



*Roads & Road Transport History Association 15th Annual Conference
27 October, 2007 : Leeds City Art Gallery*

LEAVING NO STONE UNTURNED

CONFERENCE PAPERS

Roads and Road Transport History Association

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Welcome to West Yorkshire

by Councillor Stanley King, FSA, Deputy Chairman of West Yorkshire Passenger Transport Authority

Mr Chairman, colleagues.

It is my duty to welcome you here today, and I do so with the utmost pleasure, because having examined the programme, I see that it is to be followed by a distinguished panel of speakers, not least my valued friend and colleague, Stephen Lockwood of Durham County Council, whose writings I greatly enjoy and whose Yorkshire antecedents are excellent.

When I say that I welcome you here, I hesitate to do what I am supposed to do, that is to welcome you to Leeds, because as a Bradford councillor I don't feel empowered to do so. Certainly, any Leeds councillor welcoming you to Bradford would quite possibly be run out of town altogether, so I'm going to play safe and welcome you to West Yorkshire.

As you may have gathered from the Prior Notice of this event, in my private life I am a transport historian – in other words I research certain aspects of public transport history and I write books about them. I find that it presents me with a good intellectual challenge, in that as a PTA member my role is to help plan and provide modern transport fit for the 21st century, while back home eleven miles away I enjoy piecing together jigsaws of transport history from an era that is past and gone.

For me, the contrast between past achievements and future aspirations is both useful and interesting, because it raises all manner of questions, chiefly, "Have we got it right? With the benefit of about 130 years of transport development to look back upon, can we feel that we have made continuous progress from the early days up to the present time? Do we learn from the experience of the past? Do we unfailingly avoid re-inventing the wheel?"

I am sorry to say that if I were to answer "Yes" to any of those questions, I would promptly lose whatever credibility I may possess. For most transport professionals and politicians in Britain, the past is a foreign country and you mention it at your peril or at the risk of a patronising glance which implies that anything that happened more than twenty years ago cannot possibly have any relevance for the present or the future. So inevitably we make mistakes which we could and should have avoided.

Obviously, in saying this, I know that in many instances we are not comparing like with like. When my own PTA / PTE, in partnership with Bradford Council, constructed a state-of-the-art guided busway a few years ago, I couldn't resist saying to the project engineer after it had been completed, "I can't understand why it has taken you over a year to build that busway, when you have had all those computers, earth movers and prefabricated units at your disposal. When I was a teenager, a gang of largely unskilled labourers managed to renew the tramway track on that very same stretch of road in a mere two months, equipped only with pick, shovel, spade, crowbar and spanner!" The engineer seemed suitably crestfallen, although to be fair, I had refrained from adding that, in those far-off days, Health & Safety, motor traffic and vehicle speeds were not a matter for concern, labour was cheap and plentiful and underground public utilities were fewer in number; so I was not really comparing like with like.

Having said that, there are many instances where present day procedures are vastly inferior to those of yesteryear. At the end of the 19th century and the beginning of the 20th, it was common practice to conceive, plan, build and open a tramway system in two years or less. On the Continent they still do, because they have never got out of the habit of doing so. Unfortunately, in this country you can spend up to 15 years in an attempt to provide a tramway, and you can consistently "tick all the right boxes" (to use modern jargon) and still have your plans rejected by national bodies. So there are undoubtedly lessons to be learned from history, and if I live long enough those lessons will be rammed home even more firmly than they have been in the past!

The longer you live, of course, and the more you learn, the more you realise that there never was Golden Age of Transport. We as individuals may have our own favourite periods of transport history, usually the days of our childhood and adolescence, which we tend to use as the yardstick against which everything else is measured. I myself certainly have a favourite period and a favourite set of circumstances, which I research, reminisce and write about with gusto. Yet, if we could re-live those scenarios, we could actually wish to improve on them, because we have the gift of hindsight.

To give a few instances:

A hundred year ago, municipal Tramways had reached the peak of their success – frequent services, low fares and use of British-made products and raw materials.— but the abundance of local railway systems made it unnecessary, in their view, to pay much attention to inter-town links, thus inadvertently leaving gaps which petrol buses could fill and, as we know, did fill, with far-reaching consequences.

If the newly-formed Ministry of Transport had played a much more active, supervisory and, where necessary, interventionist part throughout the Turbulent Twenties, existing municipal and company operators would have been encouraged to co-operate, connect and co-ordinate, rather than entering into damaging competition. In that way, municipal investment would have been protected and outlying areas would have been better served, with benefits to all concerned, and no loopholes for “pirate” operators.

If the view, widely held until nationalisation in 1948, that electricity should provide the principal motive power for public transport in major towns and cities, had not been undermined by persuasive arguments in favour of the superior mobility of diesel buses and a belief in the inexhaustible availability of cheap fuel oil, British urban transport today would equal the best of Continental transport, and our present-day concerns about the sustainability and the environment would be considerably reduced.

But that’s all history now, and I will begin to draw my remarks to a close by reflecting briefly on my role in transport history and my role in transport history and the research which it entails. I am the grandson of a tram driver, which gave me a good start in life as well as an inbuilt awareness of public transport. I knew people who had been involved in public transport since before the Great War, and I came across people who had experienced steam trams, horse trams and horse buses in the 1890s.

I soon learned, however, that personal reminiscences and public records are not infallible. One of my earliest Bradford Council colleagues was proud of having ridden on a Bradford steam team as a child. Only later did I realise that he had been born two years after steam trams had ceased. Official records often confused dates of significant events. In Bradford records, the last tram to

run in service did so on 7th May 1950. Wrong – it was on the 6th, and what happened on the 7th was that the replacing bus service commenced. So I have always realised the need for meticulous checking and thorough research, using all the available sources.

I’ll quote one fairly recent example of this, which happened when I was doing research for my Halifax Tramways book. In 1927, Halifax agreed to sell to Bradford a one-mile length of tramway which would have enabled Bradford trams to run into Brighouse. Nine months later, the agreement was cancelled without notice. Why? The Halifax and Bradford Corporation Minutes give no details. A reading of the Halifax newspapers revealed that the press had tried hard to unearth the details of the breakdown of negotiations, but had failed. I searched through the archives of Brighouse, an urban district, a rural district, a parish and the West Riding Highways Committee – all to no avail. Their tracks had been well and truly covered. For what reason? I could only surmise, and of course I did. I surmised, not without reason, that my own local authority in Bradford had been attempting some ultra-vires arrangements with local bus operators to circumvent its legal inability to operate outside the city boundary, and that neighbouring authorities had objected. I may never know the truth until the Day of Judgement, which perhaps gives me something to look forward to!

In my later schooldays, I was taught the two important arts of writing short stories and polishing your material until it’s as perfect as you can make. Writing short stories entails avoiding any form of repetition, and making every word count. Polishing your material produces good English, and therefore readable material which will stand the test of time. It’s time consuming, but well worth the effort involved. I recommend it.

So, to sum up, do your research thoroughly and searchingly. Leave no stone unturned. Make absolutely sure that when your material is finally published, no one is going to come up to you and say, “Good stuff, but obviously you didn’t realise etc, etc.” A little extra effort brings peace of mind.

Mr Chairman, in a roundabout and rambling way I have welcomed you to West Yorkshire, looked to the future and encouraged you to evaluate the past. Good luck and happy hunting!

Records Relating to Road Haulage in the National Archives : a Selective View

by Dr Roy Edwards, School of Management, University of Southampton

The National Archives, (the former Public Records Office) is the main repository for the records generated by government departments, research stations, military commands etc. Located in Kew, West London, a visit can be frustrating and rewarding in equal measure. The staff are friendly and helpful, the facilities excellent. However the sheer variety of documents, files and publications mean that the historian is presented with a bewildering array of finding aids and catalogues. This paper will not attempt to describe the finding aids in detail, nor will it cover all periods of transport history. My focus will be on road haulage in the period from 1919 to the nationalisation of road haulage, and will include a brief case study of how road and rail records co-exist. I will not therefore cover the bus industry, or the more recent documents relating to motorway policy.

The business/policy of road haulage in the inter-war period has not been particularly well covered with a few notable exceptions (See Armstrong et al 2003 for a detailed bibliography).¹ An important omission given that the period from the First World War to nationalisation was crucial in shaping the U.K.'s transport infrastructure. This paper will begin by examining the history of road haulage, leading to an examination of the type of record being generated by historical events, including examples of the evidence that is left to the historian.

Government intervention has long been a facet of transportation., from the construction of canals and railways through to safety and pricing. This was regarded as a trade off with society given that the network was constructed using the power of compulsory purchase, and resulted in a local monopoly of transportation. The strategic importance of transport to the rest of the economy was also an important factor. For the railways, government could never quite make up its mind whether it wanted a competitive or monopolistic network. The experience of government control during the First World War had not provided an answer to this one way or the other, although the balance of opinion was moving toward nationalisation among some politicians and policy makers. Economies of scale inherent to a natural monopoly had to be offset against the danger of market control. Nationalisation was therefore a real threat. Eventually the government decided upon a series

of amalgamations that would create the big four railway companies, regulated by a Rates Tribunal, all laid down in the 1921 Railway Act. At the same time, government was contributing to the end of the rail monopoly by off-loading many government surplus lorries. The road haulage industry would eventually lead to a market for freight haulage that for some traffic would lead to a situation of perfect competition rather than a rail monopoly. (Unfortunately government policy did not ever recognise this fact until it was too late).

The new technology created problems for hauliers and railways alike – and government sought to investigate how to solve the perennial problem of co-ordination between companies and modes, and the avoidance of wasteful competition. A Royal Commission was established to this end, and this resulted in a lengthy report, and eventually the 1933 Road and Rail Traffic Act. This provided a regulatory infrastructure that saw safety legislation extended to road haulage. To prevent “wasteful” competition, the powers of the Road Traffic Act were extended to haulage, and part of the licensing procedure involved examining whether facilities already existed. Papers exist in the Ministry of Transport files regarding the appeals against licensing decisions made by Traffic Commissioners. This material may relate to the operating characteristics of a particular route, the level of demand and cost of service. An interesting example of this relates to an appeal by Bouts Tillitson road hauliers held in MT 69/14. This file contains much of interest regarding the level of service and the economics of haulage on the route in question. The 1933 Act also provided for a Transport Advisory Council, TAC, to advise the Minister on specific issues. The first report was published in 1937 and related to the pricing structure of goods haulage, for both road and rail. Records and publications of the TAC are held in MT 43. Each of these Commissions, Departmental Committees, Tribunals, and Conferences generated an archive. In some cases it was published, such as in the Parliamentary Papers, in others the records have found their way into the National Archives, or in some cases into the House of Lords record office.

Events generate archival material that both reflects the historical record and shapes the interpretation of contemporaries and historians alike. The inter-war

period was one of great change in freight haulage as road competed with rail and this change in market structure did not go unrecognised. The 1921 Balfour-Browne Committee on Road Powers for Railways was established to provide advice on whether the railway companies should have powers of road haulage. The Committee was ostensibly part of the Rates Advisory Committee, but assumed the status within the regulatory lexicon of a Departmental Committee. The chairman was Arthur Balfour-Browne, with Messrs. Currington and Hughes representing traders, and Dufield and Shrapnell-Smith the road hauliers. Evidence was heard from road hauliers and their representative bodies, including the National Alliance of Commercial Road Transport Associations & Federations, and the Commercial Motor Users' Federation. Traders were well represented by the Federation of British Industry, and various specific manufacturers' associations - and fourteen Chambers of Commerce. Perhaps unsurprisingly, these powers were not granted, but the record of evidence provides an insight into contemporary attitudes of the haulage industry.² Attitudes of the railway companies' reflect their position as providers of cartage and delivery services, as well as prospective carriers through their road powers. They elected to attempt a legislative amendment of their *modus operandi* through a 1922 Road Powers Bill, whereby the London & North Western Railway would develop a "rail-head" type distribution system, with the company itself acting as an agent for the trader. While the scheme was to be limited to a 20 mile radius, and for an initial period of 6 months, this is indicative of what might happen should rail haulage seek to move into the new technology of road carrying. This was discussed with other railways through the medium of the Railway Clearing House, RCH, of which more later.

The parliamentary process as the Bill proceeded was monitored by the minutes of the LNWR Board on a regular basis. The minutes of the LNWR reveal the policy process and attitudes of senior managers and can be matched to the proceedings. They were clearly shocked when the Ministry of Transport effectively vetoed the proposed Act. This case reveals the effect of road haulage on the rail network and in so doing illuminates the structure of the early road sector, and even more the attitudes of government to transport policy. In an age when the choice and cost of competing modes of transport is still an issue, it is instructive to appreciate just how long this debate has been going on.. A combination of Parliamentary Committee, and LNWR Board minutes reveals much about traders, competitors and hauliers alike.

The Railway Clearing House.

The Clearing House was established as a forum for the meetings between the railway companies'. These files are found predominantly in RAIL 1080 and RAIL 1081, although they also appear within the railway archive as a whole. The Clearing House was established in 1842, and for much of the 19th century was involved in attempts to standardise operating practices such as signalling, and technology such as brakes and wagons.³ By the time the railways were amalgamated, there was some doubt as to whether the Clearing House would have any role. In the event, the work of co-ordination continued and if anything was expanded. The vagaries of the pricing

mechanism meant that many rates decisions made by the railways had to go through the appropriate Clearing House Conference. So, for example, when containers were introduced, the Clearing House was the venue for setting the price of haulage using road/rail containers. A technical committee established the standard design of early containers, after extensive negotiations with the constituent "big four" railway companies, who were members of the Clearing House. The Clearing House Container committee is illustrative of the type of secretarial support offered to the railway companies.. For the historian of road haulage the design of containers is clearly of interest, but evidence also reveals the process of pricing including discussions on the nature of road competition for rail haulage [See RAIL 1080/367]. The railways' developed the container for inter-modal work, but the idea of using integrated rail/road/sea haulage has a long history. There are Board of Trade papers that explore the proposed "Gattie" system of handling containers. This was a plan to develop a central clearing house (no relation to the Railway Clearing House) at Clerkenwell in London to handle containerised freight traffic from land, sea and air. This was the subject of a departmental committee of the Board of Trade in 1919, and there are Board of Trade papers in addition to the printed evidence of the Blue Book.

By the end of the 'thirties, the Clearing House was hosting conferences regarding the co-ordination of road and rail – and this would assume greater importance with the outbreak of war. The Road and Rail Conference was established to "facilitate co-operation" between road and rail transport. Although these meetings reflected the railway side, the issues reflect the difficulties associated with co-ordination, such as establishing a road classification, and associated rate making machinery. By wartime, this conference consisted of the Chief Commercial Officer (Goods), and various representatives of road transport [RAIL 1080/473]. Government and the wider business commonwealth were concerned that the significant investment should not be abandoned. Clearly, at this time road and rail each had their place, but it was not clear how best to determine which traffic over what route should be carried by each mode, and government was reluctant to let the market decide. The administration of railway rates was based upon a classification of rates, and "what the market will bear," road hauliers cost plus pricing.

With the eventual granting of road haulage powers, the railways invested in several goods hauliers. As these were jointly owned, the Clearing House was the obvious forum within which to discuss both the deployment of these assets and their day to day operation. For example, RAIL 1080/614 contains Committee Memos of Meetings between Carter Paterson and Pickfords. This file includes detailed operational information such as evidence of the number of vans at specific town locations, and detail of the cubic capacity for each [12.12.33 Appendix Min. 2a Co-ordination of Household Removals]. Railhead distribution was discussed in 1934 in "Memo. 7.2.34 Arrangement with Messrs Carter Patersons and Co. and Pickfords for Railhead Distribution in London." Local intelligence regarding competition was provided when necessary. For example, the Standing Sub-Committee Min. 79 2.3.34 Report on the Attempts of Bouts Tillotson

to introduce road haulage services in London. A further sub-committee dated 4 & 9.7.34 examined Traffic Conveyed by Trunk Road Hauliers. Detailed technical and operational information is also in RAIL1080/617 Technical Committee: Carter Patersons and Pickfords. For example, Min. 4/1 Appendix A, Renewals of Pickfords, 31.12.33, details the normal Replacement Requirements for lorries, including, type of vehicle, number, capacity, average age, book value, estimated sale value, followed by type of replacement by type, number, capacity and estimated cost. Additional information related to the type of work each engaged upon. The above is just a brief summary of what can be found in these files. The Clearing House records provide the road haulage historian with detail regarding technology, the market and local operating conditions. It is perhaps surprising that the arch competitors of road haulage created files rich in operating detail.

The railway companies' records also contain much of interest relating to road haulage, albeit from the perspective of a competitor. The London Midland and Scottish Railway, the LMS, produced several reports to its Board relating to the threat of road transport. These are contained in RAIL 418/102, 103, 104 and 105, from the late 'twenties, early '30's. For historians of transport as a system of differing modes of transport, these files provide evidence of the thinking of railway managers and whether road/rail co-operation was a real possibility. The reports detail the loss of traffic to road competition, but it is clear that the LMS at least saw their role as the transport of freight by rail, not road. There would be no substitution of road vehicles for rail when costs/service might have supported such a move. It was the demands of wartime, and eventual nationalisation that led to moves toward integrated working of road and rail.

With nationalisation, the government bureaucracy generates a whole range of files, statistics, reports and accounting data for the purpose of taking road transport into government control. This paper can only hint at the vast array of information that lies within. For example, file MT 74/106 Nationalisation: Compensation of Road Undertakings, 1946-47 records the creation of a Road Haulage Valuation Office. This contains records of discussions surrounding the accounting used to compensate owners for their businesses. This is continued in MT 97/20 Acquisition and Compensation of Road Undertakings 1946-47. Profit and Loss, Balance

Sheets, memoranda of association and a variety of ledgers appear in AN/68 British Transport Commission Acquired Road Companies. This material often extends into the pre-war era, although the content of files differs on a company by company basis. The return of undertakings to the private sector is recorded, with further evidence relating to wages, type of vehicle etc. [AN 13/2668 Transport Act 1953: Disposal of Transport Commission Undertakings 1953].

More detailed operating information is contained in British Transport Commission files, under the AN category. For example, AN13/2646 Economies in Administration & Overhead Costs was produced by the Road Haulage Executive providing information on temporary and permanent staff numbers and salaries, for "North Eastern District – Leeds/York and East Riding". Another report chronicles the haulage service in the Liverpool area after a complaint from traders on the services in this area in June 1951 [AN 13/2103 Liverpool Chamber of Commerce – Haulage services in Liverpool].

This brief paper is intended to whet the appetite of those who might be tempted to use the business and technical records of road haulage in the National Archives. To use these effectively requires an appreciation of how the various government departments and other organisations structured their information systems. The headings within the National Archive catalogue do not always reveal what is inside the file or ledger, hence the frustration amid the excitement of finding the unexpected! For those interested in the financial and business context of road haulage technology, there is much of value within the National Archives.

- 1 Companion to British Road Haulage History (Science Museum, 2003 – published in conjunction with the Roads and Road Transport History Association). ISBN 1 900747 46 4
- 2 I have not yet investigated the material at the House of Lords, but there appear to be several volumes pertaining to this committee's proceedings.
- 3 See P Bagwell (1968) The Railway Clearing House (George Allen & Unwin). Unfortunately, he only covers the period to 1923. I am currently working on the later period.

Local Archive Research

by Stephen Lockwood, Public Transport Officer for Durham County Council

Preamble

My talk to you this morning is about how I have gone about local archive research for the nine books I have compiled on individual trolleybus and tram systems, all written since 2002. I do this with trepidation, for I am very conscious that I am addressing many members and guests here who have - been there - done that for many years longer than I have. The saying which contains the words 'grandmother' and 'eggs' come to mind. Since I was a very young teenager over forty years ago I have had such books as Ian Yearsley's 'The Manchester Tram', Stanley King's 'Keighley Corporation Transport', and David Holding's 'History of North East Bus Services' on my bookshelf. In the face of such experience I hope that what I have to say will at the very least stimulate a constructive discussion.

Introduction

Before delving into the subject in more detail, I need to introduce myself and describe the sort of book I have researched.

I was born in the very late 1940s in that great trolleybus town of Huddersfield. Living on the terminal loop of one of the busiest routes meant that a keen interest in these vehicles was soon kindled, and the trolleybus has remained my first love ever since. My transport interests also extend to trams, buses railways, canals, and to a lesser extent to ships, particularly ocean liners.

My youthful interest was greatly nurtured by the discovery of others locally with similar interest in trams and trolleybuses - the monthly meetings in Huddersfield organised by Roy Brook, which incredibly still continue today. On leaving grammar school in the mid 1960s (having travelled there and back across the town every day by trolleybus), I took up employment at that other great trolleybus operator - Bradford City Transport, and there began an up-and-down career in the passenger transport industry which currently lies in the Integrated Transport Unit at Durham County Council. However, I can honestly say that on looking back, my happiest working years by far were those nine years spent at Bradford. So - since those early teenage years I have amassed books, photographs and many other items of interest which I will mention shortly, and as my years began to advance (but still not retired and in full time employment) I looked for an outlet to use all this stuff

and share it with others. A speculative letter to Vic Mitchell of Middleton Press formed a working relationship which has now produced nine books of the genre that are probably best described as 'popular illustrated histories', rather than in-depth definitive historical tomes.

That said, I always try to cram as much interesting information about the subject as I can into each book (sometimes to the despair of the publisher).

Thus you will have gleaned from this introduction that

- I am not an academic who has had any formal training in research
- My books are not definitive histories but are meant to complement in depth works (if they exist).

Local Archive research

Personal

It can be said that the most local of archives is my own - in my head - fifty years of memories and experiences through my employment at Bradford and Darlington. Added to this is my personal archive of material, mainly books - I have most of the books on trams and buses published in my lifetime and some before that. One of the significant books that gave me a base knowledge of Britain's tramways was the 1944 edition of 'Great British Tramway Networks' given to me by an uncle in the late 1950s. All through my working life I have collected items that I thought would be useful in the future - window bills, faretables - historical items in old files that would otherwise have been thrown out. I worked briefly for Stagecoach Hull in the 1990s in a rambling building once the HQ of Hull City Transport - it was in the process of being cleared and I made sure any interesting items did not reach the skip - this included a Huddersfield Transport Drivers' rule book dated 1942 (detailing all the trolleybus destination displays) and a very large piece of hardboard that has a large scale trolleybus wiring diagram of Hull's Cottingham Road depot. Never underestimate the value of what is in your own collection - the answer that you are seeking may lie in there somewhere - this happened on two occasions in the compilation of the South Shields trolleybus book when the obscure details of a particular route closure were found in a small piece on the system in the 'History of British Trolleybuses by' TV journalist Nicholas Owen (I

wonder if he buys my books?), and the existence of a wiring link near the Pier Head was confirmed by a small press photo in a general local history book I had on Tyneside.

Networking

– it's not what you know but who you know

However comprehensive is your personal collection, the reliance of those known to you will be essential, however much you think you know your subject. To parody an old insurance advert - get the strength of a network around you. I have already mentioned that in Huddersfield there is a long established group of enthusiasts - now called the Huddersfield Tram Group, which has always been regularly attended by those from Bradford and Leeds. These people all *have their own archives* local to them which can be drawn on, and some of them will have done the same type of research that you are seeking to do - there is no need to re-invent the wheel. In the North East things are slightly different and the best forum for this networking is the local branch of the Omnibus Society. When researching my Darlington book, I made known at the Omnibus Society meeting my intentions and was put in contact there and then with a gentleman who had combed all the local library and museum archives in the Teesside area for tram / trolleybus material and had copied all the relevant photographs held in them. This saved me a lot of time, trouble and cost, and the same source was even more useful when I did my Teesside trolleybus book, together with another Omnibus Society member who had copied, in long hand, the minute book of the Teesside Railless Traction Board.

But what if you're researching about an area far away where you have no contacts - Cardiff for instance. Then you have to start by researching contacts. In my case I remembered from 1960s 'Buses Illustrated' that all the Cardiff trolleybus articles were written by a certain person who was later employed at Merthyr Tydfil Transport. A look on the BT website directory threw up this name - one phone call and I had a list of names to contact, two of whom were crucial to my research, one with a very large personal archive and memories important for the overhead wiring diagram) and the other the custodian of a very large photographic archive. The other facet of having good contacts is that however much you are confident about what you are putting down for posterity about your subject, you must let others see your work before it gets into print - otherwise you will fall flat on your face and lay yourself open to criticism that book reviewers revel in.

To sum up the importance of networking :- It's not what you know its who you know

Libraries, museums and county archives

There comes a point in researching a book when you need to consult public archive material held by public authorities to access local newspapers, official reports, records of municipal undertakings and photographs. Most towns, in their Central Library have a Local Studies section and a museum. There are also County Archives. For example, the Teesside Archive in Middlesbrough, or the West Yorkshire Archive Service, which has headquarters in Wakefield, but branches in Leeds and other cities and boroughs. The need to consult this type

of archive arose for me when researching my Darlington trolleybus book.

Previous works, published and unpublished, had never given any detail about the tram/trolleybus conversion, apart from the actual dates. This left many questions unanswered, including whether or not there was a turning provision originally provided for trolleybuses at the station, where one tram service had terminated. A trawl through the local newspaper archive at Darlington library (relatively easy if you have dates to work to, but very difficult and tedious if you have not) soon brought to light what happened when the last tram ran, and the civic attendance on the first trolleybus. It also revealed the detail of each tram / trolleybus conversion, including some temporary route linkages. It also confirmed the short-lived trolleybus turning arrangement at the Station,

which actually proved very controversial, attracting some press criticism and photographs - which, incidentally, had to be copied for the book direct from the library's microfilm because the Northern Echo destroyed all its pre-1960 photograph library in the 1970s!

Council minutes and reports are usually held at the Local Studies Library, and for other material held in Council museums and County Archives it is best to phone or e-mail to find what they have on your subject. Darlington's museum collection is now integrated with the Darlington Railway Museum, and they could only offer me one photograph (which I had not seen before - but then forbade me to reproduce it because they did not know its provenance)

County Archives can hold detailed records of council departments - the Teesside archive holds a very useful scrapbook compiled by the General Manager of the Teesside Railless Traction Board, whilst the Conwy Archive based in Llandudno holds the photographic collection of the Llandudno and Colwyn Bay Tramway Society - making the collection very accessible to the serious researcher. Most County Archives are part of the County Archive Research Network - which issues a Readers ticket common to all Archives in the scheme.

Photographs

A word here about photographs, which are a very important aspect of any publication and especially so in the ones that I have produced. Most public local archives hold photograph collections and most allow scanning and reproduction on very reasonable terms. Some, such as Kirklees Museums, are now actively marketing their collections commercially. The advantage of this is that the collection is available on line and can be inspected from home, the downside being that charges for reproduction rocket, making difficult decisions for authors such as myself. Some newspapers have also gone down this route, a notable example being the Newcastle Chronicle and Journal (trading as Ncj media) whose considerable photograph archive is marketed commercially.

The Web for local research

Finally, I wish to mention, hopefully without treading on the toes of the next speaker, the crucial importance to me in local research of the web. Searches can reveal details of

local-history-based organisations that have their own archive material. For example, I was able to discover details of a society in South Shields that posted on the web the talks given by their guest speakers - one of these in particular giving me much useful background information into the Tyne Dock area of the town. Another discovery from the web was that the Society which supports the research into the local Roman Fort (Arbeia) holds a considerable collection of photographic slides of South Shields street scenes dating from the early years of the twentieth century. Unfortunately for me it was not

able to allow me access to them in time for the completion of the book, although a full list and examples is posted on their website.

And Finally

I hope that what I have presented this morning give some insight into my thoughts and experiences in local archive research. Local Archives are not just held in municipal establishments but with many much smaller societies and individuals and unlocking these is the key to successful research.

Local Record Offices and the History of Roads and Road Transport

by Dr. David Robinson, British Records Association

Several speakers at the Conference, notably Stanley King and Stephen Lockwood, spoke about their use of local archive materials, but it may be helpful to provide a brief overview of local archive services and the materials you may expect to find in them for the history of roads and road transport. This is based on my experience as County Archivist of Surrey, and, of course, no single archive is completely typical. In particular, much of Surrey was dependent for bus services on London-based companies, while the south and west of the county were largely served by small private companies or, from across the Hampshire boundary, by the Aldershot company. Surrey History Centre (which comprises Surrey's archive and local studies services) does not, therefore, hold records of local authority-owned tram, bus and trolley-bus services such as are held in the record offices of the great urban municipalities.

Record offices in the historic counties mostly began in the 1930s to 1950s. Archivists took over responsibility for the historic records of county government and collected records of parishes, private individuals, the other local authorities in the county and, increasingly, businesses. In the great urban areas, the pattern is more varied. In London, for example, the London Metropolitan Archives coexists with archive services, or at least some provision for archives, in the individual boroughs; in West Yorkshire there is a countywide service with local branches; in Tyne and Wear there is a countywide service; in the West Midlands there are separate city and borough services. Brief details of these can be found on the Archon website or in J. Foster and J. Sheppard, *British Archives*. Most services now have their own website, usually part of the parent authority site, and in many cases some, at least, of their catalogues are accessible online.

Counties were governed until 1889 by the magistrates meeting in Quarter Sessions. They were responsible for a small number of bridges on main routes, and from time to time took action against parishes which failed to maintain their roads and property-holders who obstructed or fouled roads. In 1767 John Lavidge was convicted of taking a wain or cart on the Turnpike Road from Westminster to Newington with ironbound wheels less than 9 inches drawn by horses in pair. His horses and cart were confiscated and given to the informer who

had reported him. The problem with narrow wheels was that they churned up the roads whereas wide wheels acted as rollers. This extract reminds us that county government covered metropolitan areas, in this case the roads just south of the Thames in south London. It also reminds us that, although local roads were mainly the responsibility of the parishes—and in some cases their highway surveyors' records have survived—from the late seventeenth century main through routes were increasingly constructed and maintained by Turnpike Trustees. Their records, where they have survived, have often found their way into the local record office: the Reigate Trust's records reached Surrey Record Office from a local firm of solicitors. There are also records of the diversion of rights of way, whether roads, bridle paths or footpaths, which were preserved with the county records from the eighteenth century onwards. As population increased and society became more complex, central government gave counties greater powers, including a degree of responsibility for main roads and the licensing of road steam locomotives.

In 1889 most of the duties of Quarter Sessions were taken over by elected county councils. The larger towns became county boroughs, combining the powers of county councils with their existing borough powers. The newly-created county councils and county borough councils were soon confronted by the need to cope with increasing road use. In Surrey, close to London, even before the advent of motor vehicles the use of horse-drawn delivery vans, omnibuses, cabs and private conveyances was expanding. Steam traction engines were used for heavy haulage, and a steam-hauled 'train of waggons, consisting of locomotive, tender, water barrel and nine, ten or more waggons' might be found manoeuvring the equipment of showmen and of the Army around the narrow streets of Kingston and Guildford respectively, and causing more damage to the roads and inconvenience to other road users than a modern articulated lorry in similar restricted locations. The coming of motor vehicles placed new pressures on the roads. New methods of surfacing replaced water-bound macadam, which was dusty in summer and muddy in winter. 'Tar-macadam'—a mixture of tar or bitumen, sand and slag—was found necessary on the busiest roads. In 1921 Surrey County Council purchased one-quarter of a million tons of slag at a disused

ironworks at Glaisdale in the Cleveland Hills to secure a long-term supply of aggregate. Council reports and minutes are often extremely detailed and they or other records may include censuses of vehicles using the roads. In 1912 there were 700 cars and motor-cycles a day on the Portsmouth road at Thames Ditton. In 1914 a weighbridge was set up: one-third of the 'heavy motor-cars' (lorries and vans) exceeded the registered axle weight and the sole traction engine weighed was four tons four cwt. over its licensed weight. In 1921 there were 11,590 motor vehicles licensed in Surrey; in 1938 127,193. The 1920s saw the first by-passes, of Kingston on the Portsmouth road and Sutton on the Brighton road, and already by the 1930s the Bressey-Lutyens Report was identifying the need for an Orbital Road, precursor of the M25, and other new roads foreshadowing the M3 and M23.

Council records can be highly informative although, like any other historical source, they need to be used with care. The background reports which are preserved with the minutes are often extremely detailed and even what we might consider very minor matters would be debated and decided in full committee. The minutes themselves, on the other hand, may be only brief records of decisions and need supplementing by local newspapers which in the past often gave very thorough accounts of the meetings.

One interesting recent acquisition has been the deposit of the South Eastern Region Motorway Archive on behalf of the Institution of Highways and Transportation. The idea of the Archive was conceived by Sir Peter Baldwin when Permanent Secretary at the Department of Transport, and it includes reminiscences and memorabilia of people involved in the motorway programme, as well as references to material held in public archives and in the archives of consulting and contracting firms.

County records are often stronger on roads than road transport, although the County Council itself early saw the value of the motor and, 'convinced that the possession of a motor car would enable the County Surveyor to make more inspections in a day than can at present be made, and thereby an economy would be effected', spent £250 on a car in 1902. The County Council, and the Surrey borough and district councils, also record expenditure on a wide range of vehicles including steamrollers and dustcarts. The archives of Surrey Constabulary record the bitter battles between the new car-owners eager to enjoy the experience of speed and the constables who lurked behind bushes to time them and prosecute motorists who drove at more than 12 mph! As vehicles and the speed limit increased the number of accidents rose. Pedestrians over forty found it difficult to adjust: used to sharing the roads they would not give way to cars and 'the deciding factors, at the last moment, are the youth and agility of the pedestrian.' By-passes helped to reduce accidents and, as time passed and traffic increased, traffic lights, pedestrian crossings and pedestrian-controlled lights were introduced.

Although there were no Surrey-based municipal transport enterprises, small amounts of bus and coach archives are held at Surrey History Centre. A local enthusiast deposited timetables and notices of Aldershot

and District Traction Company relating to their west Surrey services and Epsom Coaches deposited programmes of excursions and tours. There are also timetables and photographs of what we might nowadays call 'heritage' coach services which ran in summer from central London hotels in the late nineteenth and early twentieth centuries to Hampton Court, Windsor, Brighton and other attractive destinations. The County Education Committee's records contain a great deal on school transport, and more recently the Council has undertaken an important role in subsidising, organising and publicising local public transport, all of which is recorded in the archives.

Among the more unusual records deposited by a district council are registers of omnibus drivers and conductors for Weybridge, 1896-1931, and of hackney carriage drivers, 1914-32, although the main county motor licensing series does not seem to have survived.

The most important archive for road vehicles which Surrey holds is the archive of Dennis Brothers. The brothers began manufacturing cycles in Guildford in 1895 and moved on briefly to cars and then to buses in 1903, vans and lorries in 1904, fire engines in 1908 (the first was sold to the city of Bradford), ambulances in 1909, and cesspool and gulley emptiers and refuse vehicles in 1921. All vehicles were made to order and the archive includes minutes, financial records, personnel and sales records, order books, production records, handbooks and brochures, engineering drawings, photographs and films. This is a major archive which, although much has already been published on the firm and its vehicles, remains a resource of immense value for future researchers.

Other records may throw tangential light on road transport. Private diaries are one example: although only a small fraction of the diaries which must have been kept has found its way into record offices, those which are detailed provide an opportunity to study the journeys people took, their reasons for taking them and their experiences. Of course, people who kept detailed diaries are not necessarily typical of the general populace! The records of business firms' use of transport are another possible source. The 'Day Books' of John Broadwood, the piano manufacturers, give not only details of purchasers and prices but the means of transporting the pianos. Until the 1830s, outside London, the partners mainly used firms of carriers, except where, as for Scotland, coastal vessels were more efficient. For a time thereafter carriers continued to manage freight for some railway companies but soon almost all deliveries outside London were by rail, and by the end of the century, although central London deliveries were made in the firm's horse-drawn vans in their dark green livery, even the inner suburbs were being served by rail until in 1902 the company began to use motor vans and joined the AA. Perhaps motor transport historians might find useful material in the archives of engineering firms, mills and other major manufacturers.

Many record offices in cities and large towns have always been linked with local studies libraries. This is an increasing trend in counties—Surrey History Centre combines the former Surrey Record Office and Surrey Local Studies Library and brings together the archive and

local studies resources of the county. Even when they are not merged, many record offices hold important collections of photographs, postcards, ephemera such as timetables and pamphlets, and local newspapers either bound or on microfilm. Newspapers are not only useful for their news items and letter columns—always an outlet for the more opinionated, and sometimes more knowledgeable, members of local society—but for the advertisements which both directly and indirectly show new means of transport appearing and their effect on the supply of goods and services.

I hope that this brief account of some of the resources of a single county for roads and road transport history will have provided a 'taster' for those who have not yet pursued their researches in their local record office. Although a few catalogues and indexes have been

published as books and in recent years many have been placed on the web, it is always wise to visit the office, consult the catalogues yourself and check with the staff who may well be able to point you to sources which might not seem obvious.

There is, however, another point. Local archives inevitably reflect the locality which produces them but they also reflect the success of the archivists in attracting deposits. Whereas some categories of official records must by law be transferred to them, most of the archives they hold have come in through the goodwill of their owners, and often through the knowledge and persuasiveness of interested historians. It is important that the archives of the past and the present should be preserved for the future and the cooperation of the whole history community is needed if this is to be achieved.

Using the Internet for Historical Research

Peter Brown

The Internet is both a superb research tool which is now indispensable, and a repository of vast quantities of partial rubbish.

To use the Internet it is not essential to own a computer. Virtually all libraries now give free access, though of course you have to book and are usually limited to an hour at a time.

If you have a computer, it's not necessary to be on Broadband but it's helpful. Too many web designers use excessively large image files, which makes loading their sites frustratingly slow if you use a 'dial-up' system.

There are a rapidly growing number of copies of original historical documents available on the Internet. Relatively few, however, are much help with research into the history of transport in Britain. Examples include:

- Census: 1861, 1871, 1891, 1901 [via national archives site]
- Census: 1871 [Church of the Latterday Saints] www.familysearch.org
- Directories (Leicester University) www.historicaldirectories.org
- Old maps www.old-maps.co.uk

There are also many sites which have collections of photographs. Crich Tramway Museum is an excellent example.

Generally of greater practical use are the various indexes to primary sources.

- Access to Archives: A2A www.a2a.org.uk
- Official publications: BOPCRIS www.bopcris.org.uk
- National Archives (Kew) www.nationalarchives.gov.uk
- National Archive of Scotland www.nas.gov.uk
- National Library of Wales www.llgc.org.uk
- Local record offices (eg Shropshire) www.archives.shropshire.gov.uk
- Tracking Railways Archive Project www.trap.org.uk
- Virtual Waterways Archive Catalogue www.virtualwaterways.co.uk

Using these helps you to find out which archives hold relevant material, and enables documents to be ordered

in advance. A2A is generally the best one to try first.

Other sites can lead you to secondary sources. Particularly useful ones include:

- British Library www.catalogue.bl.uk
- Local libraries (eg Hampshire) www.libcat.hants.gov.uk
- University libraries (incl PhD theses etc) www.copac.ac.uk
- Intute www.intute.ac.uk
- Directory of Open Access Journals www.doaj.org

The Oxford Dictionary of National Biography (www.oxforddnb.com) can be accessed from libraries. Alternatively, in most areas you can access it from home using the number on your library card plus a 'secret' suffix (which I have written on my card).

The Times Digital Archive (1785–1985) (www.jisc-collections.ac.uk/timesdigital) is also on-line but a charge is made. It is generally available at university libraries, and possibly at some local record offices. (Access is available, on one's home computer, to Liverpool Libraries cardholders - Ed.)

Many, but not all, Sites & Monuments Records are on the Internet, often with photographs of the sites. Cheshire's, for example, can be viewed at rcp.cheshire.gov.uk, but those for North Wales are not yet on-line.

Other sites which might provide useful information include:

- The Nineteenth Century www.c19.chadwyck.co.uk
- A Vision of Britain www.visionofbritain.org.uk

Many transport societies have websites, often containing historical information. Particularly good is Crich Tramway Museum (www.tramway.co.uk). However, neither the Kithead Trust nor Omnibus Society have sites which are useful for historical research. (So much depends on the organisation having someone with the enthusiasm and the time to develop a site.)

If you don't know what site to go to (or don't know its exact address) then a list of possible sites can be found using a 'search engine' such as Google, Yahoo!, AltaVista

or Ask.com. For historical research an alternative is Google Scholar, which is an option on the main Google site.

The first problem is that the search usually gives an excessive number of 'hits'. For example, a Google search on the word 'turnpike' gives 565,000 hits, even after being restricted to UK entries. The search can be refined by using a combination of words such as 'turnpike milestone', but then it is possible that relevant sites may be missed — where, for example, the author has used the word 'milepost' instead of 'milestone'. It is desirable to try several combinations.

However, the biggest problem is that there is no assurance that anything on an Internet site is accurate. Anybody can set up a site: a university professor or an eight-year-old. It is necessary to be even more sceptical than you are when reading a book.

You should judge entries just as you would any secondary source:

- Is the author stated? Is he or she known? Does he or she invite feedback?
- Are sources stated? Is there a bibliography? Does it contain what you would expect? Is it excessively self-referential?
- Is the date of writing stated? Does it appear to have been kept up to date?

- Why was it written? Individual or organisation? Hobby, academic or business?
- Are the things you know about accurate?
- Does the author appear to have a strong and possibly biased point of view?

Similar comments apply to Wikipedia (www.en.wikipedia.org), the encyclopaedia written by anyone who wishes to contribute.

If a website is being cited in your article, it is necessary to give the full link to the page and to state the date it was looked at. Entries can change. Sites can disappear.

Having your own website on a particular topic can attract comments and useful feedback.

The Internet is also valuable in enabling discussions with other people who share your interests. This is done using bulletin boards and forums such as that set up by members of the Railway & Canal Historical Society: www.groups.yahoo.com/group/railwaycanal/.

Thanks

David Harman, Grahame Boyes, Kevin Jones, Intute, Open University, Shropshire Archives.

Recording Contemporary Oral History - Some Experiences

C C Roberts, Principal Lecturer, Liverpool John Moores University

INTRODUCTION

This paper draws on experiences obtained by the author while undertaking a research project at the Institute for Transport Studies (ITS), University of Leeds, between 1999 and 2003. The resulting thesis, *'Analysis of the effects of ownership change on the British bus industry since 1986'* (Roberts 2003a) led to the award of a PhD. Elements of the research work reached the academic public domain principally through papers (Roberts 2001, 2003b, and Greenwood and Roberts 2005, the latter with added material from overseas) presented at the Thredbo series, a biennial international conference named after the location of the first conference in 1989.

The purpose of this paper is to describe some of the research methodology of the project and to share experiences of the processes involved for the benefit of researchers in similar fields. Firstly the project is described, then the protocols used during the interview programme which underpinned the research, and the paper concludes with some general points.

RESEARCH PROJECT

The author was, in 1999, employed as the programme leader for a Transport degree course at Liverpool John Moores University. Prior to his employment at LJMU (and its predecessor) he worked in the UK bus industry between 1982 and 1989 and was able to see at first hand the major changes which took place during that period. By way of staff development, he was encouraged to study for a higher degree, and the theme of analysing ownership changes in the British bus industry was decided upon. ITS, Leeds was selected as the host institution because of its long-established experience of work relating to transport regulatory issues. The Rees Jeffreys Road Fund generously provided some financial support for the work, as will be described presently.

The changing regulatory regime had been more widely studied by researchers but, by 1999, the ownership change process had largely reached a plateau and it was felt to be an appropriate time to conduct the research. The aims and objectives of the research project, agreed with ITS and the University of Leeds' research degrees committee were:

- To analyse the effect of ownership change within the bus industry in Great Britain during the period following the Transport Act 1985.
- To identify what can be learned from the process of ownership change over this period, with particular reference to management/employee buyouts.
- To examine the strategic management processes within organisations as they related to ownership change and related behaviour, and thereby seek to explain why businesses behaved in the way they did.
- To establish to what extent the public interest has been served by ownership change, particularly in the context of the contestability aims of the 1985 Act.
- To appraise the likely future ownership form of the bus industry in Britain; particularly to consider what, if any, further scope exists for consolidation and/or fragmentation, and to examine the role of the smaller company, outside the ownership of one of the major groups.
- To analyse what are/have been the forces driving the business strategies of the major bus groups during their expansion; to identify whether these are likely to alter, particularly in the light of changing market/regulatory structure.
- To establish, qualitatively and quantitatively, how the conditions of employees have been affected by the process of ownership change.
- To assess the consequent implications for public policy towards the bus industry

The proposal was required to define a research methodology. Early on, the idea of interviewing key bus industry individuals who had been involved in the ownership change process emerged. This was underpinned by a significant amount of academic writing in the field (eg Eisenhardt 1989, Glaser and Strauss 1967, Yin 1984) which ensured that the analysis had more rigour than merely a series of soundbites. A key protocol which was decided early on in the work was that of confidentiality. It was felt that those people who were selected for interview would be more willing to talk candidly if they were given an assurance that their identity would not be revealed. A 'hit list' concept was agreed upon, whereby profiles of those who were to be interviewed would be agreed, but their identities would remain unknown to anyone other than the researcher. An example of the success of this strategy was a meeting

with the supervisors late on in the research where it was clear that a case study described in an anonymised way in the thesis was, in fact, different from that believed by the supervision team.

The 'hit list' identified key profiles of people who it was felt could contribute to the work. Profiles selected were:

- Legislators involved in establishing the framework for bus company privatisation
- Individuals involved with conducting the sales
- Individuals involved in the in bus company purchases at privatisation
 - For both of the above, the decision was to examine National Bus Company, Scottish Bus Group, the municipal sector, the PTEs and London Buses in parallel
- Individuals involved in the 'second wave' sale/consolidation process
- Participants involved as employee owners
- Trade unions
- Passenger Groups - the initial plan was to develop some way of establishing passenger views directly, but it emerged early on that there was a great deal of ignorance about bus company ownership. In the words of one interviewee:

"I will never forget a few years ago standing at a bus stop in Birmingham and an old lady saying to me 'You know the corporation should do something about this'. You know, in her consciousness it hadn't changed since she was a girl and all the buses had got corporation written on it. People still call it 'The Corp' - 'we'll go and get the Corp bus down the road'."

INTERVIEW PROCESS

A trial interview was conducted by the author in the summer of 2000 and this established the protocol for all others. The process is described in table 1.

To the author's pleasant surprise, there was a very high acceptance rate by those approached to be interviewed at stage 1 of the process. It is asserted that no major viewpoint or perspective was omitted from the research work. In the comparatively rare cases where a particular individual was unwilling or unavailable to participate, an approach to a deputy was usually successful.

As mentioned earlier, confidentiality was key and so the identity of the majority of the 47 formal interviewees (across 42 separate interviews because of multiple attendance at some) remains withheld. There are two exceptions because of the sad death of the individuals after they had been interviewed, but the descriptions give some idea of the process involved. (It should be noted that at least one other interviewee has died since being interviewed, but as this was a multi-attended interview his identity cannot be revealed without compromising the anonymity of others.)

David Meredith was interviewed on 3 May 2001. As the final General Manager of Crosville Motor Services Limited, he was well placed to give his views on a number of key issues, including: the management problems associated with splitting up a long-established company into two separate parts; specific management difficulties at the English side, leading to a strike at Liverpool depot, its subsequent closure and abandonment of the city by the operator; the privatisation process, including an insider's view of underhand (if

Table 1: Research interview procedure

Stage	Approximate timing (relative to interview)	Actions
1	-3 months	Initial written approach to interviewee. Explanation of project scope, aims and objectives.
2	-1 month	Agreement of date, time and venue of interview. Preparation of agenda for agreement by interviewee.
3	0	Interview. Recording of tapes. Two interviewees would not accede to the tape recording and transcription of their interviews. In these cases, notes were taken by the author and written up shortly after the interview. This substitutes for the verbatim transcript of other interviews.
4	+1 month	Completion of transcription of tapes.
5	+2 months	Editorial correction of transcripts by author. Although professional transcription services were used and the work was performed to a very high standard, there were occasional instances of mis-transcribing - particularly certain technical terms and the names of people and/or places. The transcripts were then forwarded to the relevant interviewee(s).
6	+3 months	Factual correction of transcripts by interviewee. Each interviewee was given the opportunity to make comment on their transcript. Significant factual errors (eg dates and financial information) were corrected by the author, albeit in such a way that the correction was recorded in the final transcript, but opinions left as per the original statement. A copy of the final transcript was sent to the interviewee for their personal records.
7	Thesis final draft	Each interviewee (with the exception of two who are known to have subsequently died and one who could not be traced) was sent a copy of the draft conclusions of this thesis. They were also, through the use of a temporary website, able to access the full text of the draft thesis should they wish. Some correspondence ensued with particular individuals. Apart from a few very minor wording changes, the conclusions remained as originally drafted.

Source: Roberts (2003b: 50)

technically not illegal) business practices on the part of the buyer. He died less than a year after the interview on 8 March 2002.

Chris Moyes was interviewed in Newcastle on 2 July 2002. At that time, he was Deputy Chief Executive of the Go-Ahead Group and he was able to talk about the experiences of a successful management buyout, the decision to take the company into new markets within the UK bus industry through privatisation purchase and at 'second wave', diversification into other transport modes (particularly rail) and overseas incursion, unsuccessful in Go-Ahead's case. Chris died of a brain tumour on 12 September 2006

Most interviews were conducted on a very formal basis but there were exceptions. One interviewee, sadly unwilling to go on tape, was at the point of revealing some long-held confidential information about the sale of Crosville alluded to above. This part of the interview was conducted through the interviewee's cat and the dialogue went something like this (not verbatim because of the lack of tape recording):

"Well, cat. Do you believe that a certain bus company in Chester was sold to a company from the other side of the Pennines using money from a business in Salisbury? You don't know do you? And even if you did, you wouldn't tell anyone."

OUTCOMES OF RESEARCH

Overall, the research provided a thorough overview and analysis of the ownership change process from 1986 to 2003, when the thesis was submitted. Its principal findings were related to: impact of privatisation, impact of subsequent ownership change, optimal ownership form, future bus industry ownership, public policy implications. However, alongside the analytical academic outputs, there was a considerable amount placed on record, which has, to the author's knowledge, never reached the public domain. The detail of much remains confidential until the agreed embargo, but a few good examples are:

Difficulties generated at one NBC management buyout through one member of the team unilaterally pursuing his own industry ambitions without the knowledge of his colleagues.

"[A] wasn't a democrat ... [He] wasn't always as straightforward with [B] and I as we would have liked in terms of things such as the [C] Company deal. We didn't know about until very late stages and [A] was quite innovative there because of course they split the property from the operations and he was able to buy the operations much more cheaply without the properties. ... What the disappointment was I think, looking back on it, that perhaps [A] didn't take us along with him on that and he was wanting to do his own thing – but that was [A]. I don't want to blacken [A]'s character, I just want to demonstrate the difference between him and me."

The immediate profit of one management buyout team – buying their company and almost immediately selling

part of it to an employee buyout team for a greater sum. (The Hampshire Bus example, where the company was bought by Stagecoach, but Southampton Bus Station sold almost immediately for a higher sum (see Wolmar 1998: 56/57, for example) is well known, but this is another one.)

"... we bought [D] for a million ... but by this time we had had an agreement with the [E] people. I was to-ing and fro-ing between [F] and [G] because I was the link and they would only speak to me and they knew that if I did a deal with them then we'd keep our word on it and so I to-ed and fro-ed for many months just trying to get them on board and we were in agreement with them that we would sell for a specific price and we agreed we would sell [E] for 1.35 million, if we were successful. I mean, they hadn't a clue what the bid was for the company so on the one hand we had just bought [D] for a million and whenever that deal was done we went next door to do the other deal and we got 1.35 [million] for [E] and got it off our hands."

The exact parlous state of one employee buyout before its sale to one of the major groups:

"I think if anyone did a real forensic trail I think you'd get very close to coming up with the word fraud. You probably wouldn't get there but I think you'd get very close."

The ethics of some managers while conducting negotiations to buy rivals:

I got a phone call one day from [H] asking to come and see me and he came to see me and he said "would you consider selling your business - I'll buy it. You'd still own a third of the business and you'd be the Manager and I'll bring in these six D-registered Metrobuses and showed me the photographs, the registration numbers, everything and you'll get a decent sum" and so on, and I said "Well, yes" because I actually thought it was the best for the company. I actually thought it was best for me and the staff because it was a much bigger company than me, not as big as [I] but wanted to put money in to the firm. The mistake I made was that it was on condition that I spend another £100,000 on this that and the other which I did do and then we signed the contracts. Everything was done, the business was sold, I just hadn't received the cheque. The next minute I get a phone call saying "Oh, the deal's off" and I said "what do you mean the deal's off you've just signed you can't get out of it". "Sue me". And I'd put all my money and spare cash really in to this set up and then ten minutes later I got a phone call from [I] "Now will you sell to us?", and really I had no choice then because the company had been drained of its cash and I found myself in a very serious situation then. I'd spent £100,000 that I wouldn't normally have spent on doing these things that [H] wanted for the new company."

In each of the above examples, [A]-[I] have been used to conceal the identity of individuals, companies or places

which would, in turn, lead to the identity of the interviewee being revealed. At other times in the research, [H] (referred to in the quotation above) was also interviewed about the same incident, as were managers from company [I], in order to provide corroboration of particular incidents. In their own way, every one of the 42 interviews provided some useful material and in fact all were cited somewhere in the finished thesis. Occasional interviewees diverged significantly from the agenda, for example the one who decided to lead off with a long exposition on the advantages which taxis have over public transport operators – perhaps interesting but not relevant to the case study.

CONCLUSIONS AND ADVICE FOR RESEARCHERS

The work achieved its academic aims and has provided a good overview of the ownership change process. The author learned a lot about the process and presents the following advice for those looking to plough a similar furrow.

- 1 Obtain some credible backing in order to give some authority to the work. In the case of this project, it was clear that the names University of Leeds and the Rees Jeffreys Road Fund (RJRF) were very helpful in terms of opening doors.
- 2 Agree an agenda for the research interview in advance, but keep the structure flexible enough to allow discussions to divert into related areas.
- 3 Use the process to obtain material from elsewhere. Established facts may be obtained from elsewhere but often of more value from an interview are the views and opinions of key figures, something which is often missing from the historical record. Views and opinions should be clearly indicated as such to prevent them becoming the single accepted version of events though.
- 4 Allied to this, endeavour to obtain as much corroboration of facts as possible from different sources – published accounts, other interviewees etc.
- 5 Audio record using as high quality equipment as possible. This has the double advantage of providing a good sound recording for archive purposes (although there has been little interest in the author's material in this area, archives preferring to retain a written transcript). Recording the interview allows full concentration to be given to what the interviewee is actually saying. In this research project, professional transcribers were used, funded by the RJRF grant.
- 6 Stick to the agreed protocols. If a confidentiality agreement has been made, then maintain that confidentiality, particularly making sure that there is no inadvertent breach by providing isolated clues to the individual's identity.
- 7 Bring findings as far as possible into the public domain. Without this, the research outcomes are meaningless. The findings of this work have reached the public domain through the Thredbo series described in the introduction, but the thesis itself can be accessed through the libraries of the PSV

Circle, the Omnibus Society and Leeds University and Liverpool John Moores University. The text is also available online (www.staff.livjm.ac.uk/~etmcrobe/thesis/index.htm) and this link generates email correspondence from researchers and others – eg it has been cited by in a report on Quality Contracts in (Scottish Parliament 2005) where the authors of that report sought to put their proposals into the context of the changing ownership structure of the industry.

There are three copies of the original transcripts, which run to over 600,000 words. These are held by the author, the PSV Circle and the Omnibus Society and are embargoed until 1 January 2017. This date was chosen, and agreed by the interviewees, because it coincided with the date by which Government Papers relating to the privatisation of NBC were due to be released by National Archives. Following the implementation of the Freedom of Information Act in 2005, it is likely that much of the official information will already be in the public domain, but this does not affect the agreement with the interviewees. Confidentiality is believed to be maintained, and it would be interesting to see whether anyone will take up a challenge to try and identify the contributors through their descriptions (appendix 1 of online thesis) and their cross-referenced quotations in the main body of the document!

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Getting it Write!

Or ... what an editor looks for in a magazine or book submission

Alan Earnshaw, Professor of Modern History (Transport) and a Transport History Publisher (Trans-Pennine Publishing)

Everyone has at least one story to tell, and if it is a personal story, it is likely to be unique.

Even though your knowledge or expertise may lie in areas where the subject matter has been told before, many individuals can offer their own personal view of a topic, and this can still present a unique viewpoint on even the most common stories. For instance, one would think it difficult to write anything new on the London Transport Routemaster, but in the last three manuscripts I have read on these big red buses, each one has presented its own fascinating 'new aspects' on a topic that I would have considered to 'have been done to the death'.

There is an avid thirst for knowledge these days, by all kinds of people on all kinds of subjects. Consequently, there is always a demand for authoritative and original works on transport history. This is especially true of definitive or technical articles, where the finer details can help readers, from serious historians to model makers, to deepen their understanding.

Sadly, much of what passes in the media today as history is superficial, simplistic or even wrong. I know from a personal experience having worked as a freelance transport correspondent for the BBC for the past 20-years. Most kinds of reporting contain all manner of factual errors, or at best some dubiously-stated 'background facts.' In historical articles, even personal recollections or memories can be sadly tainted by imagination or poor recall or even a 'rose-tinted' viewpoint, and this is then put into print as FACT!

I often get letters complaining about authors who have 'got it wrong', and then expect the editor to take their side in even the most spurious of arguments. I often suggest to those who complain, 'that rather than moaning about some minor error, it would be better for them to do articles or letters that present the correct view?' Oddly enough, many of these folk then decline to share their knowledge, especially in article form, saying that one day they are going to do a book about it. The trouble is, such ones seem never actually to get their research into print, but they will readily criticise those who do.

Yet, sharing knowledge in article form can substantially help a writer's own research, as their article may

encourage someone else to respond and add to their knowledge. Alternatively, an article may help in building up a body of knowledge that will enable some future historian to find a pattern and to draw wider conclusions.

Where to publish?

This is the least of a writer's problems, especially at a time when there seems to be a journal for almost any subject imaginable, most of which are hungry for good articles. The commercial transport magazines tend to concentrate on current developments in their respective fields, but a few accept historical articles dealing with places, services or people — the reservation being that they usually want articles to be well illustrated. If you want to know about potential markets, look on the magazine shelves of your best local newsagent and also be aware of those special-interest societies who produce quite interesting and professional-looking journals.

These types of journal will not usually pay anything for an article, but it is a good means of gaining writing experience, and they will also help you to build a 'Writing CV' or portfolio. Once you realise that what you are producing is to the required standard, and then you can try submitting your articles to the commercial magazines. Free writing of this kind may even attract a commercial magazine editor to approach you with a commission — but do not bank on this approach except as a means of gaining confidence about your ability.

Commercial magazine payments range from about £30 to £70 a page (or between £25 and £40 per thousand words), and whilst these fees will help recoup an author's cost, it is clear that writing transport history is not a good way to make a living.

Despite the fact some editors commission articles after seeing submissions to special-interest publications, most only rely on what is submitted to them. Today, commissions only tend to be given in special circumstances, for example, in connection with an anniversary, or if there is to be a themed issue. It is always a good idea to contact the editor to ask if he has an interest in your subject, as it can avoid duplication, and you can often gain some useful advice.

Writing the article

At Trans-Pennine Publishing, we supply all writers with a letter and author guidelines, which talk about all the relevant ingredients; including, house-style (punctuations, phraseology etc.), content requirements, and form of supply.

So, having got an idea about what the editor wants in an article, you need to decide its optimum length, and that usually depends on the nature of the journal. The minimum is usually one page, and if the article (with illustrations) comes to more than five or six pages, in most publications it would be split over two issues.

The national general-interest magazines tend to prefer shorter articles of between 1,500 and 2,500 words, as do society magazines; whereas the more explicitly historical journals will take up to some 4,000 words, perhaps more on a particularly interesting topic. A select few editors will say 'How Long Is A Piece of String' and let you have complete freedom to express yourself. One example might be my article written for the *Midland Record* on the Midland Railway's Huddersfield Branch, which runs to 7,500 words and 25 illustrations. There is a word of caution with such lengthy pieces of work though, as it can take an editor a long time to find an appropriate 10- to 12-page slot. My article was initially submitted in 1992 and is scheduled for publication at the end of 2007; by the time I got the page proofs back for correction, I had forgotten I had written it! There is a moral in this though, for if your article takes a long time to come to fruition, always get it back before it goes to press; you'd be surprised how much you will be able to fine tune it from the knowledge you have gained in the intervening period.

Whether your article is long or short, accuracy is essential and you should never, ever rehash other people's work. What most editors look for is:

- a) A subject that is generally not well covered elsewhere, or
- b) A 'fresh slant' on an old topic.
- c) Articles that pose questions that start a debate, or
- d) Articles that are educational and carry appeals for further information.
- e) You should also be aware that the editors of many technical journals prefer sources to be indicated; a few require full references in end-notes.

Once you make a promise, keep to it, deadlines for editors are relentless, and it is not uncommon for ten to twelve hour days to be put in by them before deadline day. The last thing an editor wants in this crucial week is to be forced into having to chase a recalcitrant author; or worse still find out that an article isn't coming at all. Most of the editors I know could supply endless tales and bitter comments about the ways they have been let down!

Photographic Submissions

Good illustrations are completely essential, and you must address this issue in advance of any submission. Editors like the text and the pictures to come together. The latter are a marvellous way to visualise what is being said in the former. However, I am sad to say that I have had to reject several, otherwise well-written, articles because the

illustrations were either so technically poor, or copyright restricted, or simply just did not exist at all. The latter is a problem that heavily deters editors from producing articles on 19th century matters when photography was in its infancy. I can offer one piece of advice; do not expect the editor to find illustrations for you, very few journals now have the photographic or library assistants that they used to employ in the past.

Many editors these days are now based either at home, or in offices local to them, and a visit to sort out pictures at the main office photo archive (if such a facility still exists) can mean a round trip of several hundred miles; if you expect an Editor to do that to get an article into print for you, try asking them to find you the needed pictures, but don't expect an enthusiastic response. Many will help if they can, but it simply isn't a big priority for them. In my case, although the Ian Allan Archive is an extensive one, it takes a round trip in excess of 700 miles. Accordingly, in the two-and-a-half years I have produced *Vintage Roadscene* for Ian Allan, I have only managed to find time for one afternoon in the photo archive at Head Office in Hersham.

Photographic submissions are vital, and when I took over at *Vintage Roadscene* I found the publication of a few articles that had been delayed for several years whilst a sufficient number of appropriate photographs had been obtained. The problem was, there was always something else that had to be done first. Most editors will take the path of least resistance and those authors who send in good copy and original prints, or high-resolution scans, are most likely to get repeated or regular work. Another important issue is the kind, quality and legality of images (especially computer scans or digital pictures) but that is so complex a topic as to deserve a separate paper in its own right. Maps and drawings are usually the responsibility of the author; though some editors have access to an artist who will redraw them if necessary, but the fee for this service is usually deducted from what you would be paid.

Remember Your Audience

Regardless of the type of publication, the essential point is to remember the reader, and last year Peter Brown, who gave the paper earlier this afternoon "Using the Internet", conducted a valuable survey of transport editors for the Railway & Canal History Society, which revealed that:

- 1) Any article needs to be of interest to the majority of the readers."
- 2) Contributors should always ask themselves "what is interesting to the reader?" rather than "what is interesting to me?"
- 3) A good article is 'one that can be understood by non-experts as well as catering for those with specialist knowledge.' 'Wide perspectives; not narrowly confined to the subject, but setting it in a wider historical context.'

You also have to assess the level of knowledge of the publication's readers. For example, readers of a local history society magazine would be expected to know where their local bus depot was, but they would not necessarily recognise the models of buses that were based there; for the readers of a bus magazine the opposite

would be true. Therefore you need to explain facts, locations, statistics, abbreviations or slang names that might not be understood by all your readers. Also remember that articles may need to reintroduce readers to the world of yesteryear, and be produced in a language they can understand. For instance, I commented in the Railway & Canal Historical Society Paper that people who knew the steam age on railways are now a dwindling audience; a train spotter in the last years of steam would now be rapidly sprinting towards retirement age. Remember, a whole new generation of railway enthusiasts have since come into the hobby, many of whom have only seen steam-working in a preserved environment. Likewise, think about rear-entrance double deckers or Mechanical Horses, well known to many of us, but consider explaining such features to a younger audience! Remember, your role as an author, is not only to enthuse, but to educate!

Always avoid ultra-specialism, unless you are writing for a truly technical or detailed journal, as going into fine detail may well only appeal to the author and a select few readers.

I would venture a proposition that the subject matter (providing it is relevant) is not particularly important, as almost any subject can be interesting if well written! One of my contributions to the R&CHS Paper was: - 'Does It Have Charm ... that special quality that leaves you wanting more?'

So talk to your audience, just as you would do if you were speaking to them face to face. Never talk down to the audience! An intimate friendly style will make your reader warm to what you have to say and that is part of the magic that good authors have captured. So, build up your audience as the article goes along, and let your knowledge and enthusiasm become another of the essential ingredients. Also keep your article on track by having a central theme. The theme of the article should be clearly apparent from the first paragraph, and it should run like a thread through the body of the text before being re-stated in the summary at the end.

Matters To Be Avoided

These include long rambling sentences; dry facts and figures; a lifeless style of writing; too many lists, tables, specialist terms; extensive technical detail; dogmatic assertions (with or without evidence); too colloquial a style; inappropriate humour - remember one man's sense of humour is another man's poison.

Editing

A good editor will always send you a style sheet before starting to deal with your article, others will expect you to read their magazine and then copy the style. Almost all editors put such things as dates and initials into the house style; some insert sub-headings. All will correct spellings and improve grammar, particularly breaking up over-long sentences. They will also check that what is said is unambiguous.

At the end of this paper, I have appended the 'house style letter' we supply to all author enquiries. Once you have a style guide, work your article to your editor's guideline;

if they tell you that they want references in a set format, follow these formats rigidly. For example if they state write "World War I", he or she does not want to have to keep changing references like, The 1914-18 war, the Great War, World War One, or worst of all WW1. Such abbreviation grates on many readers; after all this was a major and tragic period in history, WW1 sounds like half a postcode.

Once you have decided which magazine you want to write for, submit your articles or series of articles to only one editor at a time: not only is this polite, but loyalty brings its own rewards.

Most editors prefer articles to be submitted electronically, which makes editing and publication much easier. It is not essential, but it is eminently preferable.

Sometimes it is necessary for your editor to reduce the length of an article, a task that may be put back to the author. Where authors do good research but are less adept at writing clearly with a logical flow, many (but not all) editors will recast the article.

Some national magazines submit articles to experts before publication; others rely on their editor's knowledge. On the other hand, editors of society or local magazines tend not to check factual matters unless they see something that is obviously wrong. The better national magazines send the authors a proof copy. For others this is generally only done if substantial alterations have been made to the article, and even then some authors get a take it or leave it attitude and the article gets arbitrarily re-cast by an editor. I know several very knowledgeable authors who have come across an editor who thinks they know the subject better than them. Remember, if you research well, you should be the final arbiter on what is correct or not, most editors (myself included) like to think they are experts. In reality, long ago I painfully learned the immutable fact the definition of the word "expert" is that *X = an unknown quantity and Spurt [sic] is a drip under pressure!*

Payment & Contracts

The end objective of any exercise in writing is that you should get a reward, and for many authors this reward is simply seeing their name in print. But just look how many thousands of pounds have been acquired from those gullible poets by firms who specialise in vanity publishing. No good editor worth his salt should expect to get something for nothing. I should know, I have often felt aggrieved at seeing others appear to profit from my work as a writer. Doing unpaid work also goes against my motto as a Yorkshireman (*If tha' do's ow't for nowt, tha do'sit fa thissen* - for non-White Rose folk, translations are available at a cost of £5 each).

Unless it is for a good cause or a not-for-profit organisation (like the Roads & Road Transport History Association for example), avoid doing unpaid work at all costs, even if it is tempting to do so. In reality, whilst few editors in niche-interest publications will make big profits, the commercial ones can afford to make some recompense; even if it is only a free subscription or half a dozen copies of the issue in which your article appears -

after all, if you had some extra copies to give away it would be a perfect chance to get your own back and bore your relatives, wouldn't it?

Naturally, society or local history magazines simply do not have a budget, but the commercial ones do, and they can usually afford to pay a little something! Don't take it for granted that they will though, and always get something in writing about when you will get paid and when you will get your material back.

The biggest gripe I get from contributors who come over to us from other journals is: - "I sent so and so, X number of pictures three years ago, and I still haven't got them back yet!" So, choose an editor who will look after you, and if you can find a rare one who will scan your pictures within a couple of weeks of your sending them, and then return the originals well before the article goes to press, then stick to him or her like glue. The longest I had pictures with one editor was 21-years, and in two other instances I have had the experience of having to resort to legal action to get back images; not so much my own but those that had been loaned to me in good faith by others.

Always get your deal down in writing; it protects both you and your customer. In the sad eventuality of your demise before the work goes to press, it could also help your executors and legatees to have an idea on what you were due financially, and more importantly, when your valued material (photographs especially) will be returned.

The worst experience I had was with one railway book publisher who promised me verbally that he would send a copy of my new book and a small payment to each photographic contributor. But instead, he then blackened my name by saying that he had paid me and (because I had moved areas) told everyone I had run off with the money. As a result, my name was mud in my home-town until it emerged, ten years later he had done the same with several other authors; one of whom started civil and criminal proceedings against the person concerned. In due course several of the authors were contacted by the North West Regional Fraud Squad and the Insolvency Agency and asked to make statements. In the end we all received a payment of around 10p in the pound after bankruptcy proceedings were launched, but at least we were exonerated in the eyes of those who thought we had cheated them.

The sad moral of this story is that you must always get a basic contract or a letter of intent at least, and whilst I always like to work on the basis of a man's word being his bond, these days you simply cannot rely on this. A sample of our article agreement form is also appended at the end of this paper.

So, as they say at the end of all good cartoons, ta, ta, that's all folks. I hope it has been a 'warts and all look' at writing for both the commercial market and for non-commercial journals whose content depends on good people like yourselves.

For this author, it is a story of how a hobby turned into a profession. Then from being an author (poacher), I turned into a gamekeeper (editor) and finally the squire

(publisher). A long time ago I said that the day it stopped being fun would be the day I stopped doing it, and although there have been some really black days in-between, I am still doing it 30-years on from my first article being published, so come on – join the club!

Appendix

Trans-Pennine Publishing Contributor Enquiry Response

Dear Mr Smith

Re: *Vintage Roadscene*

Thank you for your enquiry regarding the submission of an article / feature for inclusion in *Vintage Roadscene* magazine. I am enclosing herewith the **Vintage Roadscene Contributions Policy** outlining terms, conditions and contact details. We request that Authors and Contributors read this policy thoroughly and ensure that their article/feature meets the criteria before submission.

I would also like to take this opportunity to advise you of the current rate and procedure for payments/fees, as follows...

- Contributors' fees for Articles and Photo features are based on an aggregate page rate of £60 per page;
- Contributors' fees for Articles supplied *without* photographic content are calculated at a wordage rate of £35 per 1000 words;
- All fees are paid 30-days after the 'on-sale' date of the magazine in which the article features;
- Two complimentary copies of the magazine in which your work features will also be supplied.

I trust that the enclosed covers the pertinent points regarding contributions to *Vintage Roadscene* and would like to thank you for your enquiry. Please do not hesitate to contact me if you would like to discuss matters further.

Yours sincerely
Louise Tarn, Editorial Assistant

VINTAGE ROADSCENE CONTRIBUTIONS POLICY

Contributions: The Editor is pleased to receive contributions to *Vintage Roadscene* in the form of articles, reviews, letters and photographs (ideally colour transparencies, prints or high resolution digital images). The magazine covers the road transport scene in Britain (and occasionally overseas) from the period 1896 to 25 years before the present date. However, pictures of more modern vehicles may be submitted, if they refer to the article (for example a picture of a current day vehicle in the fleet being discussed etc.).

Items accepted will be retained and paid for at our standard rates on publication (details available on request); submissions that cannot be used will be returned if accompanied by a stamped self-addressed envelope.

Contributors of photographs are requested to ensure that their names, addresses and details of the photo subjects are included on the reverse of prints or the mounts/sleeves of transparencies.

We are delighted to accept digital pictures, but only

very high-resolution images are suitable for publication. You may e-mail a low-resolution image in the first instance, but be prepared to send a larger file by return if requested. Details of illustrations sent in digital format should be sent in an accompanying text file. The text file must also include the photographer's full postal address and telephone number and an assertion of ownership of copyright in the image(s) supplied. Under no circumstances will the Publisher reproduce images supplied as email attachments without the foregoing being provided.

Material sent to the Editor, whether commissioned or freely submitted, is provided at the contributor's own risk; Trans-Pennine Ltd cannot be held responsible for loss or damage howsoever caused.

The opinions and views expressed by authors and contributors within *Vintage Roadscene* are not necessarily those of the Editor or Trans-Pennine Publishing Ltd.

Patent Research ~ in under ten minutes

by Roger Atkinson, OBE

I am not the person who should be giving this talk; but I have been very briefly briefed by Stephania Stephenson of the Leeds Patent Unit of the Central Library in Leeds, who cannot be here today. And I am also drawing extensively on the uncompleted researches of our Roads & Road Transport History Association, and Transport Ticket Society, member, David Harman.

As preliminaries, I draw your attention to an internet resource "Discovering Yorkshire – Inventors and Inventions" with its related internet site, www.discoveringyorkshire.net. And then I am asked to let you know that there are patent libraries in the following towns or cities: Aberdeen, Belfast, Birmingham, Bristol, Glasgow, Leeds, Liverpool, London, Manchester, Newcastle-upon-Tyne, Plymouth, Portsmouth and Sheffield. Then may I refer you to a still-developing website: <http://ep.espacenet.com>, which deals with business and patent information services

After those preliminaries, three questions : What on earth has patent research to do with, for example, family history? Perhaps not much; but we shall see.. What has it to do with local history? Pause, and consider your own locality and whether the development of patents might have played some part. Has patent research any relevance to road transport history? To that third question, the answer is "Definitely".

Let me start with Walter Rathbone Bacon, of whom few of you will have heard. If I then say that on his death in New York in 1918, he endowed a periodic scholarship, still operative in 2007 at the Smithsonian Institute in Washington, for research into reptiles in the Caribbean, you may feel that the boundaries of tolerance are being stretched too far. I apologise; but Walter Rathbone Bacon was a financier who had had quite different interests some forty years earlier.

If you look him up in the bound volumes of British patents taken out in 1879, (available certainly in Leeds, and no doubt in the other locations listed above), you will find that he is credited with inventing a ticket punch for tramways and omnibuses. We strike an early point about patents. They are registered in the name of individuals, not companies. The patent applicants are frequently, but not always, the actual inventors. Patent libraries in

Britain have bound volumes for each year, that are arrayed within each volume under the applicant's name. (i.e. in the 1879 volume, you look up "Bacon", not "ticket punch") Separately, there are bound volumes, Abstracts of Patents, arranged by subject. These embrace several years at a time. They are much more difficult (but at the libraries the help of the librarians will be available), because you have to get inside the thought process of how the subject may have been defined when the patent was registered. I am not briefed on this and will say no more.

David Harman's ongoing research into the origin of the bell punch has taken him back to the beginning of the 1870s, and to the USA, followed by London and the rest of Britain. Streetcars, as they were called in America, (tramways in this country), were being built at that time, and both countries already had horse buses. The conductors worked long hours and were not highly paid. They received fares in cash from passengers who boarded and alighted along the course of the route; it was suspected that the cash did not all reach the companies. The development of a reliable check on conductors exercised many minds and gave rise to many patents from the 1870s onwards. The principle of a punch that recorded (on a dial or counter) the punching of a hole in a ticket whilst simultaneously ringing a bell was (per David Harman's research) first embodied in a United States patent dated 22 February 1870, granted to Austin D. Hoffman of Chicago, Illinois. The idea owed something to the principle of the cash register - the bell rang to draw the attention of the passenger to the genuine issue of a ticket - a new, serially-numbered ticket, that should have no earlier punch-hole in it..

This American invention soon gave rise to short poem by Noah Brooks which, sixty-odd years ago, was as standard a part of our schooling as the "Rhyme of the Ancient Mariner":

Conductor, when you receive a fare,
Punch in the presence of the passenjare,
A blue trip slip for an eight cent fare
A buff trip slip for a six cent fare
A pink trip slip for a five cent fare,
Punch in the presence of the passenjare!
Punch brothers, punch, punch with care!
Punch in the presence of the passenjare

There were several further patents for successive inventions and modifications. Suffice to say that patents for the bell punch were also taken out in this country, and by late 1873 the North Metropolitan Tramways Co Ltd, in London, was experimenting with them, renting them initially, at 1/- per day per car. (So it can be deduced that speculation by conductors was thought to comfortably exceed 1/- per conductor per day). Where the punches of the early 1870s were manufactured is not yet known. Nor were the original ones satisfactory. As an aside, some makes of punches were still objected to, as giving inaccurate readings adverse to the conductors, by a nascent tramwaymen's trade union in Liverpool as late as 1889.¹

Further US patents followed in 1874 and were assigned to an American company, the Railway Register Manufacturing Company, and to a separate concern, the Foreign Cancelling Punch Co., Inc. both of Buffalo, NY. The Foreign Cancelling Punch Co was set up to handle overseas sales and patent applications, including the operations in England and there is evidence for Scotland as well. At this stage, the finance underlying the American companies is not yet clear. But, in 1878, the patent rights held by the Foreign Cancelling Punch Company were assigned to the aforementioned Walter Rathbone Bacon, who (presumably at a profit) disposed of them to gentlemen in London who founded the Bell Punch Company Ltd, an institution that survived for almost ninety years.

That, for the moment, is where this story ends. It has been offered to illustrate how a fairly complex trail can be followed through patent registrations, both in the USA

and in this country, (made somewhat easier by use of the internet), which enhance the background to the otherwise limited history that we had of the Bell Punch Company Limited; known to have been registered in 1878. We are still left with a void regarding the ticket punches that had been in use on some British tramways four or five years earlier, and there are many pieces of the jig-saw yet to be found, but the trail of patents has already thrown out clues to places and names to follow up. For example, James Henry Small and his connections with Glasgow, as well as London. Some delving at the Mitchell Library in Glasgow or at Glasgow University Library, at the Metropolitan Archives in London, and some more digging in the USA, may be the next steps.

So, are local and family history so entirely divorced from road transport history? Could family historians tell us more about James Henry Small or Walter Rathbone Bacon, albeit those gentlemen were Americans? Could local historians tell us more about Small's employment in the mid-1870s as Manager of the Glasgow Tramways & Omnibus Co Ltd?

The purpose of today's event has been to show that local history, family history and road transport history are not each a sealed compartment. May I add patent history (and surreptitiously, Trade Union history) to that list?

- 1 *Transport History*, Vol.5, No.2, July 1972 (David & Charles), an article by R Bean on "The Origins of Unionism on the Liverpool Tramways", particularly pages 181 and 186.

Building bridges with local historians

It is easy to understand why the Roads and Road Transport History Association wants to build bridges between themselves and local and family historians. During the thirty years or so that I have been taking a close interest in local history I have noticed (and commented on) the fact that some topics receive far less attention than others. I suspect that many see public transport as being for 'anoraks' who just want to collect numbers or take pictures and bore us with minutiae. Rarely do local histories of any kind make the link between how an area develops and its transport systems. The only exceptions to this general observation which come to mind are a number of books about the role of public transport in the growth of London's suburbs and the impact of the railways on hauliers in and around Wiltshire. From others, I have gleaned information about how the coming of the railways, then the trams and the buses, has altered the social habits and the development of a particular town or city, but it has not been the author who has made the connection for me. The impact of the car has probably received even less attention. Rarely is there any historical analysis of how and why these things happened.

It is an area of local history which deserves our attention, which is why the Roads & Road Transport History Association Research Workshop was an initiative which deserves to be supported and built upon. I also have to admit that I did not know the Association existed until a few months ago, when my own interest in a particular local history topic prompted me to go in search of more information, partly in the hope that someone had already done all the work, so I could just sit back and read about it. The topic which I have been wondering about for some time is the bus pass and its origins. Some time on the web and a few e-mails later, I received a lovely letter and a bundle of back issues from Roger Atkinson, who edited

the *Newsletter* of the Roads & Road Transport Association. In his letter he told me 'Concessionary fares on buses are, to this day, an absolute minefield into which few have ventured', but he did include a copy of an article from the February 1995 *Journal of the Transport Ticket Society* on 'Municipal Undertakings and Concessionary fares: A Crisis in the Fifties and one Town's Solution' by Ron Phillips.

I am planning to write an article for the Local History Online website (www.local-history.co.uk) and *Local History Magazine* to coincide with the launch of a national free bus travel scheme in England on 1 April 2008. I also want to find some other road transport and local historians interested in taking part in a collaborative research project about bus passes and concessionary fares and in talking to bus pass users about the difference it has made to their lives. I hope that other local historians with an interest in other topics with a transport connection will take advantage of this wonderful opportunity to shake the hand of co-operation which is being extended by the Roads and Road Transport History Association.

For our part at Local History Online we are here to be used by roads and road transport historians and anyone else who wants to share their news, research, enthusiasms and aspirations. You now know where we are and we look forward to hearing from you.

Robert Howard
News Editor, Local History Online
3 Devonshire Promenade
Lenton, Nottingham NG7 2DS
Tel: 0115 9706473
news@local-history.co.uk
www.local-history.co.uk



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Transdev BlazeField takes great pleasure in supporting the **R&RTHA**
and their 2007 Conference: **"Leaving No Stone Unturned"**

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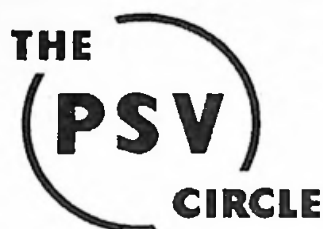
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British Commercial Vehicle Museum
at Crayke, York and The PSV Circle

PE14
FLEET HISTORY OF
NORTHAMPTON TRANSPORT LIMITED
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WELSH & YOLDS NORTHAMPTON LIMITED
AND THEIR PREDECESSORS



The PSV Circle is delighted to have supported the R&RTHA's "Leaving No Stone Unturned" conference and welcomes this booklet describing the talks given by the impressive gathering of speakers on the day.

Originally formed in 1943, the aim of The PSV Circle is to be the definitive source of all knowledge on Public Service Vehicles and Operators throughout the British Isles.

Our members receive up to 9 monthly news sheets covering the latest news of the whole of the British Isles. We also produce a quarterly British Journal containing subjects such as preserved vehicles, dealers, demonstrators, non-PSV and historical registration notes, and a quarterly Overseas Journal detailing news from around the world.

Over a three-year cycle, we produce around 60 A5 books (typically one per county) containing photographs and detailing current fleets of operators throughout the British Isles, from the smallest one-vehicle operator, to the largest nationwide operators. The operator details include operator number, name, address of both the operator and any operating centres, and the number of vehicles on the operator's licence. The vehicle details include registration, fleet number (if any), chassis maker, type and VIN, body maker and number, seating, date new, previous operator and date acquired as well as previous registration details. For major operators allocation details are also given.

We also publish, periodically, fleet histories of most major operators, as well as some minor ones. These are all thoroughly researched and give extensive information about the vehicles operated by the operator concerned. Details of companies taken over and of the subsequent operators of vehicles known at the time of printing are usually given. Our latest series concentrates on the smaller operators of Gloucestershire, and will eventually stretch to four volumes. All our latest publications are A5 in size, and contain many photographs. Details of our latest fleet histories published are:

2PA15	Darlington Transport Co & predecessors (2nd edition)	£9.00
PA22	Hartlepool Transport & its predecessors ...	£9.00
PB32	Busways Travel Services & Tyne & Wear Omnibus	£12.00
PC27	Crosville Wales Limited	£9.00
2PD6	Walsall Corp'n & West Bromwich Corp'n (3rd edition)	£10.00

2PM2	Central SMT Co Ltd and predecessors Pt 1 1926-35	£11.00
PGL1	Gloucestershire Smaller Operators Pt 1: Forest of Dean & Tewkesbury Areas ..	£12.00
PGL2	Gloucestershire Smaller Operators Pt 2: Cheltenham & the Cotswolds	£12.00
PGL3	Gloucestershire Smaller Operators Pt 3: Gloucester, the Stroud Valleys and Severn Vale	£12.00

We also publish lists of vehicles built, either as chassis, bodies, or integral vehicles. Details of our latest of these are:

B1600	Salvador Caetano 1968-1999	£7.00
B1400	Duple (Northern) Complete production ...	£7.00
C393	Albion Models 26 and 28	£8.00
C1111	Leyland Olympian and Titan (TN)	£10.00
C1453	Dennis Dart - Step Entrance Production ..	£11.00
C1900	MCW Chassis Production	£12.00

Amongst our other publications we have recently produced for sale are:

LT14	LPTB/LTE Hired Vehicles 1940/1, 1948-50 etc	£9.00
4JP100	Preserved Buses (4th ed)	£15.00
MM5	Gilford, a Manufacturer's Monograph (including 2 updates)	£14.80

To order any of the above publications, please add 10% to cover postage, and send a cheque or postal order payable to "The PSV Circle" to

PSV Circle (R), 38 Huntingdon Street,
London N1 1BP.

For further details on the PSV Circle, please visit our website www.psv-circle.org.uk, where you will find full details on our fleet list books, publications, monthly news sheets and quarterly journals, as well as how to join. If you do not have internet access, please write for a membership pack to

PSV Circle (R), 14 Orchard Road,
Hampton TW12 1JJ.

If you have any questions or comments on the PSV Circle, we would be glad to receive them via e-mail at psv.circle@driff37.freemove.co.uk or by post to

PSV Circle (R), 15 Port Close, Lordswood,
Chatham, Kent ME5 8DU.



THE BRADFORD HISTORICAL & ANTIQUARIAN SOCIETY

The Bradford Historical and Antiquarian Society was founded in 1878 to promote the study of Bradford and the surrounding district.

The activities of the society include lectures, excursions to places of historical interest and publication of a journal, *The Bradford Antiquary*. The society also maintains an extensive library of material which is available to members.

The monthly lectures are held at Bradford Central Library between September and May.

The annual membership fee is £10, and further details of the society can be obtained from the Membership Secretary,

Mrs Angela Holmes,
9 Keighley Road, Cullingworth, West Yorkshire
BD13 5JA (Telephone 01535 253265)

www.bradfordhistorical.org.uk

British
Records
Association

BRITISH RECORDS ASSOCIATION

The British Records Association, founded in 1932, brings together users, keepers and owners of archives—in fact, anyone interested in archives. It seeks to influence public policy in the interests of better preservation, understanding and access, and its Records Preservation Section has rescued many important archives and placed them in the appropriate record office. The Association publishes *Archives*—a ninety-six page journal—twice a year, and produces regular Newsletters. It also publishes the series *Archives and the User* and puts on its website *Guidelines* such as 'The Care of Records' and 'A Glossary of Archival Terms'. It holds a one-day Conference

each year, usually in December, and organises training days.

The Association is concerned for all kinds of archives and would welcome members interested in roads and road transport.

We can be contacted at:

British Records Association, c/o Finsbury
Library, 245 St John Street, London EC1V 4NB

0207 833 0428. britrecassoc@hotmail.com

See our website at

www.britishrecordsassociation.org.uk



THE BRADFORD HISTORICAL & ANTIQUARIAN SOCIETY

The objects of the Business Archives Council are to promote the preservation of business records of historical importance, to supply advice and information on the administration and management of both archives and modern records, and to encourage interest in the history of business in Britain. The Council's publishing programme includes *Business Archives*, which is published half yearly, and a Newsletter which appears quarterly. Other Council publications include *Managing Business Archives* and *A Guide to Tracing the History of a Business*. In recent years surveys of the archives of brewing, banking and shipbuilding have been published, as has a survey of the archives of 1,000 of the oldest registered companies in Britain.

its members. These include business organisations, libraries and other institutions, and individual archivists, records managers, business people and historians. An annual conference gives members the opportunity to meet, as well as to hear papers on themes of current interest

The council administers the Wadsworth Prize in Business History, won this year by Dr T. Gourvish, with M. Anson entitled *The official history of Britain and the Channel Tunnel*.

Contact Mrs K Sampson, Lloyds TSB Group
Archives, 5th Floor, Princess House, 1 Suffolk
Street, London EC4R 0AX

The Council is a registered charity and derives much of its income from the annual subscriptions of

www.businessarchivescouncil.org.uk



THE COMMERCIAL VEHICLE & ROAD TRANSPORT CLUB

The Commercial Vehicle & Road Transport Club (CVRTC) was formed in 1965 to bring together all those interested in the road haulage industry. Not only are industry employees in our ranks but many who are just observers and photographers.

members and there are displays of archive and current material.

The Club was formed as a platform to record the many aspects of the industry nationwide for historical research.

CVRTC NEWS is our illustrated journal which appears nine or ten times per membership year. This contains contributions from members on the road haulage scene of past eras and also records observations overseas.

The club has encouraged the saving for posterity of classic commercial vehicles and among its membership there are some 300 vehicles save and/or restored. The club organises meetings in Bristol, Bolton and Coventry to bring local members together for discussion on their favourite topic. Presentations are made by

Membership to CVRTC costs just £9 per annum and runs from the date of joining. Details from Membership Secretary, CVRTC, 8 Tachbrook Road, Uxbridge, Middlesex UB8 2QS or can be downloaded from our website www.cvrtec.uk.com which contains more information on the club.

The CVRTC is a corporate member of the Roads and Road Transport History Association

BUSES WORLDWIDE

Buses Worldwide is an organisation for anyone (professional or layperson) with an interest in the bus and coach industry outside of the UK. Currently celebrating its 25th Anniversary, as well as covering the modern scene we are also working on a number of historical projects including archiving numerous timetables, maps, brochures and magazines, plus the slides of two of its founding fathers. We are also working with the PSV Circle to delve through the archive files of the Maltese Transport Authority. One historical book has already been published in the shape of "Maltese Buses of Yesteryear", and are working on a history of buses in Sri Lanka.

Members enjoy six topical 32-page A4 magazines a year and recent issues have included material from the Falkland Islands, Tibet, Nepal, India, Australia, North America, Albania, much of Western Europe, Morocco and a host of other far off locations.

Buses Worldwide is a corporate member of the Roads and Road Transport History Association.

For further details see our website - www.busesworldwide.org or contact our Membership Secretary, Steve Guess at : 37 Oyster Lane, Byfleet, Surrey, KT14 7HS



HEBDEN BRIDGE LOCAL HISTORY SOCIETY

HEBDEN BRIDGE LIT & SCI

Hebden Bridge Local History Society was established in 1949. There is a winter programme from September to March on Wednesdays at 7:30 pm at the Methodist Church Hall on the A646 in Hebden Bridge. Summer walks and other activities are arranged for the rest of the year. The Society's archive collection is open for access by members at The Birchcliffe Centre, Birchcliffe Road, Hebden Bridge on the second Wednesday and fourth Saturday of each month. www.hebdenbridgehistory.org.uk has some of our archive details.

Rachel Smith, Membership Secretary
and Nigel Smith, Librarian

Bramble Dene, Moss Lane, Hebden Bridge. HX7 7DS
01422 842847 E-mail through website.
www.hebdenbridgehistory.org.uk

Road and road transport archives include: Research on local turnpike roads and road side stones. / Various driving licences from 1909 / Various 1950s car catalogues.



Bus Users UK has its history in Portsmouth. Set up in 1985 by Dr. Caroline Cahm MBE initially as a local Bus User Group in the Portsmouth area, Caroline quickly made contact with other similar groups across the UK and the National Federation of Bus Users was born.

We renamed as Bus Users UK in 2004 as we felt a shortened, more direct title was more appropriate.

With the deregulated, privatised era brought about by the 1985 Transport Act, it was often a confusing time for passengers. Whilst other privatised industries such as Electricity and Gas had an "official" Government-sanctioned "watchdog", the bus industry did not. NFBU quickly assumed a position of being a voice for the bus user.

Bus Users UK usually takes a "non-confrontational" attitude with the bus industry.

We try to work with bus operators and local authorities to express the views and issues faced by passengers. After all, we all wish to see the same results - high quality, reliable, easy to use, cost-effective bus services.

We set up the Bus Appeals Body with the Confederation of Passenger Transport to create a non-statutory appeals process to address unresolved complaints. We also operate Bus Users Surgeries across the country, where people can drop by to give their comments about local services.

It is easy to join us and get the quarterly magazine.

Bus Users UK
PO Box 2950, Stoke-on-Trent ST4 9EW
Tel: 01782 442855
enquiries@bususers.org

www.bususers.org





The Ephemera Society exists to bring together those who collect, study and write about the 'the minor transient documents of everyday life'. This includes leaflets, handbills, tickets, letterheads, trade cards, posters, theatre and sporting programmes, receipts, advertising material diaries and packaging of all kinds.

The Society has several hundred members, in the UK and overseas, and produces a quarterly newsletter, *The Ephemerist*, and an annual handbook listing members' interests. A number of members list "buses, trams", "road" and "coaching" as their special interest and others give tickets, bill and letterheads and, The Society organises several bazaars each year where ephemera

can be bought and sold.. There are also regular lectures and visits arranged to relevant collections, producers, printers, etc.

Road and road transport historians would find much of interest in areas such as tickets, advertisements, timetables, waybills, plans and maps and similar material. The latest issue of *The Ephemerist* has a well-illustrated article on the ephemera of tolls and turnpikes, especially in the Victorian era.

More information can be found at
www.ephemera-society.org.uk
or

The Ephemera Society, Box 112,
Northwood, Middx. HA6 2WT

THE FYLDE TRAMWAY SOCIETY

The Fylde Tramway Society was founded in 1971 to support the retention and development of the Blackpool to Fleetwood Tramway and boasts a membership of over 600 with members throughout the UK, Europe and the USA.

The Society has an excellent relationship with Blackpool Transport Services Ltd and has been involved in several major projects. The Centenary of the Tramway in 1985 was celebrated by sponsoring open-top 'Balloon' tram 706, "Princess Alice". For the 1998 "Tramroad" Centenary, the Society sponsored boat car 600 and assisted with the restoration of B&F Rack 2 of 1898 at Crich Tramway Village.

The Society publishes a monthly magazine, "Fylde Tramway News", free to all members. This includes news on Blackpool's trams and buses, together with features on the history of the trams and the tramway.

Events for members include a Convention Weekend, depot visit, Annual Dinner, "Illuminations tour", and "Christmas tour". Meetings that feature tramways and transport from all eras are held every first Thursday of the month at 7.30 PM at the "Wings Club", Victoria Road West, Cleveleys; a short walk from Cleveleys tram stop

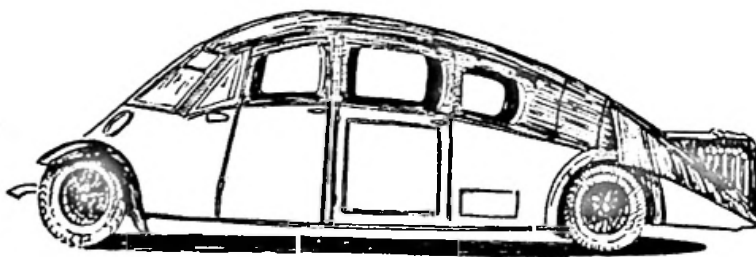
For further information, please write to:
FTS Memberships,
15 Launceston Close, Oldham OL8 2XE

www.freewebs.com/fyldetramwaysociety-blackpool

'HOWDENSHERE' TRANSPORT HERITAGE

Howden is an historic market town at the west end of the East Riding of Yorkshire. It has a fascinating transport heritage, celebrated in September 2007 by the second Howden Heritage Weekend, a partnership of local groups and individuals working to engage residents and visitors in the understanding and appreciation of the area. The weekend had exhibitions and events on four main themes: air, water, rail and road, including the Howden Horse Fair, the R100 airship station, the bridges at Boothferry and the M62, and much more.

The weekend was also a chance to draw attention to the Burney Streamline Car, whose revolutionary aerodynamic prototype was built at Howden in the late 1920s by Sir Dennistoun Burney. Research on the car and its development involved oral, local, national and internet resources with the Crossley Streamline car, the only complete surviving car based on the design, being brought from the National Motor Museum at Beaulieu to great interest. Howden Civic Society will shortly publish the first dedicated book on the subject: 'The Burney Streamline Car' by Bernard J Nield, and a general leaflet on Howdenshire's Transport Heritage will follow.



Further details of Howden, its history and related transport topics are available via the website and links at
www.howdencivicsociety.org.uk

Contributed by Charlotte Hursey, Howden Heritage Weekend
Group/Howden Civic Society

HISTORY IN THE MAKING

Appreciation of road transport's history is all the richer from reference to the present. Members interested in freight transport can enjoy that link, by subscribing to the monthly newsletter *Transport News Digest*, compiled by John Dickson-Simpson, the engineer who celebrates 50 years of road-transport journalism.

Transport News Digest is the most economical way of keeping one's finger on road-freight's pulse. It succinctly reports the month's developments and, moreover, includes comment that puts the news into context – sometimes historical context, with which John's archives help. So often the frustration and political dogmas that make transport an uphill slog for its participants are repetitious of

the past. The doyens have seen it before; can offer wise advice from historical experience and recall past lessons that can have modern relevance.

A quick-read monthly summary of current developments is the time-saving way to keep in touch. That is what the four-page *Transport News Digest* does. It is being offered to R&RTHA members at the specially discounted rate of £20 a year.

Send a £20 cheque with your name and address to:
Transport Press Services,
38 Portobello Road, London W11 3DH

THE INSTITUTE OF RAILWAY STUDIES & TRANSPORT HISTORY

The Institute of Railway Studies & Transport History, founded in 1995 (as the Institute of Railway Studies), is a joint initiative of the National Railway Museum and the University of York. Since its foundation the IRS&TH has become the leading centre for the study of the history of transport and mobility.

The Institute offers a wide range of opportunities for learning and research in railway and transport history and cognate fields, including a number of courses and research degrees. Students at the IRS&TH benefit from the Institute's expert staff and from the expertise, resources and facilities of

the National Railway Museum and the University of York. A programme of research workshops open to the public is held throughout the year.

The Institute is located on the campus of the University of York and at the National Railway Museum, York. For details of all activities visit the website at
www.york.ac.uk/inst/irs

The IRS & TH is a corporate member of the Roads and Road Transport History Association.

THE INSTITUTE OF TRANSPORT ADMINISTRATION

The Institute of Transport Administration is a professional organisation dedicated to broadening and improving the knowledge, skills and experience of its members in the practice of efficient transport management. Among the services it offers to its members, there are: a Continual Professional Development programme, including industry related presentations, training and discussion; discounted training courses, including driver and management CPC requirements; educational and informative local and national meetings, social and networking events; and a members journal, *Transport Management*. The Institute's function and purpose,

'Educating modern transport management', includes the road, rail, sea and air aspects of the industry. Further information and applications for membership should be addressed to the Institute at "The Old Studio", 25 Greenfield Road, Westoning, Bedfordshire MK45 5JD. Telephone – 01525 634 940.

The IoTA is a corporate member of the Roads and Road Transport History Association.

www.iota.org.uk



The Kent Family History Society was formed in 1974 and currently has over 3,700 members, about 20% of whom live outside the UK. All members receive a copy of the Society journal quarterly containing articles written by members, news from Branch meetings and information about what is happening in the world of family history.

More than 2,000 publications have been issued on microfiche and a growing number of parish and census records are available on CD ROM. Members are entitled to a discount on these publications. Also available for purchase are books and CD ROMS. For further details, please see www.kfhs.org.uk/shop

There are six active branches in the Kent area covered by the Society – Ashford, Birchington, Canterbury, Deal, Maidstone and Strood. Members are welcome to attend any of these meetings.

The Society also has a lively on-line discussion group for KFHS members only. Members exchange information and help each other.

For further details about the Society please visit the KFHS website on www.kfhs.org.uk or contact the Membership Secretary –

Mrs Jean Skilling, 15 Port Close,
Chatham, Kent ME5 8DFU.
E-mail membership@kfhs.org.uk

The Kithead Trust

Registered Charity No. 328257

De Salis Drive, Hampton Lovett, DROITWICH, WR9 0QE

E-mail: kitheadtrust@dsl.pipex.com www.kitheadtrust.org.uk

The Trust was established at the instance of the National Bus Company as a secure repository for their papers, especially relating to planning, technical, vehicle, trade union and individual company matters that might otherwise be lost. The name Kithead arises from the fact that its building was originally occupied by a printing company of that name and no more appropriate title could be thought of at that time. In 1990 the Trust was registered by the Charity Commissioners as an educational charity.

In 1994, the Department of Transport decided to dispose of its historical reference library and the Trustees accepted this substantial deposit.

In 1995 and 1999 extensions to the archive were built. The first was funded by Messrs Arthur Townsend O.B.E. and David Beaman and the second by Messrs Garry Charles and Andrew Vernon. Thanks to the generosity of National Express and of Stagecoach Holdings, a system of heating and air conditioning was installed which conforms to the British Standard Specification for archives.

In 2004, following closure of the printing business, that part of the building previously occupied by the company was taken over and has doubled the area available.

Substantial deposits include material from the five Corporations which formed the West Midlands P.T.E. plus a number of ex-NBC sources including Alder Valley, City of Oxford, Eastern National, East Kent, Midland Red, Northern General, Potteries, Southdown, Trent and Wilts & Dorset and their predecessor companies.

The Trust also holds a considerable volume of Motor Taxation Records, which are subject to special conditions of access. A list of the Trust's holdings plus all other locations of motor taxation records known to them is included on the Trust's website: www.kitheadtrust.org.uk

The archive, located near Droitwich, is usually open from 10 a.m. to 5 p.m. on Wednesdays and Thursdays but as staffing is by volunteers this can be varied, so that a prior appointment is necessary. There is no scale of charges to access the archive but as the Trust is funded solely by its users and supporters, researchers are usually glad to provide a donation to the Trust by way of recognition.

The Kithead Trust is a corporate member of the Roads and Road Transport History Association



**LEEDS
CIVIC
TRUST**

Founded in 1965, the Trust is an independent, non-political, voluntary organisation made up of people who live or work in Leeds and are keen to promote its improvement. We stimulate debate about Leeds and promote pride in the city.

Our principal aims are to encourage:

- High standards of architecture and planning
- Conservation and enhancement of the city's heritage
- Improvement of public amenities and the quality of life

We keep in close touch with a wide range of people and organisations across the city, including the City Council, architects and developers, local business and the general public. In addition

to our individual members, we have over 25 affiliated Leeds amenity societies and more than 100 corporate members.

Anyone can join the Trust. The benefits include: a lively programme of events; monthly newsletters and an Annual Report; briefings on current issues in the city, followed by high level representation of your views to the City Council, developers and other key decision makers.

Why not join now? - If you would like further information or an application form, please contact: The Director, Leeds Civic Trust, Leeds Heritage and Design Centre, 17-19 Wharf Street, Leeds LS2 7EQ.

Tel: (0113) 243 9594 - Fax: (0113) 244 8355

Email: office@leedscivictrust.org.uk
www.leedscivictrust.org.uk



LIVERPOOL & SOUTH WEST LANCASHIRE FAMILY HISTORY SOCIETY

Founded on 27th May 1976 the Society covers the Hundred of West Derby, from Southport in the north, to Warrington in the south, from Leigh in the east, to Liverpool in the west.

The Society aims to encourage Family History and Genealogy; with the provision of educational facilities via our quarterly Journal, the 'Liverpool Family Historian'; a programme of lectures, visits and other activities; and the transcription, indexing and publication of relevant material. Via membership of the Federation of Family History Societies, we provide a link between our members and similar Societies.

At present, membership totals approximately 2,250

worldwide and our quarterly journal is free with membership. The Journal has a wide ranging list of items which cover Help Requests, Members' Interests, Letters to the Editor, Unwanted Certificates and of course many articles covering a wide range of subjects including transport.

The Society has six sub-Groups covering the areas of Southport, Skelmersdale & Upholland, Leigh, Liverpool, Widnes and Warrington. All have monthly meetings when members attend lectures and activities.

Contact should be via our General Secretary,
Miss Pat McEvoy, 6 Kirkmore Road, Liverpool, L18 3QN
or via our web site: www.liverpool-genealogy.org.uk

NORTH EAST BUS PRESERVATION TRUST

The North East Bus Preservation Trust Ltd is typical of a provincial charitable trust which uses its resources to conserve and preserve buses and coaches, and artefacts and records associated with them, for the education and appreciation of the public. At a time when much of the population no longer travels by bus and coach regularly, family travel at gatherings of veteran and current pcvs provide a popular experience.

Those carrying out archival research may well benefit at times from contact with local transport museums and trusts. Those involved in the restoration and running of old vehicles may not have the time or inclination for such research but may work for transport providers or may have family or direct work contacts. As an example, individual members of NEBPT maintain the archive of a large pcv operator, another, as an 'interested' employee, received the archive of a large public operator which otherwise would have been dumped as refuse. Members

of the public also donate items from collections or family businesses.

NEBPT (www.nebpt.co.uk) is not special in any sense, but it is representative of preservation groups/trusts which may well have information/archives, and also individual members (many of whom will not be members of formal societies), but who may have information held personally or informally which could be available if contact were made. This happens quite frequently with us and NEBPT does get requests of all kinds which we can feed out to 'people we know' who can usually inform the enquirer (who, in many cases has not heard of the formal societies). Just one qualification — NEBPT can only advise regionally and we could not 'farm out' questions concerning other places.

R L Kell, Treasurer, NEBPT Ltd.

Contact e-mail address: **RobertKell07@aol.com**

COMMENTS FROM A "NOVICE RESEARCHER"

Thank you for the opportunity to contribute a few words after attending the recent conference in Leeds.

It was very informative to me as a novice and I met a number of fellow attendees who gave me useful guidance.

With regard to my own research '100 years of Express Motors - a Bus and Coach operator in north Wales', I am afraid it is exceedingly laborious starting with the fact that the actual anniversary is now supposed to be 2011, and not 2008 as previously advised.. It was not until yesterday that I found reference to a proposed Rhostryfan service as reported to the Committee on

Licensing of Hackney Carriages in 1911..At least I have a further three years to work on it!

I have spoken to a few people locally, but everything is so hush hush, with an alarming comment that relevant papers are 'kept in the most unlikely of places' and despite numerous previous requests, it is thought to be highly unlikely they will ever be released. Indeed, there is a thought they may have already been destroyed to avoid some unspecified skeleton to emerge from the cupboard and cause descendants some embarrassment. Who knows? The mystery deepens.

Brian Bigwood

OTA ONLINE TRANSPORT ARCHIVE

Online Transport Archive (OTA), a UK charity since 2004, administers a growing number of transport-related film and photographic collections. OTA's stated object, as registered with the Charity Commissioners, is: "... to advance the education of the public ... through the collection of film, colour slides, photographic negatives and prints, videotape, electronic images in all formats." OTA's activities include the care, conservation and administration of film and photographic collections.

It also provides assistance to bona fide publishers/authors/researchers thereby ensuring material is made available to the public at large. (Note OTA is currently unable to handle general enquiries from

individuals for access to the collections.) OTA's director/trustees cover a wide range of transport interests and, most importantly, a cross-section of ages to guarantee the long-term future of the organisation. OTA material appears in an ever-increasing number of publications and DVDs and recently two of the directors co-authored *Streets of Liverpool* (Ian Allan, 2007).

For further information write to the Secretary at 8 Aughton Court, Church Road, Upton, WIRRAL, CH49 6JY.

Alternatively, please consult the OTA website (www.onlinetransportarchive.org) via which you can send OTA an email.

Library & Archive

The Omnibus Society provincial archive, held in Walsall, is the premier source for historical information on bus services in the United Kingdom and Ireland.

The Timetable Library is recognised as being of national importance, covering timetables produced by operators, authorities and publishers from late Victorian years to the present. Near-complete sets of Notices & Proceedings from their start in 1931 to the present day are held.

The Archive holds company reports, publications, association records, agreements and campaigns. Most books relating to the industry published since 1947 are held. Reports produced by research bodies, government, local and shire councils and London Transport are held. Legal documents and Acts of Parliament can be consulted.

Road passenger transport journals and association proceedings from 1900 are kept.

Notable features are the collections donated by individuals. The Southgate Collection contains priceless source material on manufacturers. The Detheridge Collection consists of 200 files of operators' activities. The loaned Monk Collection, deals with Thomas Clarkson and the National Omnibus Company.

The London Collection is held in separate premises at Acton, for ease of metropolitan researchers.

A separate Photographic Collection is held in Long Eaton, Derbyshire, providing members with a print service.

Members of the public pay a research fee, but Society members use the service free of charge. Access to all premises is by pre-request only. Details of contacts, times and directions can be found on the website:
www.omnibussoc.org

Northern Branch

This is a very active branch of the Omnibus Society, which covers members living in the geographical areas of Northumberland, Tyne & Wear, County Durham and Tesside.

During the winter months a full programme of monthly Saturday meetings with guest speakers is arranged, normally based in Newcastle, Stockton or Darlington, and attendances 20+ are the norm. A monthly branch newsletter is produced throughout the year, which includes the latest news of current bus operations, as well as short articles of a more historical nature.

Members interests are road passenger transport generally, including bus, tram and trolleybus operations and vehicles.

The membership includes several active authors of published road transport histories as well as current senior figures from local bus operators.

The meetings give the members an opportunity to share and discuss their researches and personal archives.

For further information contact the Branch Chairman,
Peter Cardno,
22 Welldale Crescent, Fairfield,
Stockton TS19 7HU
Tel 01642 582947

Provincial Historical Research Group

The Provincial Historical Research Group comprises some 200 members of the Omnibus Society whose interests lie in the historical aspects of the UK bus industry. There is a separate, but complementary, London Historical Research Group. The wide range of research and specialised local knowledge of our members is as broad as the subject itself, creating a useful forum for obtaining and disseminating information. A bi-monthly Newsletter is published covering topics that date from the earliest motors (not infrequently before), right through the 20th Century up to the National Bus Company era and beyond.

Often when researching local or family history a fleeting reference might be found to a bus or charabanc operation but all too often glossed over or, worse, misrepresented due to lack of in-depth knowledge of the background. We in the PHRG hope that we may be able to help in such matters, looking upon this as a two-way process that can equally add to our own archive of knowledge. Contacts with other organisations or individuals are always welcome. Full contact details for the PHRG, including membership, may be found on the Omnibus Society website at www.omnibussoc.org.uk

The Omnibus Society is a corporate member of the Roads and Road Transport History Association



THE OMNIBUS SOCIETY
www.omnibussoc.org



The Post Office Vehicle Club was formed in 1962 by a group of people whose interest in the GPO fleet started between the wars. In those days, the Post Office was a government department and its fleet was characterised by the complete registration marks allocated by the London County Council, thus making its vehicles instantly recognisable, even after sale from Post Office service. In 1969, the General

Post Office ceased to exist and a public corporation, the Post Office, was created in its place. Vehicles ceased to be registered in London but interest in the fleet continued to increase with the growth of the fleet. By 1981, when the telephone operations were demerged to form British Telecommunications, the combined fleet had reached eighty-one thousand vehicles, easily the largest commercial fleet in the British Isles. The Club's records are virtually complete between 1906 (when the first GPO owned motorised vehicle was put in service) and 1920, and from 1933 to date, although the data held on individual vehicles varies, and an active research programme is in hand to try to complete the 1920 to 1933 period. Contact via its Secretary at:

32 Russell Way,
LEIGHTON BUZZARD, LU7 3NG
or at its website www.poveclub.org.uk.

The POVC is a corporate member of the Roads and Road Transport History Association.



THE SECOND WORLD WAR EXPERIENCE CENTRE



The Second World War Experience Centre is an educational charity that was established in 1998 due to the urgent need to collect and preserve memories of life during the Second World War before time runs out. The Centre is based in Horsforth, near Leeds, but the archive is international in scope and helps school children,

students, researchers, veterans, historical groups and family members wanting to trace their genealogy from across the UK on a daily basis.

The museum/archive holds international documentation including letters, photos, diaries and tape-recordings and is uniquely concerned with personal experiences of wartime

during the years of 1939-1945. Perhaps you or a family member have memories of the Second World War and would be happy to be interviewed at your home by one of our volunteers or perhaps you have documents at home relating to a family member's time during the war that you would like to donate? The Centre is also always looking for budding 'amateur historians' across the UK to visit veterans in their homes locally to tape-record their memories for preservation for future generations. If you would like to get in touch with the Centre regarding donating material, or volunteering or would just like to show your support by becoming a 'Friend', call 0113 258 4993.

The Second World War Experience Centre,
5 Feast Field, Horsforth, Leeds LS18 4TJ
By appointment only. www.war-experience.org

SLAIDBURN VILLAGE ARCHIVE

Slaidburn is a small settlement in North Lancashire nestling between the moorlands of the Forest of Bowland and the Easington Fell, on the banks of the River Hodder

The archive at Slaidburn can be found at the village Heritage Centre and has existed now for two years. Although the Heritage Centre is temporarily closed, the Archive remains open on Wednesdays and Fridays 11 a.m. to 3 p.m.

We are registered an outpost of the National Archive who provide protection and regulations, though we operate under the 'umbrella' of the Heritage Trust for the North West; they provide the venue, advice and support.

The aim of the archive is to record and preserve upper Hodder Valley social history. We have so far collected and copied much of the local material from photographs, newspapers, scrap books, farm records and also 'word of mouth' contributions.

As the traditions and word of mouth culture in villages and on farms change and disappear, we aim to preserve what we can for future generations.

Examples from our collection are regularly displayed in church and at local venues. Children from the village school have visited the centre and contributed to exhibitions. A photograph from our Archive featured in the Roads and Road Transport History Association *Newsletter* 48 – on the front page.

We operate with volunteers, including the archivist, and on part-time paid assistant, are a registered charity and financed by sponsors and grants. It seems as a village archive we are fairly unique and know of only one other village archive, near Sheffield.

Jenny Bradley, archivist



RAILWAY & CANAL HISTORICAL SOCIETY

Although railways and canals are still its main focus, the R&CHS recognises that a serious study of railway and canal history is often inseparable from a study of the other modes of transport with which they co-operated or competed – not least road transport. The Society caters for members interested in these other modes through special interest groups. The Road Transport Group's members keep in touch through the circulation, normally three times a year, of Occasional Papers, each ranging from a paragraph or two to working drafts of full-length papers circulated for comment prior to publication in the Society's *Journal*.

To enable members to keep in touch with what is being published in their field of interest, a

bibliography of books and articles on the history of inland waterways, railways and road transport in the British Isles is published annually as a supplement to the *Journal*. Cumulative files of the bibliographies are maintained, including files for books and for articles on the history of roads and road transport. Specific enquiries, or requests for copies of the files as e-mail attachments, may be sent to g.boyes1@btinternet.com.

The annual subscription is £15. For further information visit the Society's website: www.rchs.org.uk

The Railway & Canal Historical Society is a corporate member of the Roads and Road Transport History Association.

THE THORESBY SOCIETY

The Thoresby Society was founded in 1889 and is named after the first historian of Leeds, Ralph Thoresby (1658-1725). As many may not know this reference, we add to our name – "the Historical Society for Leeds and its district". The Society has an extensive library of books, maps and illustrations and some archive material which is available for public consultation and is located at Claremont, 23 Clarendon Road, Leeds LS2 9NZ (0113-247-0704). We organize a public lecture programme through the winter and spring; some recent examples were on the history of Headingley (see separate paragraph below) and on the early history of Leeds. We shall shortly be hearing about Holocaust Survivors in Leeds.

In the summer there are excursions for members – for example to Ribbleshead to see the remains of the navvies' camp. Finally we have

an annual publication; the most recent is on the memorials in Leeds Parish Church. We also foster and encourage study of the history of Leeds through exhibitions and an annual research day school. We give to members an annual bibliography of recent publications on the history of Leeds and review the more important works. You can contact us on our website at www.thoresby.org.uk.

The Roads & Road Transport History Association primary theme for its "Leaving No Stone Unturned" Conference in Leeds was the crossing of the boundary between local history and road transport history. As one of the Thoresby Society lectures on Headingley, at the end of 2007, Dr John Cruickshank talked on "The Transformation of Headingley's road network in the eighteenth century; Urban imperatives driving rural change".



TRANSPORT OPERATIONS RESEARCH GROUP

The Transport Operations Research Group (TORG), Newcastle University [www.ceg.ncl.ac.uk], is active in the following areas of transport research, covering all modes of transport:

- Public Transport: Areas of expertise include the design and assessment of networks; the design, implementation, operation and impact of Flexible Transport Services; and analysis activities such as benchmarking.
- Transport Infrastructure: Academic study in this area focuses on improved designs and design techniques and the systems for managing the portfolio of the individual elements.
- Private Transport: Research into road user pricing, safety (including safety cameras on roads), environmental impacts and freight movements.

technologies and their effect on operations, management, safety, demand modelling, land use, environmental impact, and wider policy issues. Research into sustainability includes issues related to reduction of motorised transport, such as pedestrian, cycle and public transport provision, travel demand management and travel behaviour. TORG has expertise in the way in which, individuals change their behaviour in response to road user charges.

Two members of the Group are RRTHA members;

Dr Corinne Mulley [corinne.mulley@ncl.ac.uk], Senior Lecturer in Transport Economics, who is Editor of the Companion to Road Passenger Transport; and Dr Martin Higginson, Visiting Researcher [mhrc@waitrose.com], who is working with Corinne Mulley to set up a project to examine the 'Transport Needs of Older People in Rural Areas'.

Research concentrates on the application of new



THE TRANSPORT TICKET SOCIETY

The Society, originally called the Ticket & Fare Collection Society, marked its diamond jubilee in 2006. It promotes the study of ticket and fare collection systems, current and historical. It covers all modes of passenger transport, including air and sea as well as road and rail systems. Its members' interests range from horse tram tickets to the latest electronic systems around the world.

The way that fare systems and tickets change over time reflects social changes too. In some countries the business requirement to cut manpower has led to simpler fare structures. In others, where labour is a less significant part of the cost structure, more complex ticketing persists.

The backs of tickets can also reflect social trends with advertisements for anything from patent pills and medical trusses to fast food restaurants or the issuers' own services. At critical times in a nation's history they've been used for government propaganda too, like the British World War II slogan: "The Enemy has

long ears. Guard your conversation." Or, in 2007, "We must say 'NO' to abuse in the home. Domestic abuse happens to 1 in every 4 women".

The Society's members receive a copiously illustrated monthly journal, which features the latest developments as well as articles on more historical topics. It also publishes monographs on the ticketing practice of individual bus or railway systems and facilitates the exchange of tickets between those members who collect them.

The Transport Ticket Society is a corporate member of the Roads and Road Transport History Association.

Membership Secretary:
S.A. Skeavington,
6 Breckbank, Forest Town,
Mansfield, NG19 0PZ

www.transport-ticket.org.uk

SOLO PUBLICATIONS

80 The Street, Kingston,
Canterbury, Kent CT4 6JQ
Telephone: 01227-830157
Email: sp@elks98.wanadoo.co.uk

Solo Publications publishes short-run prints of books on a range of specialist subjects, including detailed studies of railway and tramway history, mostly aimed at collectors and students of local history. The current range are wire-bound A4 format with laminated covers and, wherever possible, illustrated in full-colour. Among the topic so far covered are the travel tickets issued by the Great Western, South Eastern, London Chatham & Dover,

South Eastern & Chatham railways and those of Colonel Stephens' East Kent Railway. A further volume covers platform tickets issued by the Eastern Section of the Southern Railway. The latest is on the subject of the ticketing system of the Dover Corporation Tramway, the first of an intended series about other tramways. Other books are in the course of preparation, including one on the tickets of the Midland Railway, due out later this year.

Solo Publications is always looking for budding authors wishing to write about any aspect of transport history and can be contacted at the above address.



*"Recognising, Rewarding, Inspiring":
Passenger Transport History in the Making*

Buses in Great Britain outside London were privatised and deregulated in 1986. In 1990, frustrated by perceived lack of bus service innovation, the Association of Metropolitan Authorities declared the "Year of the Bus". An Awards ceremony in 1991 promoted and disseminated good practice, rewarding the best. Other local authority associations joined in, the popular awards, outstripping the resources available for administration. TAS Partnership was invited to find a sustainable solution and the UK Bus Awards came into being in 1996.

The new format involves all partners in the bus industry - operators, local authorities, user representatives and suppliers of goods and services. It proved

an instant hit. With over 800 filling London's Old Billingsgate for the Presentation Ceremony over lunch in November 2007, Bus Industry Awards Ltd faces a problem to accommodate an even larger attendance next year!

Details of the 17 different awards now presented are available on the website www.ukbusawards.co.uk. A substantial archive of winning and shortlisted entries represents a living history of progress in bus services. Notable are the rapid spread of accessible services, pro-active marketing and partnership working, all inspired by earlier awards and commercial success. UKBA is anxious that the records are preserved: offers of help with accommodation or perhaps digitisation are welcome.

Contact: John Carr, john@carruk.net



THE TRAMWAY MUSEUM SOCIETY

The Tramway Museum Society owns the National Tramway Museum at Crich, Derbyshire DE4 5DP, where its collection of more than 50 historic tramcars is displayed and many are operated on a line one mile in length. It also maintains and develops Britain's largest collection of tramway documents, books, artefacts and memorabilia in the John Price Library at the Museum, where there is also an extensive archive of films.

The TMS was also one of the pioneers of digitisation of photographs and offers a service to other museums. Besides being used for research by historians in general and by its 2,500 members, its collections provide the basis for diligent accuracy in the restoration of its own vehicles. The TMS was one of the earliest in the field to identify key stages in vehicle development which needed to be portrayed, and this work is continuing.

It also maintains an educational service to provide information for schools and to arouse

interest in pupils, through museum visits and museum-based projects, in the part played by tramways in urban history. The TMS was founded in 1955, when it took over the nucleus on the tramcar collection brought together by the Light Railway Transport League Museum Committee from 1948 onwards. It acquired the Crich site in 1959, and has operated electric trams since 1964.

The Museum is normally open each day from Easter to the end of October; phone number is 01773 854321 or enquiries@tramway.co.uk by e-mail. For historical research or to use the Library contact Glynn Wilton, curator; for schools visits contact Jan Barrett, educational officer; or for film, video and dvd matters contact Roger Benton, film archivist.

The Tramway Museum Society is a corporate member of the Roads and Road Transport History Association.

www.tramway.co.uk



UNIVERSITY OF THE THIRD AGE (U3A)

A U3A provides educational, creative and leisure opportunities for retired people in a friendly environment. It is a learning co-operative drawing upon the knowledge, experience and skills of its membership to organise such interest groups as the member's want. There are U3As in almost every part of the country, with membership ranging from 12 to 2,000. Each is autonomous, whilst working in accordance with the principles of the Third Age Trust.

U3As normally have regular speaker meetings, and local history topics are popular — giving a talk to one could well yield a useful set of contacts. The editor of the U3A's magazine would probably welcome articles on local road or road transport history — again, there could be useful feedback.

Most U3As have a local history group which actively carries out research. Although this is

unlikely to be directly concerned with one's own research topic, it could provide valuable contextual information. Furthermore, the members of the group could benefit from one's experience in carrying out research. At least two U3As have canal history groups; I'm not aware of any with a railway history group, let alone a road transport history group, but if a keen U3A member suggested one, it might attract interest. Mutual help is the U3A's basic philosophy.

Your information centre or library should have the contact details for the U3A nearest to you. The normal arrangement is that you join the local U3A, then say what special interest groups you would like to belong to: for example in our household we are members of the local history, ornithology, tai chi and pub lunches groups.

www.u3a.org.uk

Peter Brown



WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

Since the deregulation of bus services in 1986 and the franchising of rail services in the 1990s, Metro has sought to deliver high-quality, accessible, safe and affordable travel to everyone in West Yorkshire.

Working with our partners we have delivered step-free access at thousands of bus stop, developed real-time departure information services, re-built bus stations, invested in new rolling stock and railway stations, introduced guided bus services in Leeds and Bradford and helped with funding to keep vital rural bus services running.

We've pioneered free bus services in and around West Yorkshire town and city centres, which has generated new journey opportunities and brought new passengers.

And 'My Bus' yellow school buses take thousands of children to and from school every day, taking cars off the roads at peak times, which reduces congestion and pollution.

To do this, Metro works with train operators such as Northern Rail, funding agencies such as Yorkshire Forward, and with bus operators, successors to the municipal enterprises such as Huddersfield Passenger Transport Department and much-loved independents such as Samuel Ledgard who helped make public transport a viable and popular alternative to the car.

Metro looks forward to building on these fine traditions in the future.

www.wypta.gov.uk



THE YORKSHIRE ARCHAEOLOGICAL SOCIETY

The Yorkshire Archaeological Society has been in existence over 150 years. It aims to further the study of the history, architecture and archaeology of Yorkshire. It has several specialist sections, the largest being the Family History Section which may be joined separately or in addition to the main Society and other sections. The library houses a comprehensive collection of historical material on the ancient county of Yorkshire, including Parish Registers. The Library can be used for research and Members of the Family History Section may borrow material deposited by the Section, including other Society Journals. The YAS Archives, contain a large number of family estate and antiquarian papers, maps, drawings and unpublished transcripts of some Yorkshire

Parish Registers and Monumental Inscriptions.

The Family History Section was founded in 1973 and has some 1600 members. This is the only Family History Group to cover the whole of the pre-1974 County of Yorkshire. Regular meetings are held at Claremont, 23 Clarendon Road, Leeds LS2 9NZ, the Headquarters of YAS. There is a bookstall here selling a variety of publications linked with family history including their own 1851 and 1891 Census Indexes.

Their website is : www.yas.org.uk

The headquarters has limited opening hours, but can be contacted on 0113 2457910.

R & R T H A Past Conference Papers

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|------|---|-------------------------|-------|
| 2002 | : | Learning from History   | £4    |
| 2003 | : | A Medley of Thoughts    | £2.50 |
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| 2006 | : | Private or Public?      | £5    |

Cheques payable to "Roads & Road Transport  
History Association" please. All post-free from:

Roger Atkinson  
45 Dee Banks  
Chester CH3 5UU



**T**he Roads & Road Transport History Association was formed in 1992 following the success of the First National Road Transport History Symposium at Coventry in 1991. From the start, its prime objectives have been to promote, encourage and co-ordinate the study of the history of roads and road transport, both passenger and freight.

It embraces the whole range of transport history from the earliest times to the current age of motorways. urban congestion, pedestrianisation and concern for the environment. It aims to encourage those interested in a particular aspect of transport to understand their chosen subject in the context of developments in other areas and at other periods.

- ▶ Corporate Membership is open to societies, museums, academic institutions and other corporate bodies concerned with the study of road transport history, the preservation of archives and the restoration and display of vehicles and other artefacts.
- ▶ Associate Membership is open to any individual.

*Subscription rates for the calendar year are:*

Corporate Membership £32.50  
Associate Membership £17

*Please apply to the Hon Secretary:*

124 Shenstone Avenue,  
Norton, Stourbridge,  
DY8 3EJ

