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## Autumn Meeting presentations

The meeting held on Saturday 6 October saw four substantial presentations:

- 'Liverpool's Carters': Sharon Brown, Curator of Land Transport & Industry, Museum of Liverpool
- 'The Seven Little Sisters': Rod Ashley
- 'The Cycling Companion': Dr Andrew Millward. A paper was circulated at the meeting, and will be made available to members via the website. This examined the case for a 'Companion' for cycling history, following the road freight and road passenger companions produced by the Association in past years, and also some general issues related to such publications.
- 'The Swansea Bus Museum' : John Adams, Director

Reports of the talks by Rod Ashley and John Adams appear below. A report of the talk by

Sharon Brown will appear in our next issue.

## The Seven Little Sisters

The Chair of RTHA, Rod Ashley, made a presentation on little-remembered oil companies, outlining the socio-economic reasons for their appearance and disappearance, and some of the human interest aspects.

Rod stressed that he was not talking of the large multinationals (known as the 'Seven Sisters'), the international 'supermajors' or the supermarkets (which in the UK now have significant market share). Indeed, the largest fuel retailer to the general public (2017 figures from [www.statista.com](http://www.statista.com)) is Tesco (at 16.1%), with Morrisons and Asda also having significant market shares. Of the branded fuels, BP took 15.2% and Shell 13.5%, with all other brands being in single figures.

Focusing on defunct brands, Rod selected seven which no longer trade. He prefaced this with the explanation that in some cases they have been absorbed into currently-trading large refiners or retailers, or that they simply ceased trading for a variety of reasons.

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The Editor is always interested in hearing from members and non-members who would like to write an original piece about transport history and/or research for inclusion in this journal or online.

## In alphabetical order

*Action* was a significant retailer in south Wales in the 1980s and 90s, importing all its fuel from the Rotterdam 'spot market'. The latter means that companies purchase whatever the best deal is and that there can be variations in quality or in the additive mix. Whilst Action imported a million gallons every ten days, there were some reported issues regarding quality. The owner, a flamboyant entrepreneur named 'Curly' Humphries, was well-known in motor-trade circles and, despite a healthy turnover of £110 million, he sold out to Gulf, the stations in turn becoming Shell stations.

*Butler* was a well-known Bristol-based chemical company which made significant money from supplying Brunel's Great Western Railway with a patented tar-finish for railway sleepers. In the late 19<sup>th</sup> and early 20<sup>th</sup> century it diversified into fuel. In 1904 Thomas Butler registered the first ever car in Bristol, number plate AE1, which has for many decades adorned the city Lord Mayor's official car. Butler still trades as part of Certas but solely for domestic heating oil, agricultural and fleet fuel.

*Cleveland* was established in 1920 in County Durham. Rod advised that he had previously assumed the name derived from Cleveland, Ohio rather than the Cleveland Hills near Middlesbrough. In 1934 it marketed an alcohol mixture called Discol, a by-product of the whisky distillation process. Several members of the audience remembered the brand well and that it offered better performance and economy than other brands. By 1958 the brand was fully acquired by Esso who stopped selling benzole or alcohol variants. Cleveland was thus fully integrated into Esso, which rebranded the stations.

*Heron* (named after the founder's father *H E Ronson*) capitalised on the introduction of Green Shield savings stamps. Together with the cost-savings offered by self-service (the first UK brand to offer this), *Heron* offered aggressively-priced fuel and a series of iconic road maps. By 1990, its founder *Gerald Ronson* was involved in the notorious Guinness shares fraud trial, was found guilty and imprisoned. Stations were sold to competitors, but he emerged as a property tycoon and in 2011, bought the downstream operations of *Total*.



*Above:* An abandoned National Benzole sign at Friskney, Lincolnshire, in 2008 (Source: Ian Paterson/*Sold Out!!*/ [CC BY-SA 2.0](#), under Creative Commons Attribution Share-alike license 2.0)

*National Benzole* started in 1919 as a means of using the surplus benzole used to fire shells in the First World War. During the 1920s it was recognised that pure benzole could damage engines, particularly those of imported US vehicles which were designed for lower grade fuel. A 50/50 benzole/petrol mix was developed but this gave National periodic supply problems of petrol from refiners who wanted to sell under their own name. In the 1960s benzole was phased out for health reasons and National became 100% petrol. In turn the company was acquired by Shell/BP before BP took full ownership. Despite being phased out, the company logo was a memorable art deco design which became

collectable as enamel signs, or indeed as the Dinky Toy die-cast model tanker.

*Pratts* was a New York company founded in 1867, whose eponymous founder oversaw the replacement of whale oil for lighting with kerosene. In 1874 the company became part of Rockefeller's Standard Oil Trust before the UK division started in 1888. As such, its British operation meant that it was frequently regarded as a UK company before *Pratt's Motor Spirit* was launched in 1896. By 1935 the name *Pratts* had been replaced by *Esso* (itself a phonetic transcription of the term *SO* for *Standard Oil*). However, as *Rod* pointed out, during the First World War, *Pratts* was a significant supplier of fuel to the British army, the fuel cans being later used as water cans or for dispensing tea. *Rod* displayed several quotations from Imperial War Museum archives in which front-line soldiers complained about the distinctive smell and taste of petrol in water and tea for soldiers. Soldiers debated whether *Shell*, *BP* or *Pratts'* cans were the least offensive and *Pratts* seemed to win. The phrase 'motor spirit' is still used in the 'By Appointment' regal crest which adorns the truck doors of successor-company *Esso's* road tankers.



*Above:* A *Pratts* (*Anglo American Oil Co*) filling station of 1922 as re-erected at Brooklands Museum, with vintage sports car (Source: Colin Smith/*Pratts Petrol Pagoda*/ [CC BY-SA 2.0](#), under Creative Commons Attribution Share-alike license 2.0)

Lastly, *VIP* was a short-lived discount fuel company which operated across the UK in the 1960s and 70s. It was the main rival to Conoco's Jet brand and sold on budget pricing. In the mid-60s it was bought from Isherwoods by Belgium's Signal Oil (famous for their military oil lamps). However, by the time of the 1973 oil crisis, *VIP* was brought to court by Sky Petroleum for its failure to maintain the guaranteed supply of fuel for which it was contracted. *VIP* was bought out by ELF. Its 1975 six week poster marketing campaign was well-remembered by several of the audience for its intriguing message on hoardings -- which gradually unveiled one word at a time as 'And now for Britain itself', the last three letters being picked out in colour in the sixth week.

Lively discussion ensued about vivid memories of some of these brands (and others) and also about any perceived difference in the quality of supermarket or branded fuel. It also emerged in discussion that whilst competing brands were offered in World War One, during World War Two all fuel was pooled rather than branded. When motorway service stations first opened they offered a range of brands, rather than being operated by single suppliers as is the case today.

### **Swansea Bus Museum**

A comprehensive account of the Museum's development in recent years was provided by one of its Directors, John Adams. His personal interest in bus travel arose from using bus services in the Swansea area as a school pupil several decades ago, some of the vehicles now preserved by the Museum being of the types he recalled using, notably the AEC Regent Vs of BET subsidiary South Wales Transport.

A number of buses had been preserved locally at Pembrey Country Park, Llanelli, but under poor conditions for restoration leading to vandalism in

some cases, when seen in 2007. This continued to be the case in 2010, when John decided something must be done. He found a small unit at SA1 Business Park, run by the South Wales Transport Preservation Trust, established in 2005 as a registered charity. In 2010 they purchased the seven buses held at Pembrey and moved them to Swansea, taking over premises which allowed all vehicles to be stored under one roof, with room to spare.

The 'Swansea Bus Museum' as such was then established at the new premises, with a line-up of both restored and unrestored buses and coaches, and Scammell mechanical horses. It was managed by five trustees, and open to the public on Wednesdays and Sundays. Use of social media helped to raise awareness of the Museum, and 2011 saw the first 'running days' for the public, which have continued successfully ever since. From 2013 the Museum has participated in the annual 'Wales on Wheels' events organised by John Ashley of this Association, as reported in previous issues of this Journal. The year 2014 saw events to mark the centenary of the establishment of South Wales Transport, supported by the company's modern day replacement, First Cymru.

Museum income came from a range of sources, including: donations; running days; hiring of buses for weddings & school proms through its Operator Licence; film & TV work; rentals from bus owners; storage of other vehicles, including caravans by utilising surplus space in the building; and subletting. However, an industrial building with an ageing fabric was not conducive to being a fully-fledged museum. It had a growing collection of donated memorabilia which could not be exhibited due to damp and cold.



Above: A line-up of three AEC Regent Vs of SWT, characteristic of the Swansea area, at the Museum

By early 2016 it was decided to investigate other locations. They were made aware that a former butter factory with associated office facility was becoming available, and activities moved to this site in late 2017, the first open day being held on 25 February 2018. The structure of the organisation was also changed, to limit liability on the trustees. The Trust was replaced by a new company, limited by guarantee and registered charity. The South Wales Preservation Group Ltd duly came into being in August 2016, taking over assets of the former Trust, and is now run by five Directors.

Work on the 'new' museum building is still in progress. Improvements include a reception area, a meeting room, a rest area for volunteers, and new display cabinets from Swansea Museum. Challenges include: an ageing volunteer force with lack of fresh blood; meeting the cost of rent; and compliance with legal and H&S regulations. The sophisticated technology of more recent vehicles now entering the preservation stage, and current emissions requirements, also pose potential challenges.

The Museum realises that it cannot rely on bus enthusiasts alone, but must work to draw interest from the wider community, especially through links with education. The collection needs to diversify. More events have been held such as an American car day on 1 July 2018, and the Land

Rover 70<sup>th</sup> anniversary show in August. In 2019, further events will be added, and opening days expanded from the current Sundays only. Sunday runs with preserved vehicles, especially open-toppers, have proved popular and may be expanded.



Above: Open-top Sunday tours have proved popular in attracting interest to the Museum

The value of a comprehensive and professional approach to museum operation was clear from the presentation.

Further information may be obtained at:

[www.swanseabusmuseum.com](http://www.swanseabusmuseum.com)

[www.facebook.com/swanseabusmuseum](https://www.facebook.com/swanseabusmuseum)

### New Banking Arrangements

Account number: 00031614

Following the report by the Secretary & Treasurer at the 2018 AGM, all the Association's banking has now been consolidated with CAF Bank and the HSBC accounts are closed. Any payments made to HSBC will not be accepted and you will incur charges for the failed transaction.

Please ensure that **all transactions** with the Association, whether by Standing Order or Direct Cash Transfer, go to:

CAF Bank Ltd., 25 Kings Hill Avenue, Kings Hill, West Malling, Kent, ME19 4JQ  
Sort code: 40-52-40

## Book Reviews

### **From churns to Long Toms. Memories of C.Blake and Son, Loxley. A notable**

**Warwickshire milk haulier.** Robin Masters. 117pp, card covers, illustrated. Published by the author at 15 Lime Street, Evesham WE11 3AW. Price £12 plus £2 p&p.

It has been a pleasure to read and review this attractively-presented history of a specialist haulier, written and published by an author who spent his working life in the road transport industry. He had the co-operation of members of the Blake family and ex-drivers in the collection of a multiplicity of information and illustrations. The reproduction of pages from the company's day book, 1940-42 (pp 29-34) and a 1930s milk ledger (pp25-27), give a first-hand impression of the work of the business. The title gives most of the story between 1924 and 1990: milk in churns, then articulated tankers ('Long Toms'), but other traffic evolved. This included House of Holland household goods; a chilled distribution service, including a continental division; ICI fertilizers; and Unecol food products. In 1998 the family firm came to an end with the sale of its 1991 chilled distribution depot at Alcester to Express Dairies.

**Richard Storey**

### **Regional Tramways: Midlands & Southern**

**England** Peter Waller. 168pp, hard bound, extensively illustrated. ISBN 978 147387 1144. £25.00. Pen & Sword Books Ltd., 47 Church Street, Barnsley S70 2AS, [www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk)

This volume is in a very similar style to the regional history of tramways in the North West from the same author and publisher (reviewed in issue 91, February 2018), although the very wide-ranging region covered is noteworthy. It extends from Grimsby and Cleethorpes in the north east, to Cornwall, encompassing the whole area south and east of this line (apart from London), including the West and East Midlands.

As in that volume, a lengthy introduction reviews all the systems operated in the region, by date of opening, including many small and short-lived examples (notably Sheerness, and Cambourne). The latter part of the book then comprises chapters on each of the systems which survived the end of World War Two, and others opened subsequently. Hence, networks such as Plymouth, Southampton and Leicester which were scheduled for bus or trolleybus replacement as at 1939, survived the war, but in some cases by only a short period. The last survivor of the original networks was the interurban Grimsby & Immingham line, opened in 1912, and closed on 1 July 1961 (this reviewer riding in the final convoy of cars over the route).

The later chapters also include systems opened after 1945: Nottingham Express Transit, and Midland Metro, along with the narrow-gauge Seaton Tramway. A concluding chapter reviews preserved vehicles, the region having produced two of the earliest examples (from Portsmouth and Southampton).

As in the case of the North West volume, much of the text is concerned with details of changes in the fleets operated, along with the route networks (outline maps are provided of systems surviving in 1945, or opened subsequently). The most striking aspect is the high quality of the images presented, many from the Online Transport Archive, which evoke much of the street scenes and urban landscape of the period, along with the vehicles themselves, reproduced to a high standard. A striking feature is the lack of fleet modernisation in almost cases, even systems which survived in 1945 still running open-top cars (or rebuilt versions thereof) from the first decade of the twentieth century (notably Plymouth, and much of the Southampton fleet), or with open balconies in the case of Birmingham.

**Peter White**

**The Edinburgh Horse Tram Nineteenth to Twenty-first Century** *Alan W. Brotchie*. 215 x 280 mm, portrait, hardback. 182 pages. Many illustrations and nine maps, some in colour, plus supporting notes and an index. Published by Stenlake Publishing Ltd, 54-58 Mill Square, Catrine, Ayrshire KA5 6RD. Cover price £40.00. ISBN: 978 1 84033 779 2

It is over 50 years since the publication of "Edinburgh's Transport" by the late DLG Hunter, a study which covered all local public transport modes in the city. This is not a rewrite of the earlier work but is very much a complement to Hunter's opening chapter on the city's horse tramways and buses. The history is presented in three parts, viz, a chronology of the development of the networks, a detailed study of the rolling stock used by the three main horse tramway operators and, for the twenty-first century, an account of the discovery, rescue and restoration of Edinburgh Street Tramways' car 23.

The author is renowned for his original research work into early tramway history and this book offers many interlinkages between tramway development, the controlling minds which governed developments, the exploring of new technologies (electric and internal combustion engine), and some insights into the practicalities and difficulties of running a horse tramway in a big city. A detailed reasoning is given of the staged dismemberment of the original Edinburgh Street Tramways company and the rolling stock chapter is much enhanced by the remarkable 'Thomson notebook'. The notebook came to light a few years ago and contains notes and drawings of the tramcar fleet in the 1890s prepared at that time by an unknown but very well informed observer.

This is a book which can be commended to those who would like to know more about the part played by pre-electric tramways in a city in Victorian Britain. The text is presented in an easily readable style and the layout of the book

has been well thought out and delivered. However, for those not familiar with the layout of the city, a more detailed map of the bus and tram networks would have been useful.

**Ian Souter**

# **An explorative multi-method study into waiting times affecting freight transportation when entering Schengen at a Romanian-Hungarian border**

Mark - Walter Toro

*This paper is based on a recently-completed dissertation by the author as a student in Logistics and Supply Chain Management at the University of Wales Trinity Saint David, under the supervision of Graham Orr*

## **Abstract**

This paper presents a case study of freight transportation at a Romanian and Hungarian border crossing point (BCP), namely Bors – Artand (B-A). As both countries are members of the European Union but only Hungary is part of the Schengen Agreement, border controls apply, which inevitably generate an impact on logistics activities. This study attempts to discover the lengthiness of these waiting times (WTs) occurring at this BCP. In order to investigate this, three sources are considered. The first is based on prior research such as the Trade and Transport Facilitation in Southeast Europe (TTFSE), Miliadou et al (2016), and Romanian Border Police (RBP) key performance indicators (KPIs). The second source is provided through a survey by the author on WTs at this point registered over a period of five months. A third perspective is provided by a survey of 171 truck drivers about their perception of waiting time at this point.

## **Introduction**

Cross-border transportation is an inevitable factor in global supply chain (SC) management (Sardar and Lee, 2015). Today, numerous countries are involved in the product assembly processes at different stages. This results in

increasingly fragmented global SC and multiple border-crossings by components before the final products are assembled (Nicita et al, 2013). Amongst the global logistics activities, delays at border crossing points represent the main bottleneck to the smooth movement of goods (Coyle et al. 2014). Specifically, long delays at BCPs are considered as the single largest contributor towards the slow speed of freight movement (Hoffman et al, 2013). In the European Union (EU) as the Schengen Agreement has been in action since 1985, current data on average WTs at BCPs for freight transport scarcely exist (European Commission (EC), 2014, ERPS, 2016a).

There is one exception, though, when the uncontrolled secondary movement of migrants led seven EU Member States (MS), Belgium, Germany, Austria, Hungary, Slovenia and Sweden to reinstate border controls on a temporary basis (ERPS, 2016b).

ERPS (2016) stated that controls at BCPs within Schengen instantaneously impact the mobility within the single market, delaying the provision of services and the delivery of goods simultaneously. Depending on the intensity of checks, their findings estimate the time lost for heavy-duty vehicles such as trucks and buses of 30 to 60 minutes.

Concurrently, the Trade & Transport Facilitation in South East Europe (TTFSE) reports that the maximum acceptable time in coherence with the EU for clearance of a vehicle between two countries is 40 minutes (Jakubowski et al., 2016; Anovazzi-Jakab, 2008; Lawrence, 2008). Furthermore, (Unite, 2003, Heatco, 2006, Significance, 2012) waiting leads to costs between €23-€62 per hour for transport users depending on different regions/countries.



## Overview of the chosen BCP

### Historical context

Before 1990, communist Romania and Hungary were an unappealing destination for various reasons, such as the lack of ease of movement, security issues, lack of economic development and poor infrastructure. After the fall of communism, both countries embarked on a process that sought to improve its negative image. The aim was to secure sufficiently stable and strong economies in preparation for EU entry. In order to rectify transport problems, the PHARE programme supported national administrations and evaluated projects for funding from the European Investment Bank for Reconstruction and Development (Collis, 2003). The mission found that a major problem was the cross-border infrastructure, both physical and administrative. Many border crossings had been closed during communist rule and there were few facilities for international trade such as custom posts (Collis, 2003). Where they did exist, they more often than not had inadequate facilities for inspecting rail and road vehicles to enable border taxes to be levied and to detect the smuggling of people and goods.

The patterns of trade changed as links with the former Soviet Union weakened and trade with Western Europe rapidly increased (Collis, 2003). Concurrently, cross-border trade between Central European states also increased, particularly road traffic. Delays at border crossings were high, sometimes lasting for several days, and of up to 10 kilometres (6 miles) were commonplace. One even stretched 30 km (19 miles). Typically, high volumes of traffic were seeking routes through Hungary, Romania and Bulgaria to Turkey and the Black Sea. The economic loss and environmental degradation caused by the congestion at borders were negatively impacting progress towards liberal trading relationships



*Above:* Queue at Bors customs. Hundreds of trucks waited hours to leave the country (author).

between the states themselves and with other EU countries. (Collis, 2003). The border operations have improved significantly over the years, but few studies evaluating WTs at border crossings are to be found. Furthermore, the UK's departure from the EU and the inherent uncertainty with it, are considered sufficient motives to deepen the understanding of border controls and provide additional awareness of this field (Collis, 2003).

### Bors – Artand BCP

In this article, the Bors – Artand (B-A) BCP which joins Romania to Hungary is analysed. This BCP is located in the Western part of Romania and the Eastern part of Hungary. It is considered one of the most agglomerated BCPs of the region as for outbound traffic (RO-HU) lorries are almost served continuously on three lanes (RBP, 2018). Predominantly, at most of the BCPs in Romania, one or two lanes facilitate freight traffic flows.

Additionally, it is critical to mention that Romania is an EU Non-Schengen country whereas Hungary is an EU Schengen country and additionally fulfils the role of being an external border of the Schengen Area. In order to adequately approach the analysis of this BCP, previous studies are identified in the literature, containing relevant information about the B-A and various BCPs from Eastern Europe.

Miltiadou et al (2016) analysed several BCPs in South East Europe, including the B-A BCP. They observed that WTs at this BCP can be anywhere between 1 and 30 minutes for all vehicle categories. For commercial vehicles as stated by BCPs' authorities and based on the data provided by drivers of commercial vehicles, WTs were not significantly different (within 10% of the averages for all vehicle categories). Miltiadou et al's paper provided a study about BCPs including EU Member States (MS), non-EU MS, Schengen and non-Schengen countries. However, it seems appropriate to consider procedural differences between these countries, which may be impacting on traffic flows and WTs.

An earlier study by Kindler and Matejko (2009) reveals that the average times at nineteen EU crossings between EU and non-EU States were 170 minutes. These times are considerably longer compared to the ones registered during the temporary reintroduction of border controls within the EU or any other findings. However, in the process of identifying the problem, it may be helpful to make a distinction between inbound and outbound traffic flows at these borders. Therefore, it is essential to know if WTs are evenly balanced out, or they more likely occur at entering or exiting points of the EU border. Furthermore, as a potential cause of delays at the Schengen external border may be that in crossing from non-Schengen territory to Schengen, customs procedures are stricter and more

sophisticated. As mentioned earlier, these earlier studies address these issues only superficially. In order to examine these factors, it necessitates studying not only a particular BCP, but also to investigate separately the inbound and outbound flows of traffic. As the findings demonstrate that there is an obvious gap in in-depth understanding of the reason for variations in WTs at BCPs. It is aimed to fill this gap by employing a mixed-methods design for the investigation of the B-A BCP.

In order to address these gaps in the literature, the following questions were formulated:

- Is there a difference between inbound and outbound waiting times for freight transport at the Bors - Artand BCP?
- Is there a difference between waiting times at specific times or days, weeks?
- Is there a difference between waiting times for priority and non-priority loads?



Above: Location of the Bors - Artand border crossing point, located in the Western part of Romania and the Eastern part of Hungary, and considered one of the busiest BCPs of the region (source: Google maps).

## Survey

In this current research, the data were collected exclusively on WTs for trucks, both inbound and outbound at the B-A BCP. This real-time data was available to the public by accessing the Romanian Border Police (RPB) website. The WTs

provided on this website have been precisely recorded at different times of the day and night, for a five month period (1<sup>st</sup> November 2017 – 31<sup>st</sup> March 2018). A random sample of fifteen hundred times was obtained by accessing RBP's website to capture the current WTs for trucks inbound and outbound. The inbound times represent the times for trucks travelling from Hungary to Romania (HU-RO), while the outbound times are from Romania to Hungary (RO-HU). WTs are classified by their lengths within groups, pre-set by the RBP. If the average of WTs is between 0-29 minutes, a green pin appears at the location of the BCP, presented on the Romanian Map. Similarly, if WTs is between 30-59 minutes an amber pin and over 59 minutes a red pin signifies the length of WTs on the map (RBP, 2018). These time frames are further applied in this study as the key performance indicators of the RBP.

Based on the survey (1512 inbound and 1512 outbound times), crossing times from HU to RO have been measured on average at 22.45 minutes, while the times from RO to HU were 50.43 minutes over a five months period. The mean of these two values (22.45 and 50.43) reveals the average of crossing times at B-A BCP which is 36.44 minutes. However, the analysis for differences revealed that there was a robust difference between outbound and inbound sides. This critical observation stood out almost in every calculation executed.

Furthermore, the WTs have been observed from various perspectives such as hours of the day and days of the week perspective. The days have been divided in four-time frames as it follows: 0:00-6:00, 6:01-12:00, 12:01-18:00, 18:01-23:59. Average inbound times had the highest values of 24 minutes between 18:01–23:59, and 60 minutes for outbound between 18:01–23:59 in the five-months period. Inbound times, 0:00-6:00 and 6:01-12:00 did not differ from each other but

differed between 12:01-18:00 and 18:01-23:59. The same results were observed by for outbound times. Therefore, it can be concluded that drivers can expect more delay between 12:01-18:00 and 18:01-23:59 at B-A BCP.

Additionally, a different viewpoint from the hours of the day and days of the week perspective was examined. At this stage, inbound and outbound are distinguished in order to provide a more accurate analysis of the sides. The mean values for outbound reflect that on Tuesday and Wednesday, from 12:01-18:00 and 18:01-23:59 registered the longest WTs and they significantly differed from other times and days of the week. The highest means for inbound traffic were captured for Friday 18:01 – 23:59, Saturday 18:01 – 23:59 and Wednesday 12:01-18:00 and 18:01-23:59. However, there was no significant difference between these variables. The reason for this may be that WTs are not fluctuating and changing fundamentally as they do for outbound. Further analyses also demonstrate that public holidays, such as Christmas, and Easter are impacting the queues at the border, especially the previous weeks before these holidays. The logical explanations for this might be that logistics activities occur before holidays or shopping events.

### **Questionnaire survey**

A total of 171 questionnaires were completed by hauliers at the crossing point. All responses were gathered on the Romanian side of the border. The intention was to obtain responses equally from both sides of the border. However, the queues on the Hungarian side were not as long as on the Romanian side and it was concluded that drivers would not have sufficient time to complete the questionnaires, since the queue was steadily moving during each time of data collection. The first interesting insight provided by truck drivers was related to crossing times at the B-A BCP. As



*Above:* The queue on the Romanian side around noon time on the 27th March 2018. Driver responses may reflect the actual time required to cross the border.

the responses of 169 hauliers revealed, an average of 201.48 minutes WT with a standard deviation of 84.83 minutes. Undoubtedly, there is an immense difference between the sampled police data, and the questionnaire results regarding WTs. However, some factors may have contributed to this result. Since the questionnaire data collection occurred between 26 – 28<sup>th</sup> March 2018 and the busiest week for outbound according to survey results was on 18 – 24<sup>th</sup> March 2018, the drivers may have focused on their negative experiences which generated an impact on the results.

Several truck drivers provided an alternative explanation for this discrepancy between police data and the questionnaire, namely that WTs ‘are not realistic’, ‘are not reliable’, as these are typically longer in reality. Some of them also noted that these times must be doubled and then might reflect the reality to some extent. This further proves the necessity of this multi-method study in order to acquire a more accurate picture of the on-goings.

## Conclusion

Equally, the survey, the questionnaire and the literature findings added value to this paper in a unique way. The research by Miltiadou et al (2016) and TTFSE (2015) assisted in identifying WTs, based on which the B-A BCP can be assessed. The RBP’s own KPIs of 29 minutes can also be added to the equation. All three together present an outcome in which WTs must not exceed more than 34 minutes on average (This figure is based on the mean of the three figures reported in the literature review).

This study draws its own reality in which valuable insights are discovered about the occurrence of the longest WTs, broken down to hours, days, etc. The analysis shown an average of 22.45 minutes for inbound and 50.43 minutes for outbound which indicates that from EU Non-Schengen average crossing times to EU Schengen are significantly higher. This is a crucial finding, which has not been considered in previously identified studies. In sum, considering the average of inbound and outbound, the survey

presents a reality where average WTs are 36.44 minutes at this BCP.

The questionnaire, on the other hand, draws a picture of the on-goings at this BCP which might appear quite extreme. Undoubtedly, this still can be the case, but in order to accept it as reliable evidence, additional research is required. Overall, the questionnaire might have opened more questions than it has answered, but these insights are equally relevant which belong to the reality of the B-A BCP.

In sum, there are several findings that can be taken as substantial from this study.

Distinguishing outbound and inbound traffic flows is highly recommended in every future study related to BCP's, as this can improve the accuracy of the results. This approach can lead to increased predictability and the usefulness of the data. As Romanians began taking steps in the right direction by developing a website which provides the WTs in real-time, other countries may improve their operations in this manner. Furthermore, a forecasting option based on past data may further increase predictability and minimise WTs for lorries. Ultimately, governments and logistics companies could collaborate to gather idle times from GPS systems to overcome this bottleneck and derive conclusions from richer data.

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## Letter to the Editor

### A response on ‘cascading’

*David Stewart-David’s feature on ‘Cascading’ in issue 93 (August) prompted the following letter to the editor from Association member R.J. Williamson of Studley, Warwickshire.*

‘Dear Editor

Regarding Mr Stewart-David’s ‘Cascading’ article, it firstly struck me as being an unusual description. In most if not all of the principal publications and society records the words used are transferred, re-allocated and other similar words. The word ‘cascade’ or ‘cascaded’ is only very rarely used, but I do recall an instance about twenty years ago when a batch of elderly Bristol VR double-deckers was transferred from busy town/city routes to an easier life in Devon or Cornwall (incidentally, the word is sometimes used more frequently in railway magazines when main-line locomotives are re-allocated to other depots for lighter duties).

On page 1, in the first paragraph, ‘short lives of half-cab saloons. Birmingham City Transport (or WMPTE) ran half-cabs (Leyland PS2s) into the early 1970s, and many Bristol L5Gs in the BTC fleets ran well into the 1960s. Re the second paragraph, it is true of half-cab coaches which were still being built up to 1951. As soon as ‘full

front’ coaches (such as the Bedford SB) were introduced operators were quick to replace half-cab coaches as they were deemed to be ‘old-fashioned’.

On page 4, in the fifth paragraph: The sale of surplus London RT vehicles began in 1995/56 when all 120 Cravens-bodied RTs were sold to various operators, including a large batch to Dundee Corporation to replace trams (all via Birds (dealer) of Stratford-upon-Avon). The Leyland RTLs are mentioned, but there were even more RT types which went to the Ceylon Transport Board of Colombo. Bradford Corporation Transport also purchased RTs, in addition to the ‘independents’.

Thank you for the regular ‘Journal’ - always an interesting read.

Yours faithfully  
R.J. Williamson’

[Mr Williamson’s letter also commented on the Archive feature, John Howie’s paper on second hand bus dealers, noting that further coverage of this subject is provided in two publications by Keith A. Jenkinson, namely ‘Carlton and Beyond’ (Autobus Review Publications, 2011) and ‘Bus dealers and breakers of Yorkshire (Amberley, 2018) ]

*David Stewart-David has provided the following response:*

‘Thank you for your interesting letter about the working life of PSVs. I make no apology for the use of the word “Cascading” as it does imply descent from the prime of working life to purposes which are often less prestigious. Now and then buses experience a “sideways move” (as do people) so that (for instance) Bristol FLFs were sent to Scottish Bus Group in exchange for Bristol VRs, without being “demoted”.

Clearly not all post war half cab saloons had short lives with their original owners, but many did. Some (like Yorkshire Traction post-war "Tigers" were rebodied as double deckers, others, like some Bristol L types operated by Lincolnshire and other Tilling Group companies, were rebodied for use as full front buses suitable for one man operation on rural routes.

Coach operators, especially independents, quite often sold vehicles after a short life for a variety of reasons. As you say, in some cases this was because the vehicle looked "old fashioned". In many cases coaches were bought in penny numbers from dealers, who often were able to offer a part-exchange deal.

My recollection is that the London Transport buses sold as tram replacements in Dundee were in fact post-war STLs, i.e. provincial specification buses bought, like the Leyland PD1s (STDs) because of the post-war vehicle shortage in the period 1946-48. I'll conclude by saying that I chose to cite interesting examples of the fate of vehicles after their first heyday of service with the operator that bought them new. I have explored this question in a piece written for a readership of transport professionals, where my focus was on vehicles sold or scrapped before their predicted "book life" because they were unsuitable ("Old Before Their Time" in Logistics and Transport Focus Dec 2004 published by CILT).

Thank you for your comments, which are much appreciated.'

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*Viewpoints and opinions expressed by contributors to this Journal should be seen as personal and do not necessarily reflect the views of the Association.*

## **Association Management**

A management committee meeting was held in Birmingham on 11 August.

It was reported that problems with the previous bank account had been largely resolved, and that all transactions are now handled through the account at CAF Bank. A review of the membership list had resulted in a more accurate but somewhat reduced total, which is now the basis on which the Journal is being circulated. Contacts have been improved with the Railway and Canal Historical Society, and it is intended to set up better links with other organisations involved in transport history.

Quarterly publication of the Journal will be retimed with effect from the start of 2019, so that it is related more closely to activities of the Association, notably in giving notice of meetings. In place of February, May, etc. it will now appear in March, June, September and December with copy dates retimed accordingly [hence copy date for the next issue will now be 6 February].

Amy Graham has developed an improved mailing list to notify members directly of the Association's activities. A 'recruitment pack' for new members is being developed.

Following a comprehensive review by our Chairman Rod Ashley of courses in transport provided by Higher Education Institutions in the United Kingdom, contacts have been made with a number of these with view to identifying student interest that relate to activities of the Association [a paper by Mark-Walter Toro of Trinity St David appears in this issue]. Prizes are to be established at Trinity Saint David in Swansea and the University of Hertfordshire for the best dissertation or an equivalent piece of work.

**Road Transport History Association  
AGM 2019 Information**

**Date:** 6th April 2019, 11am to 4pm

**Venue:** Coventry Transport Museum, Millennium Place, Hales Street, Coventry, CV1 1JD

**Programme:**

Welcome and AGM.

Guided tour of museum. This is a wonderful opportunity to see the workings of a venue which we have used frequently but not explored. A member of staff will guide us.

*"Octopus, Otter and Other Beasts of Renown"*, David Stewart-David

Additional talk to be announced.

Followed by short talks and discussions with members. Bring along your pet project for an informal presentation and discussion.

**Payment details:** £18 members, £20 non-members. Booking fee includes buffet lunch.

EITHER by bank transfer to: 40-52-40 00031614 CAF Bank and an email to roadshistoryassoc@outlook.com clearly stating the name(s) of those attending.

OR By sending a cheque to: R&RTHA, c/o The Bus Archive, 8 De Salis Drive, Hampton Lovett, Droitwich Spa, Worcs, WR9 0QE including a note clearly stating the name(s) of those attending.

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