a ticket, to which he replied "Don't worry, just turn up at the bus station". Waiting in the dark at 0120 hours, the coach - a Northern - appeared and the conductor (but of course) opened the doors with some surprise. "Have you got a ticket?" he asked, and when I replied "No", the doors were closed and it was away into the night.

Gordon had forgotten that that weekend was the beginning of the Tyneside Shipyards Holiday, and the service was full.

Another time I found that Yorkshire Woollen had a summer weekend service from Bradford to Pwllheli, for Butlins holiday-makers. This was another two-driver out-and-back job, but neither of our doughty Heckmondwike lads had done the route before and they were dependent on an instruction sheet. "Tell you what" said one, "I've been to Llandudno before. Shall us go there and see if we can find Pwllheli?" They decided to stick to the official route. North Walians know that as you approach Llangollen from Wrexham, you have to turn left across the River Dee bridge or you end up on the Horseshoe Pass, and that is exactly what we did. Realising their mistake, they decided to reverse into a farmyard overlooking the Dee gorge. We found ourselves with the rear end of our AEC Reliance overhanging the chasm, rather like Michael Caine and associates in "The Italian Job".

On the Tyne-Tees-Mersey "Limited Stop" crews exchanged en route, usually at Leeds but sometimes elsewhere and this necessitated driving other Pool members' vehicles. A particular problem at the time were the Mark 1 Bristol RE coaches, which had a rear engine coupled to a crash box. Our drivers were trained on these brutes, but I heard tales of Northern staff, used to synchromesh, who ground to a halt on Harewood Bank when they were unable to hear what was going on at the rear end and time the change down. By contrast the Harrogate Union secretary, Sid Vince, was noted for his fluency with racing changes down through the box of an FS6B Lodekka when on the final straight home to Harrogate up Pannal Bank.

Driving the Business

PSV driving was also part of my training course. My first lessons were in a Bristol MW, not the most responsive of vehicles, and I recall a close encounter with a butcher's shop at a T-junction in a Yorkshire village. The butcher stared at me through strings of sausages as the MW came to a stop 6 inches from the window.

The actual test was taken in Keighley on a Lodekka. The depot's vehicles were specially geared down for the local hills and it had a top speed, flat out, of 32 mph. I succeeded this time in piloting it from Keighley to Haworth and back without incident and secured the coveted BB badge. A little later, a new RE coach arrived at Harrogate and needed to be delivered to Bradford. I was asked if I wanted to drive it over but demurred, remembering that it had just cost the company all of £6,000. My salary at the time was £950.

WY was of course famous for having two local authority offshoots - Keighley-West Yorkshire and York-West Yorkshire. They were different in that, while Keighley-West Yorkshire Services was a company jointly owned by WY and the Council, in York it was "WY and York Corporation operating jointly" - in other words the Corporation, strictly speaking, had its own operation and half the buses were owned by them. Nonetheless, in both cases day-to-day management was in WY's hands, and WY "country" services ran out of the same depot.

At Keighley there was a bit of slick accountancy in WY's favour, in that the KWY fleet had a surplus of double-decks and a shortage of singles, which was remedied by inter-hiring to and from the WY fleet. And what's wrong with that? - the inter-hiring charge per mile was the same for both! On a daily basis KWY DDs were running into Bradford on WY routes, while WY one-man SDs ran on KWY's rural services into the Pennines; thus WY got crew-operated DDs on the cheap from KWY, while Keighley Council paid through the nose for WY's Bristol MWs.

York

York was always (and still is) chronically difficult operating territory. This was not helped by attitudes at the City Council "partners" attributed by some to the Corporation being dominated by railwaymen who were anti-bus. Did you ever wonder why York has never had a bus station? Allegedly because of narrow city streets, the Corporation for a long time would not accept 8ft wide buses, which precluded Lodekkas. WY (and of course York Corporation Operating Jointly) responded by continuing to order KS6Bs for City services long after other Tilling companies had ceased. Also and perhaps in desperation (because fleet life at WY was generally shorter than most Tilling companies), some pre-war K5Gs were rebodied by ECW and re-registered in the early 1960s to resemble them - but they remained at heart 1938 K5Gs! When Yorkshire Woollen experienced engineering problems around 1970 the K5Gs were still running and among the buses sent to help out. The Woollen territory was hilly and crews were used to modern Leylands and AECs; there must have been some interesting signing-on discussions between drivers and inspectors when confronted with them.

Back to BET

The local Institute of Transport section ran weekend conferences at Grantley Hall near Ripon, which were a great opportunity for juniors such as myself to rub shoulders with the captains of the industry. Tilling policy was to keep trainees strictly apart and, while I knew there was a trainee at United Auto, I never met him. Ribble sent a contingent across to one of these conferences which included my near-namesake David

Bending, then their management trainee. David and I agreed it would be a good idea for each of us to spend a few days with each other's company, and the response from management illustrated the difference between Tilling's top-down approach and BET's decentralisation. While Ribble said to David "Good idea - you go off and organise it", West Yorkshire's view was that "It will have to go to the Board".

Nonetheless we got approval and I spent 3 days touring Preston and the southern half of Ribble. The immediate impression was that Ribble was much more bureaucratic; while we had examples of services run which appeared in no timetable, Ribble had a separate working timetable with everything double-checked. Paperwork was in triplicate and colour-coded, while there was a vast office, rather like a banking hall, that dealt with nothing other than financial reconciliation of the numerous joint agreements with Lancashire municipals. David Bending was clearly cut out to be a high-flyer and, a Swansea lad, found himself MD of South Wales Transport on privatisation of NBC.

From the Frying Pan . . .

After two years I was keen to know which would be my post-training company, and Hector's successor as General Manager, Jack Lawrence, told me rather mysteriously it was one with red buses in the south - which, since BET had now merged with Tilling to form National Bus, gave a lot of scope. It turned out to be Thames Valley Traction in Maidenhead, which I found was a different world and a company with very big problems. Berkshire then, as now, was an area of high living costs, low unemployment and a haven for celebs; we were about ten miles from Heathrow and six from the nearest London green Country depot at Windsor, with whom we ran some joint services in Slough. Overall most of our mileage was on routes which had sections in common - but that's another story.

For further background on the history of West Yorkshire Road Car, readers are reminded that Ted Gadsby's entry in the Companion (pp 625-626) provides a concise account.

The Roads and Road Transport History Association Limited
Forthcoming Events
see enclosed papers for details

Annual General Meeting and Spring Business Meeting
Saturday 19th March
Coventry Transport Museum

Wales on Wheels
Saturday 14th May
in Swansea

The Journal is produced with the support of The University of Wales Trinity St Davids, for which the Association is grateful.