

Journal of the Road Transport History Association

No.98 ~ December 2019

www.rrtha.org.uk

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October 2019 Meeting

Peter White

The Association's meeting in Coventry on 19 October provided a range of stimulating contributions from members and invited speakers.

The London Ambulance Service

Member Chris Salaman described his on-going research into 'The World's Biggest Ambulance Service', i.e. that now serving Greater London with over 2,000 vehicles.

In the nineteenth century, few ambulance services were provided, the main examples being

the horse-drawn 'fever' ambulances which carried patients to isolation hospitals. The London County Council (LCC) established a service covering its area (central and inner London), receiving its first motor vehicle in 1915. From 1917 female drivers were employed using the prototype Armstrong Whitworth chassis. A fleet of 'Talbot' vehicles was built up in the post-WW1 period. From establishment of the GLC in the 1960s, the ambulance service was extended to cover a very much larger area, but prior to that Middlesex County Council – with fleet of Morris Commercials - and other organisations, provided services beyond the LCC boundary.

To cope with the greater workload in World War Two, the 'London Auxiliary Ambulance Service' was set up, using modified civilian vehicles – often private cars (including a Roll-Royce in one instance), with simple ambulance bodywork added. 'Surgical Units', carrying medical staff to the scene of incidents but not fitted as ambulances as such, were also developed at that time, using vehicles supplied from the USA under 'Lend-Lease'. Converted Green Line coaches also played a role.

Subsequent to post-World War Two, greater fleet standardisation was adopted, initially with Daimlers, and later with the LCC-designed vehicle on the Austin-Morris LD chassis.

The Road Transport History Association, founded in 1992, promotes, encourages and co-ordinates the study of the history of roads, road passenger transport and the carriage of goods.

The Roads and Road Transport History Association Limited, a company limited by guarantee, registered in England and Wales as company number 5300873.

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ISSN: 2044-7442

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.



Above: A 1917 Armstrong Whitworth ambulance with first lady drivers to drive for the LCC Ambulance Service during World War I, based at Bloomsbury Accident Station.



Above: A line-up of U.S. 'Lend-Lease' Chrysler GMC emergency 'Surgical Unit' cars on display in Hyde Park prior to official handover by the US Ambassador.



Above: The 'Wandsworth Plastic' of the early sixties was the country's first all-glass-fibre-bodied ambulance designed by the LCC Supplies Dept. at Wandsworth and way ahead of its time, based on the Austin-Morris LD chassis.

All illustrations are from the author's collection.

Distribution networks in the 1980s

John Edser spoke on his research in the 1980s covering distribution network developments. A questionnaire examining factors affecting depot location was sent to several companies, to which ten organisations responded, in varying degrees of detail.

He took as an example the network of factories and distribution centres of Schweppes, distributing soft drinks and related products. In 1983 it had 7 factories, specialising in different products, each of which supplied directly 31 depots, serving the 'pub trade' and retail outlets. Bulk deliveries were made to large customers, notably Asda. Depots could employ up to 40 vehicles and 150 staff, but in some cases were much smaller, notably Grimsby with only three vehicles, later operated as a sub-depot of Leeds. Development of the motorway network and major river crossings enabled some rationalisation of depots, such as Bristol covering the area formerly served by Cardiff. Haulage and distribution costs then amounted to about

12% of revenue. The focus was very much on cost control, rather than on customer service as it is today. Another contrast was that, apart from some seasonal peak activity, operations were 'in house' rather than contracted out to 3rd party providers as is generally the case now.

Early motorways and the road haulage industry: was it fit for purpose?

David Starkie has conducted extensive research into the development of the motorway network in Britain, documented in the recently published second edition of his book 'The Motorway Age' (as reviewed in our March 2019 issue). A related question is how far the road haulage industry was able to take advantage of this to improve its performance. The first substantial motorway (the M1) opened in 1959, and was followed by rapid growth in the network into the 1970s, reaching 1000 miles in 1972, together with new river crossings, some forming part of the motorway network, but also including cases such as the Tamar Bridge opened in 1962. Many A-class roads were also upgraded to dual carriageway standard, this category's mileage rising from 1006 miles in 1968 to 1576 miles in 1977. Congestion was initially rare, enabling large gains in speed. In contrast to the current dominance of the service sector, Britain was an 'industrial powerhouse', with 40% of the employed population being in the manufacturing sector in 1964-65.

Initially speed restrictions did not apply on the motorways until national limits came in 1965, with very high speeds possible for private car and express coach travel. It is difficult to get evidence on the journey times on the road network prior to motorways being opened (the speaker invited contributions from members on this point), but comparisons using 'Routefinder'

for the current network suggest substantial time savings for cars using motorways, for example:

	<i>Non-motorway</i>	<i>Motorway</i>
Liverpool - Hull	3 hr 54 min	2 hr 10 min
London – Birmingham	3 hrs 22 min	2 hr 09 min
Manchester – Glasgow	6 hr 27 min	3 hr 19 min

In addition, the low power:weight ratios of goods vehicles then available limited scope for the haulage sector to benefit. For example, the largest Gardner engine was rated at 150 hp in 1957, rising to 180 bhp in 1966 and 240 bhp in 1970. A Seddon-Atkinson had a Rolls-Royce engine of 220 bhp (giving 6.6 mpg at 34 mph) rising to 265 bhp in 1977 (giving 7.3 mpg at 42 mph). A minimum power:weight ratio was not specified in law until 1973. However, technical change did diffuse fairly rapidly through the fleet in 1970s and 1980s. In 1962 the maximum speed limit for HGVs was raised from 30 to 40 mph, without any limit on motorways, but from 1965 they were subject to a 40 mph limit on motorways. In 1971 the limit was raised on motorways to 60 mph, but lorries were not able to exploit the speed gains possible on dual A-class roads.

In the 1950s road haulage costs were broadly stable in money terms, hence falling in real terms, but between 1962 and 1974 annual vehicle operating costs rose by 25% to 55% in real terms. Although there was a blip in fuel costs in 1974, and capital cost of new vehicles rose, almost all the real cost increase was in the form of labour costs. A possible factor in this was the increase in vehicle size. Under C&U regulations, permitted GVW rose from 24 to 32 tons in 1964, and by 1974 these accounted for about 20% of the fleet. There was a disproportionate increase in demand for drivers willing to do long distance trunk hauls

and unsocial hours etc. This drove real wage increases (which cascaded down to drivers of smaller trucks). These effects applied especially in highly unionised sectors, such as BRS, car-transporters & tankers (from the Price Commission report of 1978). Thus, a negative feedback-loop might have developed from, *inter alia*, early motorways, leading to real increases in vehicle operating costs.

Restrictive working practices also constrained potential improvement, many schedules still being limited to 30 mph, with strong concentration between 26 and 30 mph, when the permitted speed was 40 mph. Overtime was often paid on a basis of notional working hours. Delivery constraints at ports also imposed constraints. Drivers' hours regulations had further effects – time at the wheel per day was reduced from 11 to 10 hours in 1970, and limits on the working week were changed. Staged harmonisation with the EU by 1981 further reduced driving time to 9 hours.

Although costs per vehicle mile rose, this was not necessarily the case in terms of per ton, due to rising average loads (although percentage load factors fell). Unfortunately, data on charges is not available. Margins probably remained adequate.

In conclusion, David Starkie suggested that the expected gains in vehicle productivity at the time of motorway expansion did not emerge, due to poor labour productivity, vehicle technology, and performance of the vehicle manufacturing industry. Downward shifts in costs that did occur may have been attributable more to changes in C&U regulations. Was regulatory change more important than infrastructure investment? There is also the question of what spurred vehicle development - changes in C&U regs., containerisation, competition from imports (such as Scania), or competition within the road haulage industry itself?

Electric vehicles – Myths, Truths, and the Way Ahead

In contrast to the historical perspective of much of RTHA's activities, this talk by Professor David Greenwood looked to the future. He is based at the nearby Warwick Manufacturing Group of Warwick University, as Professor of Advanced Propulsion Systems and Director of Energy. His research spans batteries, electric motors, power electronics, and the integration and control of these for propulsion and energy applications. He leads a team of over 250 researchers and engineers across these fields, working on projects in cars, trucks, boats, diggers, aircraft and motorcycles. Prior to his academic career, he was over twenty years in industry – most recently as Head of Hybrid and Electric Systems for engineering consultancy Ricardo UK Ltd.

Britain is currently setting ambitious targets for decarbonisation, with a government aim of net zero carbon emissions by 2050. However, current motor vehicles perform poorly, with a small car such as a Renault Captur requiring 1.6 bhp at 20mph, rising to 21 bhp at 70 mph: average power in use is about 6 bhp, yet the engine provides 88 bhp. Regenerative braking enables kinetic energy otherwise wasted in the braking phase to be covered into electric current, stored in an on-vehicle battery. Engine downsizing (as in hybrid vehicles) is enabled by using this energy from the braking phase to assist in the following acceleration phase.

Scope for purely electric vehicles is improving, especially as battery capacity is growing, and cost is falling rapidly with technological development, capital cost per kWh stored having fallen from about USD1000 to about USD250 in just eight years. Battery cost continues to represent about 50% or more of total vehicle value, but this in turn represents a major commercial manufacturing opportunity if battery

power becomes attractive on a large scale, in the order of £5 billion per annum for the UK alone by 2035. A typical battery pack for a car weighs between 400 and 800 kg, and fits under the car floor. Efficient recycling of battery components is also a critical requirement in the future success of electric technology.

The relative efficiency and emissions produced by electricity traction depends on the energy mix used in generation. For example, nuclear and wind produce about 5g of CO₂ per kWh, gas about 500g and coal about 800-1000g. In Britain, the carbon content in electricity generation has fallen by a remarkable 43% in the last six years, now averaging about 175g/kWh, making electricity an attractive option for transport purposes when the whole energy supply chain is considered. This is not necessarily the case when other countries still heavily reliant on coal or similar inputs, notably Germany and Poland, are considered.

Battery-powered vehicles could be an attractive option for cars, taxis, local goods movement and buses where battery mass for likely range required is feasible. However, long-distance heavy goods vehicles would involve a very high proportion of unladen weight comprising that of the batteries (along with high capital cost), severely reducing payload. In the case of aircraft, although research is progressing, an even greater problem would arise. For the former, he saw overhead catenary power supply as a more realistic option, whilst air might have to receive priority treatment in allocation of carbon-based fuels, probably in the form of biofuel. In terms of materials used in battery production, he did consider lithium supplies sufficient, but considered cobalt a more critical issue. Hydrogen is also an important alternative, offering greater energy density than batteries. A likely timescale for substantial impact is about thirty years. Allowing for energy used in the

production of hydrogen as a 'fuel', overall efficiency is about 20% compared with about 70% for pure electric vehicles but might be an appropriate alternative for uses such as heavy goods vehicles. Refuelling would be possible in about 5 to 15 minutes.

In terms of overall electricity supply to enable a large proportion of vehicles to be recharged, a critical factor is the time of day when recharging takes place. If a substantial number of cars were to be recharged in the late afternoon/early evening it would add to the existing winter peak in demand, but if users are incentivised to recharge overnight, this would be largely resolved, apart from some demand for electric heavy goods vehicles where the catenary supply option is adopted. The overall timescale for installing infrastructure to support an extensive electric vehicle use is between 5 and 20 years.

Overall, a positive and realistic picture of scope for electric vehicles was presented. Confidence in this area of innovation is confirmed by the current construction of a large-scale battery development centre by Warwick University just a few kilometres from the location of our meeting.

Wolverhampton transport curiosities

In our previous issue (September) we featured material from the Wolverhampton Corporation Transport material held in the Bus Archive on the costs of a hypothetical conversion of its trolleybuses were the rule of the road changed. Philip Kirk discussed this in further detail, and showed two more illustrations from that collection, of somewhat more uncertain purpose. One was picture of dancing bear, and the other a somewhat gruesome illustration of a horse being given an electric shock. One possible explanation was that electric current supply to the tramway by studs in the road was being considered (such

as the Griffith-Bedell system used for some years in Lincoln). Horses might actuate such studs when stepping on them, and hence their resistance to an electric shock was being investigated.

Peter Jacques of the Bus Archive has provided some helpful comments on the feature in our last issue. Regarding the reference to 'A.C.Trench', Colonel Trench was from the Railway Inspectorate, which included trams and trolleybuses. In the 19th century the Board of Trade inspectors were seconded from the Royal Engineers in most cases, and the military link continued as can be seen. The reference to "Bournemouth vehicles" relates to twelve Bournemouth Corporation trolleybuses that were on hire to Wolverhampton during the war. Six went home in 1946 but the other six remained until 1948.

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

Memoirs of a petrol-pump attendant

Rod Ashley

In reviewing some RTHA archives I came across David Harman's article from issue 49, March 2007, *Memoirs of a pump-boy*. This prompted my own recollections of a school holiday job in 1970.

Frenchay Park Service Station was (and still is) located on the B4058 stretching north-east out of Bristol into South Gloucestershire. Now firmly part of the suburban fringes of Bristol, during my childhood it was surrounded by market gardens to the rear and right, with a major hospital, Frenchay, a few hundred yards to the left. Consequently, the fuel station's market was commuters, hospital staff and visitors and those en-route to or from the nearby M4 junction 19. The M32 spur into central Bristol was nearing completion but had not yet impacted on relieving the B-road traffic. As a sixth-former I had been keen to take on a summer job and local enquiries had yielded a possibility here over the summer.

Frenchay Park was a Gulf-branded station. Mid-to late 20th century, Gulf was one of the big 'seven sisters' of the oil world and had widespread recognition for its motorsport links. The Ford GT40 sports racing car had won many accolades for its victory at Le Mans and other circuits. It had become an iconic vehicle, bedecked in bright orange and pale blue livery – a strange combination which seemed to work aesthetically. Consequently, in the 60s and 70s Gulf was promoted as a premium brand. The station comprised two 2-star pumps, two 4-star and one 5-star, with a small kerosene pump tucked away outside the forecourt shop door and a 2-stroke pump at the side. On reflection, it was odd that there was no diesel pump, so little commercial traffic came through. Run by a Scottish couple, Mr and Mrs 'Mac' who lived in the adjoining house, the site also had a two-bay repair workshop alongside the shop, complete with

hydraulic ramp. However, Mr Mac's poor health meant that the lucrative potential of this facility was not used other than for the occasional 'lube service' carried out by one of the pump attendants. Changing the oil without changing the filter (of which only a very limited stock was carried) was not a practice I embraced.

The station had recently been built, replacing an open-air two-pump Esso/Cleveland station, much-favoured by my father who rated Cleveland Discol highly. Even though it was modern, there was no canopy and rainy days were unpopular for staff and customers alike as you could get soaked. Few non-motoring items were stocked in the tiny shop.

Fuel was dispensed via contemporary Avery-Hardoll pumps. Having established how much fuel the customer required, the dial was adjusted to the requisite number of gallons and a lever was flicked to start the motor. Most customers bought in whole gallons, although a few bought by the pound. We attendants were always encouraged to upsell to the next complete gallon on the pretext of customers receiving their full quota of Green Shield stamps. (Those few customers not requiring stamps meant that we were able to keep them ourselves, much to my mother's pleasure. Indeed, that became a task during downtimes – adding the day's supply into the savings book in my duffel bag).

Skills which I learned included understanding when to depress and release the pump trigger, something all motorists take for-granted in today's self-service world. My first fill was not auspicious, still spraying fuel over the back of a dark blue Vauxhall Wyvern as I withdrew the nozzle. "Well, wipe it up!" shrieked Mrs Mac, overseeing my ineptitude and apologising profusely to the driver. Fortunately, I lasted the day and became one of her favoured employees, being offered additional shifts as I established my

credentials. Other skills included recognising the location of hidden fuel flaps – medium size and large Fords tended to have these located behind a sprung rear number-plate. This could literally be a pain if you were tall – keeping the plate depressed with one hand and refuelling with the other, whilst bending over at an odd angle so that you could monitor the delivery dial. By contrast, some older VW Beetles had the fuel filler under the bonnet. Neither location – at the extremity of the vehicle, and subject to dislocation and fire risk in the event of even a minor shunt – would pass safety laws today.

Mr Mac was usually visible at the side window of his house, overseeing operations. One day he came over to explain a new commission system. We would be encouraged to offer additional services during slacker times – cleaning the windscreen, checking fluid levels and tyre pressures. For each pint of oil we sold (identified by our initials on the till roll), we would gain 6d commission. Other services might be rewarded by a tip from the customer. This was very much in line with the custom in the US, from which Gulf emanated. We became adept at offering these services, leaving the oil check till last to allow the oil to sink to a lower level on the dipstick. Two brands of oil were available – Gulf in single-grade and multi-grade configurations or Duckhams. Mac's advice was that the green Duckhams should not be mixed with other brands and that, if unsure, we should check with a chart in the workshop which grade oil was correct for each vehicle. Oil was sold in one-pint strip-top cans and usually a single can sufficed. "Don't spend ages draining the can", implored Mac. Empty cans were then inverted in a workshop drainer to fill a five-gallon drum below. The resulting gold and green mix was then sold as 'commercial oil' at a substantially lower price (with high profit margin) to those not minding a mix of oils. One battered old Ford Transit took five pints of the mix I recall. We

gained a kick from periodically crushing the drained cans in a mechanical crusher, watching the speed and force of the unguarded piston smash the cylindrical can into a flattened disc.

Bottles of screen-wash and antifreeze were charged for, but ready-diluted small top-ups and other services were free. For us the unpopular service was checking tyre pressures – the airline was off the forecourt, so you missed the next customer, it was potentially time-consuming and carried no guarantee of a tip. However, whilst tips were usually modest, they were welcome. One American in a rented Ford Cortina 1600 had everything checked over, as well as a full tank of fuel and gave me a £5 tip – a fortune in those days. He commented that it was the first time in the UK he had experienced US levels of customer service. It was certainly true that occasional customers, particularly women, became regulars because of the service level.

In those pre-unleaded days, the norm was 2-star for smaller cars, 4-star for larger ones and 5-star for exotics like Jaguars. 3-star was just becoming popular but there was no such pump. Many customers would request an equal quantity of 2-star and 4-star to create their own 3-star. This meant the car had to be straddled between two pumps for each hose to reach in turn. I recall one elderly lady wanting 3-star for her Morris 1000. She was used to this at her local garage but was out-of-area visiting a friend in hospital. She clearly viewed my offer to mix from two pumps as the equivalent of selling snake-oil and took several minutes to decide to decline, during which a queue built up behind her.

Likewise, fuel detergents were not the norm but a squirt of Gulf's UCL (upper cylinder lubricant) was favoured by many motorists. At one old penny per shot many motorists swore by it, whilst a few declined as it was not branded as the market-leader, Redex.

Most payments were by cash, with a few trendy customers choosing to use the new-fangled credit cards. Some fuel accounts were kept, to be settled monthly with Mrs Mac. A local husband-and-wife driving school ran two identical slurry-brown Ford Escorts, the proprietor having a Gerald Nabarro-type handlebar moustache. Indeed, he was one of the few customers who could lure the ailing Mr Mac from the house. The two moustachioed men would engage in a few minutes' conversation and I was later to discover that they were both former Spitfire pilots, reminiscing. For some reason the London-based cinema advertising agency Pearl and Dean had an account, as did a local taxi company ferrying passengers back and forth to the hospital. It always struck me that the lack of a diesel pump meant the M32 construction contractors never called in, except on a personal basis to grab some snacks for lunch. The absence of such a big contract was shrugged off by Mrs Mac, relieved that the notoriously heavy local clay soil was not muddying her forecourt and shop.

Hours could be long and varied but were always enjoyable. You knew that it was nearly time to go when BBC West news reporter John Norman called in in his Rover 2000 on the way home from presenting the 6.30 programme.

Gulf Oil itself was to undergo a major transition, initially expanding into a major player (with a plush UK HQ in Cheltenham, later destined to become the headquarters of universities' admission service UCAS) before ceasing operations, and latterly being reborn as part of Indian conglomerate Hinduja. Frenchay Park continues to trade, now as a modern BP station, having lost the iconic architecture Gulf deployed.

As an early job whilst still at school, the role taught me many life skills like time-management and customer service, as well as commitment and loyalty. Alas, work there did not continue in

following years as Mac succumbed to his ill-health and Mrs Mac returned to Scotland. The station closed for major refurbishment, re-opening as a self-service Texaco station with little need for a posse of attendants – and my next school job took me to another liquid distributor, a Unigate milk-bottling plant, loading stacks of five full crates onto Bedford TK artics.



Above: 1. Identical Esso/Cleveland open-air pumps format of filling station preceding Gulf Frenchay Park



Above: 2. Frenchay Park Service Station as it was redeveloped, post-Gulf, into a Texaco self-service station with canopy. The Macs' former house is clearly seen to one side

Image Sources:

1. https://commons.wikimedia.org/wiki/File:Esso_and_Cleveland_pumps_-_geograph.org.uk_-_1009888.jpg
2. <https://www.geograph.org.uk/photo/3710072>

Reviews

Richard Storey

Vintage Road Archive 'The Good Guys'
Malcolm Bates with Robin Hannay. Kelsey Publishing Group, 100 pages, many illustrations. £8.99. ISBN 978 1 912151 516

Robin Hannay's lifetime in the British commercial vehicle industry makes it a publication not to be missed. Good use is made of brochures and other publicity items, which are accompanied by a fascinating selection of photographs, all provided with detailed, interesting and relevant captions.

The Leamington and Warwick Tramway
Allan Jennings and Peter Coulls. Published by Sydni Books, Leamington Spa, 2019. 142pp, illustrated. £15.95. ISBN 978-1-916364-0-3

This profusely-illustrated book deals with the horse tramway (1881-1905) and its successor, the electric tramway (1905-1930), just under three miles in length, linking Warwick and Leamington Spa. Construction and operation are covered in detail and the eventual fate of buildings, tramcars, traction poles and track. One interesting group of photographs shows the exposure of old tram tracks when modern roadworks are carried out. Altogether a fascinating long study of a short network.

Photo query

Our president's wife recently collected a photograph, probably dating from the 1930s, as shown below. Suggestions for the type have included a Hillman Wizard, or Rover 12 Saloon. Can any member assist in identification?



Letter

Dear Mr White

Amy Graham's article on 'Bus Enthusiasts' (Journal no. 97) is an interesting initial introduction to the subject. The word 'enthusiast' seems in the main to relate to transport, e.g. 'railway enthusiasts', 'aircraft enthusiasts' etc., whereas people who have an extensive interest in, say, pottery or glass, are termed 'collectors'. Those who follow sports are mostly known as 'fans' (short for fanatics).

Most bus enthusiasts started by collecting the bus fleet numbers and underlining those seen in the Ian Allan 'ABCs' (as mentioned on page 8) – this also applies to the Ian Allan Locomotive ABCs. If the interest or enthusiasm increased over the ensuing few years, then a more detailed and investigative interest developed, perhaps specialising in certain aspects of bus operation.

In the 1950s many bus operators (including the vast London Transport system) still used a rack of brightly-coloured tickets, and a punch carried by the conductor to cancel them. An array of these tickets was instantly attractive to small boys (rarely girls) and from this initial gathering-up of used tickets a much deeper interest would ensue. This could take the form of researching much earlier tickets and often led to a greater knowledge of London's or any other city's history. Even the adverts on the ticket backs of pre-war tickets can advertise long-forgotten products, businesses and services.

One long-standing friend for years studied and kept records of the vast number of London buses and the body numbers (not fleet numbers) and the various changes at overhaul when bodies were interchanged. Another friend of thirty years' standing developed his interests from

number collecting to the development of London bus routes and all the considerable changes from 1950 to date. When you add in other people who are experts in, say, timetables, destination blinds, individual operators of the past (and present) then there is a huge historical resource mostly emanating from collecting bus numbers.

Finally, a number of people have said to friends that no young people are interested in buses. The penultimate paragraph of the article disproves this, to which I can add that on several occasions at the Wythall Transport Museum parents have said that their two/three year old's first word was 'bus' and have no other interests in anything other than model buses or picture books of buses. There *is* hope for the future.

Yours sincerely
R.J. Williamson
Studley

Note from Amy:

Thank you for your response to my article. Part of my thesis will address the definition of 'enthusiast' versus synonyms such as 'fan'. My own view is that enthusiasm is for objects and things, whilst being a fan is about supporting a person or group of people engaged in some activity (e.g. sport, music). In this way, someone could be a fan of Transport for London, whilst not being interested in vehicles in the slightest. Conversely, one can be enthusiastic about buses whilst not being a fan of the operating company.

The final stage of my research will investigate the collections held by individual bus enthusiasts; this includes displays of models, boxes of photographs and other ephemeral items up to understanding why someone might collect a bus or bits of vehicle, street furniture and so on.

Membership Renewal Notice

Your membership of the Association is due for renewal on 1st January 2020.

We hope that you will continue to support the Association with your membership, to receive the regular Journal and to attend the twice-yearly Business Meetings.

To continue your membership, please arrange for payment of £20 by one of these methods:

By cheque (payable to Roads & Road Transport History Association), posted to this address: RTHA, c/o The Bus Archive, 8 De Salis Drive, Hampton Lovett, Droitwich Spa WR9 0QE.

By bank transfer to: CAF Bank, Sort Code 40-52-40, Account Number 00031614. Please let us know by email that you have made a payment, as it is not always clear who has paid!

Please also tell us if any of your details (address, telephone number, email address) have changed since last year. If you would like future communications via email please let us know at RoadsHistoryAssoc@outlook.com.

It would help the Association and its officers if you could make payment by either of these methods as soon as possible, as this cuts down on administrative work.

Thanks in advance for your continued support.

Season's Greetings from the RTHA Committee,
we wish you a peaceful New Year 2020.

This Journal is published with the kind support of the University of Wales
Trinity St David for which the Association is most grateful.

Copy date for Journal No. 99 is 6th February 2020.