

ROADS AND ROAD TRANSPORT

HISTORY CONFERENCE NEWSLETTER

September 1998

Issue Number 16

1998 Colloquium Aspects of Road History

The Conference is arranging a Colloquium at the Museum of British Road Transport, Coventry, on Wednesday, 14th October 1998. The theme will be the first word of our title - Roads. The details of the meeting are available to members on a separate pamphlet.

As this front page (always the last to be done) was being prepared, a telephone call from Croydon told me that the tramcar had returned to the metropolis - on the evening of 14th September 1998, the first new tram had been delivered to the depot. So history rolls on. Soon a new pattern of local transport will appear on the streets of south London. The curious thing is that the tram is one of the few things in history that has gone (well, almost went) and is now coming back.

Society Officers

President: Professor Theo Barker
London School of Economics

Chairman: Prof. John Hibbs O.B.E.
University of Central England
Perry Barr
Birmingham B42 2SU

Secretary: Gordon Knowles
7 Squirrels Green
Great Bookham
Surrey KT23 3LE

Treasurer: Roger Atkinson O.B.E.
45 Dee Banks
Chester CH3 5UU

Research Coordinator: Ian Yearsley
97 Putney Bridge Road,
London SW15 2PA

Newsletter Editor: Ron Phillips
16 Victoria Avenue
Grappenhall
Warrington WA4 2PD

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Matters Arising....

John Dunabin writes to The Editor on the subject of Garcke's Manuals.

Sir,

While welcoming the article by John Hibbs on Garcke's Manuals (Newsletter No.15) with those excellent statistical tables, I feel he is perhaps a little unfair to many assiduous researchers in describing these books as "little used resources".

One friend of mine has often been quick, in response to queries raised by others less well informed, to provide me with relevant abstracts from Motor Transport Yearbook (or books), while another, with several volumes at his elbow, refers to them frequently when we are in telephone conversation. Myself, while I only have two issues, one a very fragile 1931-32 edition, and another of 1936-37, given to me many years ago by a now member of R&RTHC, I dip into them on average at least once a week. The late Ceccil Smithies, when compiling his major list of around 30,000 names, clearly had access to them, and I very much doubt if he missed anything they contained. I think he also leant, to a lesser extent, on the companion "Electrical Undertakings" volumes.

I first became aware of the former publication over sixty years ago, discovering a single copy in Camberwell Public Library, then gravitating to the Westminster Reference Library just south of Leicester Square, which held several spanning the years: I spent time there which should have been devoted to other matters! Shortly afterwards, when based in Manchester, I found that the Central Reference Library there had an almost full set, and I have made many visits there to pore over them.

Around fifteen years ago, making my usual request for several year's issues, I was told that only one was held there. On returning home, I wrote in great anguish, almost anger, deploring the action of the Library authorities in disposing of all the others. In reply I was assured that there was no intention of ever disposing of "such a valuable source of information" (unlike the Chartered Institute!). There had been a classification mix-up, the one I was offered being indexed under a unique number and the rest under another. I later confirmed for myself that the set remained intact.

Now a word of caution. Looking at MTYB's coverage, it is difficult to decide whether to be surprised by the omissions or by some inclusions. All the municipals were there, of course, and most, but not quite all of what are regarded as the major companies. Of the others, size of fleet did not seem to be the criterion; a rural operator with a single vehicle might appear there, whilst some uraban businesses

with several were missing.

9/8/98

John Dunabin

A short article by John on some minor rural bus operators appears elsewhere in this edition. There is also an item on the Smithies Lists.

Roger Atkinson now writes briefly on the subject of some obscure areas of research which might help two new members with their studies.

On page 16, at the very end of Newsletter No.15, we mentioned that the Conference had acquired two new members who were seeking information about transport enterprises which had been run by their ancestors. We have been able to help Lady Gibson of 3 Tipperlinn Road, Edinburgh EH10 5ET. Her family history interest involved the Strapp family and their association with John Hinshelwood and Globe Express. By good fortune, I was aware that, within the Transport Ticket Society, there was a member who specialised in carriers and parcels stamps who, many years ago, studied Globe Express, from the mid-nineteenth century through to the 1920s, (though there was nothing published on the subject). Lady Gibson was put in touch with him and, in a subsequent telephone conversation with me, she mentioned that considerable progress had been made and that she had now learned that one of the Strapps had died in Bordeaux in 1901. This sparked off yet more information, because the parcels carriers of the nineteenth century had used the railways for their "trunking", and had developed significant railway connections and associations. Railways have affinity with tramways, and tramways in Bordeaux had been British owned, by the Bordeaux Tramways and General Omnibus Co Ltd, until 1899, and had originally been constructed c.1879/1880, by another English company, the Tramways & General Works Co Ltd — hence there was a conceivable connection with Mr Strapp having lived in Bordeaux. (For Lady Gibson to follow up). Also the Calais tramways were constructed by the Tramways & General Works Co Ltd.

RA

PLEASE NOTE

The Conference does not undertake historical research for its Associate Members, and it is particularly pertinent to point this out in the family history field. But if an Associate interested in family history can cite some ancestral association with road transport, which is not too hopelessly vague, the Conference may have another Associate or Corporate member who will be able to point the enquirer in some useful direction.

Is this possible in connection with another of our Associates, Bobbie Purdue, 18422 Santa Eugenia Street, Fountain Valley, CA 92708-5634 U.S.A., who is trying trace information on Robert John Pemble, Cab Proprietor in London, c.1851?

(If any member can help, the Editor would be glad to learn what sources for research have been suggested).

Co-operative Transport

**Watford Co-operative Mutual
Omnibus & Transport Company**

We omitted in error from the review in Newsletter No.15 one of the most interesting co-operative ventures mentioned in the presentation at the Business Meeting in February

THE WATFORD CO-OPERATIVE MUTUAL OMNIBUS AND TRANSPORT CO. LTD.

The limited company was registered 17 July 1926,¹ with original directors, Mrs A M Brooke, Mrs A S Chitty, R W Nicholls (address : 4 Windsor Road, Watford), and six others.²

c. 1929, the directors were : F G Harris, H C Collyer, E J Denton, W Kiy, W B Langdale, H Lasslett, A H S Martin, R W Nicholls and F W Durrant.²

The company was formed by drivers of the *National Omnibus & Transport Co Ltd* who were dismissed by that company following the collapse of the General Strike of May 1926. The company had a widespread local shareholding. However, after the generally agreed point that the company was set up by dismissed National employees, versions differ substantially:

"After the strike had finished the National company dismissed a group of its drivers who had been the ringleaders"³

"Those on strike were required to sign on for 're-engagement', but the last few men in the queue were unsuccessful, as the company had by then filled its labour requirements."⁽⁴⁾

"Gillham is interesting as to the capital and constitution of the Co-op, though not as to the National drivers being ringleaders. The ringleaders were the TUC and the leadership of the various Unions. These cowardly rats were afraid of their own shadows and let the employers take their revenge on the workers"⁽⁵⁾

Even on the question of shareholdings, the sources are not in entire harmony :

".... of whose authorised capital of £2500, £1900 was issued, and divided among about 950 shareholders."⁽³⁾

"... £5 shares in the new venture were taken up in sufficient number by local sympathisers"⁽⁴⁾

"There was and is a strong body of railmen in the town, and quite a number of printers, who were naturally Trade Union and Labour in sympathies."⁽⁵⁾

The company got into financial difficulties.⁽⁴⁾ A resolution for voluntary liquidation was passed on 9th February 1931⁽³⁾ The business was then sold to B.Holt who formed the Watford Omnibus Co.Ltd.

Sources.

- (1) MTYB 1929/30. (Regarding MYTB, see item on "Garcke's Manual" in Newsletter No. 15.
- (2) J.C.H.Smithies' manuscript list of company registrations, see item elsewhere in this Newsletter.
- (3) "Passenger transport in the Watford Area" by J.C.Gillham. (Omnibus Society Paper 1943, p.9)
- (4) "The Years Between, 1909-1969" Vol I McGregor, 1979. p.127
- (5) Letter from Jack Purton to Roger Atkinson. dated 28/8/55.

In our Newsletter No.15 (pp.12-13) it was mentioned that there were various contributions at the February meeting and, following these up, L.Gordon Reed loaned me a book "The Co-op in Birmingham and the Black Country" by Ned Williams (Uralia Press, Wolverhampton, 1993). this has its fascinations - primarily, of course, regarding Co-op retail stores and milk and bread deliveries. But Central Coachways, the coaching arm of the Walsall Co-operative Society, does get a two and a half page write-up, in the form of reminiscences by one of its part-time drivers of the 1949-1964 period.

We, the public - and this has nothing to do with the Co-ops - did put up stoically with journeys and privations that travellers nowadays would seek financial compensation for with great gusto. (Perhaps travellers by air ought to be excepted. they seem to treat flight delays with fatalism) But were things truly as awful as this book narrates?

"He asked me to take a coach on the Company's first day trip to Tenby..... We left Walsall at 7.00a.m. and arrived at Tenby at 2.30 in the afternoon."

I am aware from my own experiences (potato picking in the autumn of 1943 and 1944), that Health and Safety were concepts that had not entered our vocabulary. The reminiscences in this book fully bear this out. But I had thought that coaches laden to their axles with beer were a purely modern phenomenon, associated with cross-Channel jaunts. How innocent I was!

"Bloxwich Memorial Club....ran anything up to thirty five coaches to Ascot....and we had to lay on three lorry loads of beer to distribute among the coaches"

RA

In Liverpool, the Co-operative bread roundsmen had Bell-Graphic ticket machines, as used by a number of bus companies. Tickets were issued to housewives in receipt of payment for bread, and as a record for periodic dividend payment. Tickets recorded date, amount paid, and the customer's roll number. ARP

FRUSTRATIONS & REWARDS

Roger Atkinson once more re-inforces the view that if you search for something, you are likely not to find it, but your frustration will be offset by the satisfaction brought by another interesting find that you had not set out to discover, nor even believed existed.

In "Omnibuses & Cabs" by Henry Charles Moore, originally published by Chapman & Hall in 1902, there is the following passage :

Shortly after the strike [of 1891] a clergyman, named Jenkins, who had gained considerable notoriety by, among other eccentricities, persistently refusing to show his ticket to tramway inspectors, turned his attention to omnibuses. But as omnibus inspectors have not the power to compel a passenger to show his ticket, Mr Jenkins was able to enjoy himself with impunity. However, after many quarrels with 'busmen about trivial matters, he hit, eventually, upon a real grievance. On nearly all omnibuses a long narrow board bearing some advertisement, such as "To Swan and Edgars", was fixed, outside, across the middle of the side windows. Mr Jenkins declared, with truth, that the boards obstructed the view of passengers inside the omnibus, and thereby frequently caused them to be carried beyond the place where they wished to alight. On the same ground, he denounced the transparent advertisement stuck on the side and front windows. His complaint was warmly supported by the public, and the objectionable boards, together with the advertisements on the front windows, were ordered to be removed. The front window advertisements had been abolished but a very short time when the police authorities compelled the proprietors to block up those windows by placing on them the route the omnibus travelled. Consequently, the state of affairs, as far as the front windows were concerned, was worse than before. These route-bills have since been reduced in size."

This passage raised some matters for erudite discussion on the respective rights of tramway and bus inspectors to require production of tickets for inspection. But, at a more 'tabloid' level, it introduced us to an apparently interesting clergyman. Research in "The Times" (which I do not assert to be a 'tabloid' or 'penny dreadful') has produced the frustration of finding nothing on the matters touched on by Mr Moore, but, nonetheless, the reward of recapturing several facets of the period: a Rector who did not live in his parish; Magistrates who dispensed straightforward justice; a plumber who behaved as plumbers are still rather wont to do; and the assurance with which, by simply going out into the street, one would find a policeman. There are two passages :

The Times, 29 February 1892

At BOW-STREET the Rev., William J Jenkins, rector of Fillingham, but now residing at South Tottenham, was refused a summons against the London General Omnibus Company, by which he sought to compel the company to produce one of its conductors, who, he alleged, had infringed 5 and 6 Vict., cap. 86, Section 33, which provides that "every conductor of a metropolitan stage carriage who shall permit any other person beside himself to ride upon the steps or in any place provided for him ... shall for every such offence forfeit the sum of 20s." A similar summons at Marlborough Street was recently dismissed by Mr Newton as a vexatious proceeding. The riders objected to were the company's inspectors, employed to check the tickets. Mr Lushington now said that, if such offence were proved before him, he should at most only order a penny fine. That, replied the complainant, would be quite sufficient for him. The magistrate, however, characterised the matter as too trivial and refused the summons.

The Times, 14 November 1893

AT HIGHGATE

The Rev., W. J. Jenkins of Stone Villas, Muswell, Hill, Hornsey, rector of Fillingham, Lincolnshire and late Fellow of Balliol College, Oxford, was charged on a summons before Messrs. Reckitt, W Reynolds and H T Tubbs, with assaulting Richard Clark, a plumber, of Park-road, Crouch End, by snatching a cap from his head; and on a cross-summons CLARK was charged with having used insulting language to Mr. Jenkins. Mr Kemp, solicitor, appeared for Mr Clark, and Mr Forbes, solicitor, for the clergyman. The evidence showed that on the 2nd last, Mr Clark and his son called at Mr Jenkins' house, by request, to attend a stoppage in a bath. On arriving there they saw Mr Jenkins, and Mr Clark senior., asked if this was the house at which their services were required. Mr Jenkins replied good-humouredly, "Yes; this is the house that Jack built, and that is the gate that Jack left open" referring to fact that young Clark had not shut the garden gate. That point having been settled, the Clarks went into the bathroom, both keeping their caps on. Mr Jenkins told Clark, senior., that he was setting a bad example to his son in not teaching him to take his cap off in a gentleman's house. Clark, senior., replied that it was not usual for workmen employed at such work to take off their caps. Mr Jenkins then snatched off the father's cap, threw it outside the house, and ordered them out. They left, the father capless in a cold drizzling rain, and Mr Jenkins, having picked up the cap, went along the road with it in advance of them, until they came up to Taylor, 336Y, to whom both parties complained. Clark wanted to charge the defendant with stealing his cap, but the officer ordered them both to the magistrates, at the same time venturing the opinion that Mr Jenkins should not have thrown the man's cap into the road as it might have been stolen. Mr Jenkins, dissatisfied with the constable's conduct, threatened to report him to the Home Secretary. Mr Jenkins, who elected to be sworn in the Scotch fashion, said that Clark told him he must be "a thick headed old fogey." The bench dismissed the summons against Clark, but fined Mr Jenkins 10s. and costs, with a guinea for Clark's solicitor.

SPECIAL FEATURE

BRITISH ROAD SERVICES

The Formative Years

1948-1953

by Gordon Mustoe

The end of the Great War on 11 November 1918 left a run down railway system, with both the Companies and the railwaymen feeling betrayed by the Government. The policy of a weak Ministry of Transport (MoT) with Lord Geddes as its first Minister together with the creation of the four grouped companies, the G.W.R., L.M.&S.R., L.N.E.R., and the S.R. from the 130 existing railway companies, did little deal with the increasing competition from new expanding road transport firms.

The 1928 Railway Road Powers Act enabled the railway companies to carry out their preferred choice of buying shares in existing goods and bus companies. The list of the goods transport companies is in R&RTHC Newsletter, Issue Number 14, p7.

The Royal Commission on Transport report in 1930 recognised the problem without suggesting any solution other than co-ordination with rail for long distance trucking. The 1933 Salter Report was intended to place the railways with their high fixed costs on an equal basis with road. Salter, a professional civil servant, carried out the brief to establish fair costs between the railways and road transport. The principal recommendations in the report were incorporated in the Road Traffic Act 1933 to achieve this by:

1. Introducing the A. and B. licences for the carriage of goods-for hire or reward, and C. licence for the carriage of goods by an 'own-account' operator. The Railways could object to licences being granted.
2. Levying a new scale of charges for the Road Fund licence, with increased untaden and gross vehicle weight scales, with penalties for running on solid tyres.
3. The establishment of the Transport Advisory Council to advise and assist the MoT in relation to means of facilities for transport and their co-ordination.

Although it was not until 1937 that the Council made its recommendation that all forms of transport be rate controlled. Whilst the railway rates were controlled by statute, this was not true in practice. The rate could be adjusted to prevent loss to road, and there were agreements for particular traffics.

There were no regulations to control the charges or rates for road transport, hence the successful 'Fair Deal' campaign by the railways in 1938, only to be ended by the outbreak of War.

Following the end of the Second World War, with the railways again run down, the Labour Party's solution in its manifesto was the nationalisation of all transport including Railways and long distance road transport.

the practicabilities of how this could be done. The success of the Labour landslide saw Morrison's influence in the concept of the British Transport Commission (BTC), as a free standing enterprise run by businessmen of proven capability, without day to day Government interference.

The Minister of Transport, Alfred Barnes, had wanted consultation, there was goodwill between the MoT and members of the industry who had worked as units of the Road Haulage Organisation (RHO) but Dufield, elected as the RHA Chairman 1 January 1945, would not allow members to be told of this, and they carried out an intensive if ineffective anti-nationalisation campaign. When the Act received Royal Assent 6 August 1947 Lord Woolton told Dufield and Quick Smith 'to come to terms with reality', which they readily did, taking appointments with the RTE. It is fortunate that on his retirement Quick Smith recorded his memoirs of BRS, providing an essential source for any history of its administration and development.

The Act defined a long distance journey as being 40 miles or more, during the course of which the vehicle was more than 25 miles from its operating centre. Permits would allow exemptions to cover greater distances. The 25 mile radius was to commence 1 July 1949. During the Committee stage of the Bill the representations of the members in both Chambers for Co-operatives (Barnes had been Chairman of the Co-operative Party, with at least 35 M.P.'s sponsored by the Co-ops) and for the Federation of British Industries, together with other interests, were able to ensure that C Licences were excluded. At the same time the radius for exemption was reduced to 25 miles. The exemption for C licences was to prove fundamental in preventing any successful attempt to bring about road and rail coordination.

Seven special categories of traffic were excluded: Bulk Liquids; Explosives; Household Furniture, (including for a period new furniture); Meat (already controlled as part of the Meat Transport Organisation Limited (MTOL); Abnormal Indivisible Loads; General Livestock (also already controlled by the MTOL); and Felled Timber.

The British Transport Commission had five executives: Road Transport, Railways, Docks and Inland Waterways, London Transport, and Hotels. The Road Transport Executive was divided into the Road Haulage and the Road Passenger Executive in June 1949.

The Executive was required:

1. To compulsorily acquire predominantly long distance road haulage undertakings, compensating the owners according to the terms defined in the Act. The payment being made by British Transport Commission Stock.

2. It was also empowered to acquire by voluntary agreement any road haulage undertaking, (long distance or local). The intention was that these would be the sizeable limited companies mostly former RHO Units, which would form the nucleus for BRS, and be 'lead' units for integrating the early compulsory acquisitions. Their compensation was negotiable, and would be paid in cash.

3. It could also be required to acquire whole or part

The five, soon to be six, Executives were statutory bodies, and the question of their responsibility was clear, they were to report to the Minister, not the Commission.

The BTC Headquarters Board representing BRS met with Parliament each month to discuss 'Broad developments and account for their stewardship'.

The Commission retained responsibility for forming policies and direction of administration, delegating to the Executives duties of 'managing, maintaining and operating as agents of the Commission.

Soon after the Act important voluntary acquisitions took place, notably of H. & C.. Dufield and Transport Services, enabling the appointment of Henry T. Dufield, of H. & G. Dufield and Claude Barrington, Chairman of Transport Services to the RTE Board. (His replacement as Chairman of the RHA was B.C. Turner, Managing Director of Thomas Allen, who was to complain regularly about the difficulties of negotiating with the RTE/RHE).

The acquisition and transfer on 1 January 1948 of the Railways shareholdings in road transport companies (see table 1) enabled the resources of Hays Wharf, with Pickfords and Carter Paterson with the other companies to form the basis for managing the planned acquisition and integration of some 3,400 undertakings. (Pickfords turnover was 73% excluded traffic).. Thomas Tilling, regarded as a bus operator, was to contribute some 880 goods vehicles with 120 horses.

The RTE started with a nucleus of Staff, not all familiar with road transport, but it was fortunate in being able to fill posts from the staff from these, and the early voluntary acquisitions. The majority of former owners or managers who joined BRS on the acquisition of their undertakings, appeared to be able to accept the changes necessary, and were to be involved in the successful integrations, and the development of new services.

Why Voluntary acquisitions?. Many operators were approaching or at retirement age and now weary, austerity was still continuing, new vehicles were scarcer, because of the need to export, fuel remained rationed, and probably the biggest factor, labour was a problem, not least in quality.

Notifications of vacancies remained in force, staff could only be recruited through labour Exchanges, (job Centres), or scheduled agencies. Firms could advertise jobs, but applicants had to apply through the Exchange. There was concern over loss of equipment. Thefts from consignments too were common.

There was irony in the appointment of Harold Elliot, General Manager of Pickfords, to be Chief Officer, Freight, RTE, then RHE. Pickfords had always excluded general haulage from its operations.

Quick Smith had been released from his post as secretary of the Road Haulage Association in February 1948, to become the secretary/legal advisor to the RTE, having had considerable experience of the war time controls of road haulage.

Both before and after his joining the RHE he was to write regularly in the technical press on appropriate subjects including the new Road Haulage Wages Council.

(The RHE had been required to agree to local wage scales and conditions). His articles became the authority for hauliers to understand the Act, especially those on negotiations for compensation on acquisition. He was at pains to explain Permits and their purpose of:

1. to allow sub-contract work that BRS was unable to do.
2. to allow time before the acquisition process took effect.

No permits would be granted if the applicant haulier was under notice of acquisition

He considered the Act as a legitimate means of depriving hauliers of their long distance business, giving them compensation. Therefore it was not iniquitous, even if it meant the haulier had to go to his competitor to obtain the permit to get his living. Because of this reasoning he was referred to as a 'Vicar of Bray'..

This article by Gordon Mustoe was delivered as a presentation at the Symposium held at Coventry in 1997. Gordon was unfortunately interrupted by a (false) fire alarm, and the ensuing delay prevented him from resuming his delivery.

He has now prepared his text in full, and it is presented here with minor alterations.

BRITISH TRANSPORT COMMISSION

In 1949 the Court of Appeal held that the British Transport Commission was not a Government Department, its servants were not civil servants, and its property was not a Crown property. It was not a servant or agent of the Crown.

This ruling was made as the result of a rent dispute. It is a further illustration of the problems which arise after radical legislation is passed. Property disputes were a common follow-up to the acquisition of haulage businesses. As Gordon points out, it was up to the owner of a haulage business to decide what property if any should be sold to the B.T.C. As some operators were only partly acquired, keeping some aspects of their business going, they also wished to retain garages, parking areas etc. Even telephone numbers caused problems. In the event of a business being split between the B.T.C. and the original owner, who retained the use of a well known telephone number? Managers were quick to point out that former owners were (morally) obliged to promote new business for B.R.S., and not seek to divert enquiries elsewhere.

The important permits were:

PR 1. ORIGINAL. This allowed continuing to operate for hire and reward from the base date of 28th November 1946.. for up to three years after a first year interim period. These permits could be transferred i.e. sold. They were to have particular application for Furniture Removers.

PR 2. ORDINARY. To be applied for on a form supplied by the issuing Unit, usually for a period fixed by the Unit. There was very limited appeal if refused. Not transferable. There were instances of Units being accused of going after the work specified on the permit.

Quick Smith was responsible for the successful introduction of the administration and legalities of acquiring and then operating the undertakings which were to comprise BRS. Such was the work load entailed that he successfully asked for the start of compulsory acquisitions and the associated 25 mile limit to be delayed, in the event compulsory acquisitions began January 1949.

The members of the Board of the RHE Executive were as follows:

Major General C.N. Russell, Chairman. He was described as hard working, and energetic in seeing for himself. Good at setting the agenda for their meetings.

Full time members were: Claude Barrington, a Chartered Engineer, formerly Managing Director of Transport Services, and its development into a public quoted company.

George Cardwell, formerly Director of Thomas Tillington. He went to the Road Passenger Executive when this was formed in June 1949.

Harold Clay, formerly Assistant General Secretary, Transport & General Workers Union. He played an important role in establishing training and development courses. He was also involved in creating the negotiating structure between BRS and the appropriate trade union organisations.

Archie Henderson, previously Chairman of the Traffic Commissioners., Scottish licencing Authority, formerly T. & G.W. Union. Generally constructive, though frequently disagreeing with Barrington.

The Part-time Members were:

W. Beckett, a Trade Union nominee, having no connection with transport. He moved over to the RPE.

Henry T. Dutfield. Managing Director of H. & G. Dutfield. First Chairman of the re-organised RHA, 1945-1946. Although he was criticised for taking up this appointment by many members of the RHA, their Express Carriers Functional Group sent him a Letter of congratulation, 22 February 1948, on this appointment. Known to Quick Smith, when member of Road Rail Advisory Committee. Known to lose the agendas for the meetings. Well regarded, he was considered to have held his own in a hard world.

P.T.R. Tapp. Managing Director of Market Transport (Smithfield Market meat hauliers), associated with Quick Smith in the formation of the Meat Transport Organisation.

BRS was required to operate within the concept that it was and should be a public service. The long distance haulage was to be free from haulage licensing

(and road tax), to integrate with rail. Traffics should be directed to the most appropriate mode, including waterways, but rail if possible.

In planning the management and organisation the Board had to ensure it was able to carry out three different tasks:

1. Acquisition and transfer of the undertaking to RHE, then BRS, with agreement of all details of the agreement and of payment.

2. To build up the organisation into which these undertakings could operate.

3. Provide an uninterrupted road transport service to customers, and profitably. On being served a 'Notice of Acquisition', the owner could object on the grounds he was not predominately long distance. The RHE had to serve the Notice if it thought an undertaking came within their scope.

The RHE Board had a collective responsibility for the management of BRS on behalf of the BTC. Each Director having special responsibilities, eg Barrington had responsibility for Mechanical and Civil Engineering, (at first shared with George Cardwell), and also for Freight Traffic; Operations, Commercial Rates and Claims.

Harold Clay was responsible for Establishment, Staff and Welfare.

The two part-time members also had specific responsibilities. Dutfield was Chairman, Board of Management, Pickfords-Special Traffics Division, and Tapp was Chairman of the Vehicles Committee.

The RHE organisation was based on line and staff, initially three tier- Headquarters, Chief Officer, - then the eight Divisional Managers, - with their own Divisional Officers e.g. Divisional Engineer. It was possible for a Divisional Officer, i.e. Divisional Engineer to seek to consult with his Chief Officer. Then the Districts, each with a District Officer.

There were eight divisions, with a distinctive divisional colour code:

A	South Eastern	44 groups	Royal Blue
B	Scottish	27 groups	Traffic Blue
C	North Western	31 groups	Sea Green
D	North Eastern	36 groups	Road Haulage Red
E	Midland	36 groups	Nut Brown
F	S. Western	19 groups	R.H. Green
G	Western	14 groups	Lead Grey
H	Eastern	24 groups	Turquoise Blue

Vehicles were identified by the above colours which surrounded the lion crest on the cab door. (See below for the general livery details) (See page 11 for illustration of the lion crest, and some of the personnel as applicable in the summer of 1949)

The ninth Division, Pickfords, dealt with Special Traffics. These comprised five of the excepted or excluded traffics: Bulk liquids, Explosives, Meat, Household furniture, including for a period new furniture, and Abnormal/indivisible Loads. It would follow that any relevant operations of acquired undertakings were transferred to Pickfords.

The RTE/BRS vehicle colours and livery was a very early decision.

General (flat or sided) vehicles:

Red, with red wheels and white lettering.

Parcels and Smalls vehicles:

Green, with red wheels and white lettering.

Special Traffics.

Dark blue, with red wheels and white lettering.

The Tipping group fleets, or units with tipping traffic had their tipping vehicles in grey. Almost all the acquired general tipping work, other than contract work was discontinued by BRS after 1953, not least because of problems with rates, in Quick Smith's view because of the 'doubtful legality' within that area of the transport industry.

The eight Divisions were subsidiaries, and were to have between 2,000 and 8,000 vehicles, there was further sub-division into the 30 Districts, each having between 1,000 and 2,000 vehicles. The Districts which were sub-subsidiaries were further divided into Groups, in all some 200, with between 100 to 300 vehicles. Finally were the Units or Depots, 1,000 in all with between five and 250 vehicles.

Negotiations for voluntary acquisitions were ended July 1948 and by the end of the year some 248 of those agreed with some 8,200 vehicles and 1867 horses had been absorbed. The turnover for this first year of operations was £13.5 million.

Very early on parcels was segregated from general traffic, and placed under the control of N.D. Fawkner as the Deputy Chief Officer, previously with Carter Paterson. Where 'smalls' had been only part of the acquired undertakings business, or it was a small business, this was integrated into Carter Paterson, or the most appropriate Parcels unit.

Quick Smith was understandably proud of the efficient routine which enabled the speedy transfer of undertakings to take place once the details had been agreed. Particularly noteworthy was the transfer of the Transport Arrangement member companies with 1,300 vehicles. This had been revived at the end of the RHO, having retained its pre-war basis of membership by invitation only.

The legal transfer took place at the same time for each of the companies, without hitch. This was carried out by forming a special company, T.A. Realisations. The mass meeting of boards of appropriate directors was held to agree general approval, followed by their resignations. A new board for the new (BTC) Companies, with the new British Transport Commission Directors immediately transacting the legal formalities to establish BRS as the new owners. All the (BTC) voluntary acquisitions were

to carry out their transfer in the same way, and all were to hold quarterly meetings, soon to be transferred to 222 Marylebone Road, until about November 1959.

The predetermined programme for the despatch of mandatory notices for compulsory acquisition started October 1948 for vesting to be effective from 7 January 1949. Some 2,000 notices of a possible 3,000 plus had been issued by October 1951, when the newly elected Conservative Government stopped new acquisitions taking place.

Legal services could have been a problem, fortunately Clifford, Turner & Co., a major City of London legal firm, for some reason had a team of solicitors surplus to their immediate needs and undertook to co-ordinate the Executives legal work in acquiring undertakings. C. Johnson, previously Secretary, Transport Services was the Officer for the Acquisitions section at Headquarters. No doubt their own record of acquiring some 60 businesses since the formation in 1936 was helpful.

Firms considered for compulsory acquisition were required to give their:

- i). legal or registered name, registered address and the usual place of business.
- ii). number of vehicles, type of licences or permits, type of operation: General haulage, etc.
- iii). the area covered, only normal journeys or work.
- iv). if controlled under the RHO: hired as an operator, or if vehicle(s) hired.
- v). associated concerns, or subsidiaries, offices or depots in other traffic areas.

The acquisition compensation was based on i) vehicle current replacement value, less one fifth per year for age. There was also an allowance for betterment, or a deduction for worsenment, which was based on the actual condition for the age. This was to cause endless dispute being agreed sometime after the transfer.

- ii). Properties. A problem in that some were not to be transferred, or the business operated without any.
- iii). Goodwill (two-five years annual profits).
- iv). Overheads or severance.

A schedule was compiled to be used as the basis for negotiations on the period of the working life. There were some disagreements over value with vehicles that had been modified, and kept in use for a longer period.

The transfer was now routine. The directors or owners meeting approving the transfer. Safe custody of the documents, including copies of the AQ3 forms which provided details and valuation of all transferred assets, the vehicles, plant, equipment, premises. These were signed off by the Secretary or Accountant to form the basis for paying compensation. (For a period Valuers did well from their commissions in negotiating the compensation to be paid.

The Management Manual was the means by which the Headquarters controlled the units. There was a section for each of the Headquarters departments. That dealing with financial statistics based on four week periods was vital. The returns which were required covered Estimated Trading, Vehicle Usage, Working/Operating Days, Vehicles Standing by, Under Repair, or

Not Available -

('Standing by' caused misunderstandings - a vehicle loaded on Friday night or Saturday morning for a Monday start was to be returned as working, not standing by.)

Apart from parcels and smalls undertakings, the administration of most of the acquisitions could fairly be described as simple. The new standardised operating procedures introduced for general haulage operations were not difficult to use, and were designed to give customers a quick response to their enquiries, and also avoiding wasteful empty running.

The new Manager of a Unit had instructions to deal with all official correspondence, and in particular to submit at his next Board meeting, and all subsequent ones, a brief report on all matters, finance, operations, engineers, stores and property.

Disposals of vehicles were dealt with by the Engineer, after first being offered to other units. At this period it was the policy that all vehicles sold out of service must be dismantled for scrap or spares, and buyers had to give a guarantee to this effect. Their registration log books were retained.

Communication between Headquarters and the operating units was effective. Each Division, (subsidiary) and its Districts (sub-subsidiaries), had a meeting every two months attended by the Board of the District who were the Divisional Manager, the Divisional Accountant and the District Manager. The minutes of these meetings, together with the relevant four weekly financial reports being assessed by Headquarters.

Every two months there was also a Headquarters conference, reviewing a Division, with the Divisional Officers and their District Managers.

There was also a Chief Officers Committee, Quick Smith acting as Chairman, to serve as a link between the Board and their Chief Officers. It dealt with matters remitted to it by the Board, and coordinating actions affecting more than one of the ten departments. The committee was also able to make proposals for consideration by the Board.

The Engineers had a difficult time, having to deal with ever increasing numbers of vehicles, assessing them and allocating them to groups or units to achieve as standard a fleet as possible in make, type, and capacity. The needs of traffic or customers could mean a non standard chassis remaining at a unit, because of its special body.

Deliveries of new vehicles were on an extended delivery date, at the end of 1949 BRS had taken over orders placed by undertakings before their acquisition, for 4,100 new vehicles. Every order was taken over, with some substitutes for more suitable types of chassis being arranged.

Engineering faculties and practices at the acquired undertakings varied considerably from D.I.Y., to the generally excellent workshops of the larger undertakings. The RHE like the RPE was not allowed to manufacture for outside customers, nor build more than 25% of its bodies, neither could it trade in vehicle spares or petrol. There were notable exceptions for petrol sales, particularly in Scotland. Stores received particular attention,

recording being introduced to show use and costs. Some £2 million worth of unwanted obsolete stores 'items' were said to have been forced upon BRS. This included loss by theft after valuation.

Bulk use items, fuel, lubricants, tyres were the subject of national contracts. Tyres from a single manufacturer were specified for a group, with a back up of national coverage for fitting and stocking. The tyre bill in 1952 was no less than £3.9 million.

Tables of operating lives for various makes and types of vehicles were compiled and kept from the start, leading to reduction in the depreciation period or expected working life, that for premium chassis being reduced from 12 years to eight.

Standard service programmes were introduced:

1). Daily driver check.

2). Inspection at four to six weeks.

3). Annual service.

4). Complete overhaul, refurbished to as new condition at four to five years service.

At this period (1949/1951) the maintenance cost was quoted as averaging 3.5d (1.4p) per mile. The Engineers department was also responsible for introducing two separately wired rear lights, red reflectors each side and a white rear area for all 40,000 BRS vehicles.

By 1951 only four makes of maximum load (rigid eight wheeler) chassis were being ordered standardised on wheel and tyre size, electrics, and air braking. Vacuum braking was accepted for outstanding orders.

With orders for 5,070 new vehicles outstanding, approval was given for the Bristol rigid eight wheeled chassis to be designed and built for BRS alone. First placed in service with 2F East Bristol Group late in 1952, it was followed by an equally successful maximum capacity articulated lorry in 1955. Both the unit and trailer were designed and built at Brislington. Production was to cease in 1957.

Property management was also an early problem, with compulsorily acquired properties being taken over at a rate sometimes exceeding ten per day, even in late 1951 three per week could be dealt with. Some 800 properties were acquired with the ex railway and voluntary undertakings, most were able to absorb the smallest undertakings which operated from the owner's house or with the depot no longer available. More suitable locations for some depots or extensions to others became an ongoing need.

Only Hays Wharf had had a property management department with technical staff. The newly appointed Chief Architect and his staff also had to deal with repairs, replacement proposals and the disposal of those acquired premises considered inadequate or redundant.

The 'A' South Eastern Division was immediately recognised as a problem. The centre for services to and from most of the country, with tremendous diversity of traffic within a closely concentrated geographic area. Many of the larger acquired undertakings had their own depots or interworking arrangements which had to be considered, as their customers preferences would be af-

affected with any changes or merging of units. Changes were made from directional to functional. In 1951 the division was reduced in area and merged into six groups, with 50 depots.

BRS was now able to benefit by operating from surplus former British Railways premises, integration and co-ordination was no longer evident in BRS forward planning.

For the most part General Haulage trunk routes were continued, being extended and improved with nightly services.

Contracts were now a separate and increasingly important section, with some 1,600 vehicles, and making progress in attracting new customers, including some who had previously been reluctant to use BRS. London Parcels group comprised some 1,500 vehicles out of the nationwide total of 4,000 vehicles.

Scotland, B Division, too had been a problem, although different, in that no acquired undertaking had covered all Scotland, let alone the whole of England. By 1951 it was a unified operating division based on the four Scottish administrative areas. Aberdeen, Dundee, Edinburgh, and Glasgow, with 24 Groups having 180 depots and 3,500 vehicles, and 130 horses (at Aberdeen).

The Rail Cartage agencies held by Mutter Howey, Wordie and Cowan were continued mostly as general units. For historic reasons Scotland had an unusually high proportion of the railways cartage carried out by these agents. Some of this traffic was retained by B Division until the creation of National Carriers, although their individual identities were to disappear.

Following the return of the Conservative Government in October 1951, the new Minister of Transport, A.T. (Alexander) Boyd, issued a White Paper Cmnd 8538 with details of the proposed denationalisation. BRS was to be divided into Units and sold by tender. Existing permits would continue, as would the 25 mile radius limit. There would also be a levy on all operators, including own account C licencees, estimated to raise £4 million, based on £2 per ton unladen weight. This would be given to BRS to assist their costs over the transition period. Proving nothing is new, the question of how a 'leak' of the contents of the White Paper appeared first in MOTOR TRANSPORT was raised in Parliament.

To prepare for the anticipated reduction in size, early in 1952 BRS cut back the management layer at Group level, the chain becoming Divisions, Districts, Units. District Managers became responsible for all operational and financial matters concerning their Districts.

In January 1953, the RHE was instructed to cut back, and re-organise to prepare for the effects of denationalisation. This meant that Managers and staff from all departments would become redundant. Two effects of the RHE plans were the setting up of a separate Meat Haulage Unit and the separation of the Parcels Group, the intention being to offer them for tender as separate complete undertakings.

The first De-nationalisation Bill was to be delayed by the death of King George VI. The Transport Act 1953, was finally given the Royal Assent November 1953. It was intended that BRS would now comprise no more than

2,341 vehicles with a total unladen weight of 13,906 tons. These would be on normal A licencees, (restricting them to being based at one depot only), and were required to pay for Road Fund licencees. The spares stock was reported as being valued at £4.75 million.

A Road Haulage Disposal Board was created, with Sir Malcolm Tristram Eve as Chairman. Denationalisation tenders were invited for some 700 Depots. Units etc., with some 5,000 vehicle only disposals. Unsold or undervalued bids were re-offered, 20,000 vehicles in total were to be returned to the private sector. In the event the programme ended with BRS retaining over 13,000 vehicles, and retaining the Parcels, Meat and Contracts units.

The RHE ceased to exist 1 October 1953, replaced by BRS. Major General C.N. Russell Chairman remained Chairman, full time members being Claude Barrington, George Sinclair, G.W.Quick Smith. The part time members were Harold Clay and George Henderson. Generally negotiations dealing with the disposals (of some 20,000 vehicles) and the future structure of the RHE and BRS leading to the 1956 Act were to be conducted by Quick Smith.

Quick Smith was to summarise the pioneering years as 1948, the year of planning; 1949 the year of voluntary acquisitions; 1950 the year of compulsory acquisitions; 1951, expansion; 1952, consolidation. There was now one insurance scheme, with third party liability for vehicles, and liability for goods in transit, with standard conditions of carriage. Engineering was now on a systematic basis. There was a systematic and mechanical accounting system, and the previous conglomeration of rates varying from sub-standard to economic was now profitable. There was the problem of what was an economic level. There was obviously a great sense of enthusiasm by almost all staff from top to bottom, using resources only BRS could provide, also there was the opportunity to see what even small Units could or could not do.

Tony Newman wrote to the Birmingham Central Library regarding their stock of certain journals of transport interest. The list below shows the situation in November 1997. The address of the Library is Chamberlain Square, Birmingham B3 3HQ, telephone number 0121-303-4545/6.

Bus & Coach	1948-70
Buses Annual	1965-66
Buses Illustrated	1950/3/62-8
The Engineer	1856-Date
Journal of TTS	1947-Date
Journal of Transport History	1964-Date
Motor Transport	last 2 yrs only
Roadways Motor Coach & Motor Bus	
Timetables for England & Wales	1929-39
Transport History	1968
Transport World	1934-68



Divisional & District Managers

DIVISIONAL MANAGER

SOUTH EASTERN DIVISION

F. C. G. Mills,
116 Old Broad Street,
London, E.C.2
Telephone: London Wall 5586

SCOTTISH DIVISION

J. B. Hastie, O.B.E.,
11 Bothwell Street, Glasgow, C.2
Telephone: City 7011

NORTH WESTERN DIVISION

W. E. Macve,
679-681 Chester Road,
Manchester 16
Telephone: Trafford Park 2944/9

NORTH EASTERN DIVISION

N. C. McPherson, O.B.E.,
A Wing, Government Buildings,
Ring Road, Halton, Leeds
Telephone: Leeds 31741

MIDLAND DIVISION

Sir H. Reginald Kerr,
K.B.E., C.B., M.C.,
30 Harborne Road,
Edgbaston, Birmingham 15
Telephone: Edgbaston 3841

SOUTH WESTERN DIVISION

A. J. Wright, M.B.E.,
30 Christchurch Road,
Bournemouth, Hants.
Telephone: Bournemouth 6167/8/9

WESTERN DIVISION

J. Freeguard,
4/5 Mount Stuart Sq., Cardiff
Telephone: Cardiff 4776/7

EASTERN DIVISION

J. B. Garrett,
9 Queen Street, Norwich
Telephone: Norwich 25192/3

DISTRICT MANAGERS

G. Dickinson, McNamara & Co. (BTC) Ltd., 3 Bonhill St. Finsbury, E.C.2 Telephone: Monarch 4071. M. F. Horner 29 Duke Street, London, W.1 Telephone: Welbeck 1374. W. J. Irons, H. & G. Duffield (BTC) Ltd., 170 Westminster Bdg. Rd., S.E.1 Telephone: Waterloo 7441. H. Rossington A. H. Barker Ltd., Nash Street, London, N.W.1 Telephone: Euston 5558

J. L. Rule, 44 Bernard Street, Leith, Edinburgh 6 Telephone: Edinburgh 38408. J. McDonald, 65 Trades Lane, Dundee Telephone: Dundee 2434. W. Wisely, 80 Guild Street, Aberdeen Telephone: Aberdeen 7904. J. P. Young, 1 Robertson Street, Glasgow Telephone: Central 4321.

C. N. Christensen, 5th Floor, Chronicle Buildings, 74 Corporation St., Manchester, 4 Telephone: Deansgate 6951/3. W. A. Bridge, O.B.E., City Buildings, 23 Old Hall Street, Liverpool 3 Telephone: Liverpool Central 7632/4. W. A. Pilkington, 1/3 Cheapside, Lancaster Tel: Lancaster 1870.

T. Brooke-Davison, c/o Tyne Ferries & White Star Transport Co. (BTC) Ltd., 28/30 Mosley St., Newcastle-on-Tyne Telephone: Newcastle-on-Tyne 26671. J. E. Rayson, Museum Chambers, Museum Street, York Tel: York 54694. G. Warrington, M.B.E. c/o Warringtons Transport (BTC) Ltd., 80/88 Eyre Lane, Sheffield Tel: Sheffield 24091. H. G. White, c/o Jos. Hanson & Son (BTC) Ltd., Milnsbridge, Huddersfield Telephone: Milnsbridge 333.

S. W. Mack, 147 The Broadway, Perry Barr, Birmingham Telephone: Birchfields 4585/6. W. Latham, O.B.E., S. Latham & Sons (BTC) Ltd., Groby, Leicester Telephone: Markfields 371. P. A. Collins, M.B.E., 11 Willenhall Street, The Leys, Darlaston, Staffs. Telephone: Darlaston 591/2. R. W. Keetch, 104 The Wells Road, Nottingham Telephone: Nottingham 46022. A. T. G. Scott, 1 Alfred Street, Oxford Telephone: Oxford 4658.

G. Smart, M.B.E., 103a Whiteladies Road, Bristol Telephone: Bristol 38731/2. T. H. Thornton, 22 Carlton Crescent, Southampton Tel: Southampton 4758/9. W. B. Street, c/o British Road Services (Unit No. F40), T.R.T.S. Thatcham Near Newbury, Berks. Telephone: Thatcham 2247.

P. J. Lewis, Princes Chambers, Newport, Mon Tel: Newport 2173. H. S. Reed, 237/8 High Street, Swansea Telephone: Swansea 4171/2. L. E. Briggs, Wessex Buildings, Clarence Street, Gloucester Telephone: Gloucester 20228.

A. Porter, M.B.E. Eastern Roadways (BTC) Ltd., Hall Road, Norwich Telephone: Norwich 23155. J. W. Calvert, 165 Cromwell Road, Peterborough Tel: Peterborough 4915. D. D. Mynott, M.B.E. c/o Days Transport (BTC) Ltd., Victoria Chase, North Station Road, Colchester, Essex Telephone: Colchester 4221.

★ A Gazetteer which gives full details is obtainable (free) from DIVISIONAL addresses as above

BRITISH ROAD SERVICES

PLEASE KEEP THIS ANNOUNCEMENT FOR REFERENCE

The SMITHIES Lists

Often discussed at our Business Meetings, the J.C.H. Smithies lists of bus operators are perhaps not well known to those who do not come to Coventry. Below, John Dunabin and Roger Atkinson explain the nature and history of these useful documents.

The Longer List (held by the Omnibus Society)

The late J.C.H. (Cecil) Smithies was already a bus enthusiast when at boarding school in the early twenties. Indicative of attitudes at that time to such a strange hobby, although his interest was shared by a school contemporary, the late J.G. (Jack) Baker, the two remained ignorant of the fact. Discovery only occurred some years later, when both were working for I.C.I., with considerable mutual benefit. Cecil devoted himself essentially to library searches, whereas Jack, whose wartime job took him all around the country, noted every bus he saw and what it did, as well as amassing timetable and route information.

At some date, probably early postwar, Cecil, with input from Jack and others likeminded, commenced to document systematically all he knew. I became aware of what he was doing nearly half a century ago, and actually made a very minor contribution, but to my lasting shame I did not then appreciate what value his work might be to future researchers.

His principal list, embodying an earlier one described below by Roger Atkinson, ran to 2200 typewritten sheets containing perhaps 25,000 (I originally estimated it as approaching 30000) names of British bus operators. The amount of information in the separate entries varied, in some cases only a name and address, or in cases where Cecil could not find an address, the location where the service under that name ran (this, presumably, the result of somebody's personal observations).

Changes of address and of owner, where known, were included, and for bigger operators, the whereabouts of the various premises. For the limited companies (see "Shorter List" below), dates of incorporation and official company numbers were added. Sources of information were noted briefly, and for those not discovered in reference books etc. a date, presumably the year of personal sighting, was noted.

him by failing eyesight. He then started to dispose of his source material, and his typewritten records were offered to the North Western & Yorkshire Branch of the Omnibus Society. Sadly, they had been stored in an outhouse with a leaking roof, and it proved impossible to recover them.

Then, after some years, came a surprising development. In the effects of L.M.R. (Leslie) Nicholson after his death a small box was found, containing carefully folded carbon copies of all the lost sheets. Leslie, a very early Omnibus Society member and an assiduous recorder of operator and route information, had been one of Cecil's helpers.

Through the good offices of Terence Dendy, OS member, several complete sets of this list now exist, suitably dispersed in an attempt to ensure their continued existence for the foreseeable future. One is in frequent use to answer queries raised by historically minded Omnibus Society members, while another is in the custody of Arthur Staddon. Cecil's coverage of the numerous small rural operators, some of them one man/one bus concerns, was inevitably less complete than that of the limited companies - for many of them no printed records exist, and even oral evidence is fast vanishing. As an OS project, Arthur, with the assistance of a number of area specialists, is amplifying the original list. Some conscientious recorders are slow to divulge their hidden stores of information, but it seems probable, without moving the cut-off date forward - a task for others? - that a total of some 50,000 or more names may result.

JED

The Shorter List (held by R&RTHC)

The Smithies' List of Company Registrations, which has come to be referred to as "The Shorter Smithies' List", is an alphabetical list, compiled in manuscript, in a bound (not loose-leaf) book, over a period of twenty years or more by the late J C H Smithies of Winsford, Cheshire. He used to draw his information principally from *The Investor's Guardian*, but also using some other sources at Manchester Central Library. In his list he sought to record:

(i) all new companies registered in the period (roughly) 1920 to 1963, which appeared to have an intended interest in bus or coach operation.

(ii) changes in the names of such companies.

The particulars recorded are simple:

Company name / company registration number
/ date of incorporation / original directors / original registered office

It is not claimed that the list is complete: more-

terms of the spellings of names, has been found to be very high. It is this list that the Conference has, for some while now, been endeavouring to put onto a computer record that would enable it to be "searched" alphabetically by company name or in company registration number order (with segregation of Scottish registered companies). Once the computer listing has been accomplished, print-outs of the list, either alphabetically, or in company number order, ought to be feasible at moderate cost. RA

**MUNICIPAL PASSENGER TRANSPORT
UNDERTAKINGS
South Africa**
Extracted from the Passenger Transport
Journal Directory and Year Book 1942

It is often said that the British who reside abroad show more so-called British traits than their fellows back home. Numerous British owned companies set up road transport enterprises in the British Empire, but in South Africa many towns copied the British model of organising their own municipal transport system. This article looks at the Passenger Transport Yearbook entries as published in 1942, and appends a few extra notes.

The information given reveals that with one possible exception the management personnel were British, and it seems probable that they trained in Britain with municipal tram and bus undertakings. Does any reader recognise any of these gentlemen, and, if so, could the Hon. Editor be informed please?

BENONI TOWN COUNCIL TRANSPORT
Municipal Offices, Benoni.

Town Engineer: John F.Kermack, Bus Manager: C.G. Holloway, Town Clerk R.D.Bayley.

Rolling Stock 23 motor buses Mileage 50

**BLOEMFONTEIN MUNICIPAL PASSENGER
TRANSPORT DEPARTMENT**

Bloemfontein (CFS) Box 228

Gen Manager and Chief Engineer: A.E.Thornton

Rolling Stock Enngineer: D.Banks, Traffic Supt.: A.Gow.

Purchasing Agents: Davis & Soper Limited, 54 St. Mary Axe, London E.C.3

Rolling Stock 23 motor buses Mileage 18.5

BOKSBURG TOWN COUNCIL

Post Box 215, Boksburg

Bus Manager: W.H.Parish Chief Engineer: T.S. Fitzsimmons, M.Inst CE.

Rolling Stock: 14 motor buses Mileage 49

BRAKPAAN MUNICIPAL BUS SERVICE

Post Box 15, Brakpan, Transvaal.

General Manager: W.S.Ridley

Rolling Stock 10 motor buses Mileage 32

**DURBAN CORPORATION TRANSPORT
DEPARTMENT**

Alice Street, Durban

General Manager & Engineer: J.A.Bromley AMIEE, M InstT, Asst. Gen. Manager & Engineer: T.E.Peet
Puchasing Agent: Webster Stee & Co., 9 St.Helens Place, London E.C.3

Rolling Stock: 29 trams, 64 trolleybuses, 82 motor buses. Mileage 5.4 (trams) 17.6 (trolleybuses) 61.36 (motor buses)

**(City of) EAST LONDON MUNICIPAL
TRANSPORT UNDERTAKING**

Dyer Street, East London.

Transport Superintendent:: C.J.W.Turner

Puchasing Agents: Davis & Soper, 54 St. Mary Axe, London E.C.3

Rolling Stock: 22 motor buses. Mileage 22.7

GERMISTON MUNICIPAL BUS SERVICE
Post Box 145, Germiston, Transvaal.

General Manager: W.J.Lever

Rolling Stock: 19 motor busers (2 further motor buses on order) Mileage 58.6

HERCULES MUNICIPAL BUS SERVICE

Edward Street, Hercules

General Manager: J.J.Bosch

Rolling Stock: 12 motor buses. Mileage 6

**(City Council of) JOHANNESBURG
TRANSPORT DEPARTMENT**

New Transport Offices, Goch Street, Newtown, Johannesburg, Transvaal.

General Manager: L.M.Barry, M Inst T, Dep. Gen Manager & Traffic Superintendent; L.M.Merry
Transport Engineer: L.F.Gait AMIEE A M.Inst T,
Purchasing Agents: E.W.Carling & Co. St.Dunstan's Hill, London, E.C.4

Rolling Stock: 242 tramcatrs, 38 trolleybuses, 138 motor buses.

Mileage: 42.67 (tramcars), 14.35 (trolleybuses), 81.9 (motor buses)

NIGEL MUNICIPAL BUS SERVICE

Bus Depot, Box 23, Nigel, Transvaal

Bus Manager: S.G.Lillie, Deputy Gen.Manager J. Sandham.

Purchasing through Municipal Storekeeper, Nigel.

Rolling Stock: 9 motor buses. Mileage 29.

**PIETERMARITZBURG ELECTRICITY
SUPPLY & PASSENGER TRANSPORT
DEPARTMENT**

179 Commercial Road, Pietermaritzburg, Natal.

City Electrical Engineer & Transport Manager:

Lt.Col G.G.Ewer, DSO, TD, MIEE, MlCertE.

Deputy General Manager: C.R.Halle, MIEE, Cert E & M Eng.

Rolling Stock: 21 motor buses Mileage 25.3

PRETORIA CITY PASSENGER TRANSPORT DEPARTMENT

125 Boom Street, Pretoria.

General Manager: W.T.Christie, Deputy Gen. Man. F.W.Pettifer, Chief Engineer: E.R.McElroy.

Purchasing through Controller of Stores, Post Box 440, Pretoria.

Rolling Stock: 34 trolleybuses, 55 motor buses.

Mileage: 14 (trolleybuses) 48.71 (motor buses)

*** SALISBURY (City of) MUNICIPAL TRANSPORT**

Municipal Offices, Salisbury, S.Rhodesia

City Engineer: W.J.Jarvis B.Sc (Eng), AMInstCE
(Inauguration of bus services postponed until the cessation of hostilities)

SPRINGS TOWN COUNCIL BUS SERVICE

Post Box 45, Springs

Bus Manager: H.W.Jenkins Chief Engineer (acting town engineer) A.R.Hector.

Rolling Stock 26 motor buses. Mileage: 87

Notes:

* The inclusion of Salisbury is of interest, but it is also known that vehicles for S.Rhodesia were supplied via South Africa. Other South African towns in which the urban transport was provided by company operators were Cape Town and Port Elizabeth, as are shown below.

CAPE TOWN TRAMWAY COMPANIES

parent company controlling:

CITY TRAMWAYS CO. LTD

METROPOLITAN TRAMWAYS CO. LTD

SOUTHERN SUBURBS of C.T.TRAMWAYS CO

CAPE TOWN MOTOR OMNIBUS CO.(Pty) LTD

PENINSULAR TRANSPORT CO.(Pty) LTD

NORTHERN TRANSPORT CO.(Pty) LTD

CHARABANCS LTD

183 Sir Lowry Road, Cape Town

General Manager: Andrew Charles Fenwick ,
M InstT. Rolling Stock Engineer: L.R.Batchelor,

Overhead & Cable Engineer: H.B. Johnston,

Traffic Superintendent: C. Johnson

Purchasing through Cape Electric Tramways Ltd.,

4 London Wall Buildings, London E.C.2

Rolling Stock: 121 trolleybuses, 89 motor buses.

Mileage 30.85 (trolleybuses) 73.2 (motor buses)

PORT ELIZABETH ELECTRIC TRAMWAY CO.LTD

Library Buildings, Market Square, Port Elizabeth

General Manager: Andrew Charles Fenwick,

M InstT Secretary & Local Admin Officer : J. C.

Bentley, ALAA, ACIS Chief Engineer R.Hutchinson

Purchasing through Cape electric Tramways Ltd.

4 London Wall Buildings, London E.C.2

Rolling Stock: 41 tramcars, 50 motor buses

Mileage: 7.41 (tramcars) 48.7 motor buses.

The undertakings listed above employed British built vehicles, mostly fitted with British bodywork, and certainly bearing a municipal appearance in respect of livery, body fittings (seating, indicators etc.)(this remark includes those vehicles in Cape Town and Port Elizabeth). The one main difference was that the restrictive Construction and Use regulations in force in Britain during the 1930s did not apply in South Africa, and many vehicles were longer and wider than was allowed in this country. Trolleybuses built for Johannesburg and Durban were stranded in the U.K. after the outbreak of war, and were sold to London. Five motor buses for Johannesburg M.T. (Daimler COG6s) were sold to Birmingham (4) and West Mon.

Johannesburg was the largest South African municipal transport department. It sought advice from London Transport experts before embarking on a scheme to replace certain tram routes by trolleybuses from 1935. The altitude of the city caused a loss of power in diesel engines, and the trolleybus lasted well into the second half of the century. There was even a flirtation with "third generation" trolleybuses. The city also purchased modern tramcars in the thirties. Two prototypes were followed by a batch of fifty bogie cars by Metro-Cammell. These suffered premature withdrawal in the fifties (as did some similar cars in Edinburgh) because the combination of steel frame and aluminium panels led to corrosion through electrolysis. The contemporary trolleybuses by the same manufacturer were more fortunate, as the body was insulated from the negative current circuit.

As the figures show, Cape Town had replaced tramcars entirely by the outbreak of war with a large fleet of trolleybuses. The associated company at Port Elizabeth was caught mid-way in a conversion programme....20 Daimler COG6 were delivered in 1938, and 18 in 1939, all fitted with Weymann double deck bodies operated on a "Two-class" system. Built in 1939 for the Commercial Motor Show in London, but not exhibited, was another Weymann bodied COG6 which arrived in Port Elizabeth in December of that year. It was to have been followed by 30 more, which were allocated chassis numbers but never built. Also prepared by Weymann was a plan for a centre entrance double deck trolleybus on three axles. The interior was divided into 4 compartments, allowing segregated travel on both decks. The Port Elizabeth trams lasted until 16th December 1948, and were replaced by post war deliveries of Daimler and Leyland double deck motor buses.

Preliminary research has revealed that Cape Town recruited an overhead engineer from Derby Corporation to help implement the conversion from trams to trolleybuses. Can anyone identify any other evidence of U.K. recruitment?

THE END OF AN ERA Streetly Garage

This item has been reprinted from the newsletter of our Corporate Member, the Commercial Vehicle and Road Transport Club. From the pen of Martin Platt, it was published in the June 1998 issue of the *CVRTC News*.

The weekend of 4th/5th April 1998 marked the end of the Streetly Garage following the sad loss of Sam Satterthwaite in July 1996 at the ripe old age of 87 years.

The garage and its stock of many discontinued Foden and Gardner parts had in the past helped to keep many Fodens and Gardner engines on the road and out of the scrap yards. You would not have found the name of Samuel A. Satterthwaite in any of the Foden dealer directories, but for Foden enthusiasts throughout the country Sam was well known as being certain to have many parts for any Foden lorry or Gardner engine.

The outside of the Streetly Garage has not changed much since Sam began working there in 1946. The original Foden and Gardner signs were still in place and the building itself looks as it did 40 years ago. Many consider it to be a monument to the British motor industry that should be saved. As you entered through the double doors you travelled back in time. There was a noticeable absence of modern furniture - the walls were panelled with wood, and a Bakelite telephone system still worked. Even the office cat had its own chair!

A walk through the stores was incredible, with tall wooden racks, pigeon holed to store the parts no dealer would find economical to stock. The upper shelves were reached with the aid of wooden ladders. No computers were to be found here, just pens, paper, card indexes and a very knowledgeable staff. The workshop also retained its old world atmosphere, helped by coal fired stoves, but it was still well enough equipped to repair and rebuild Fodenn lorries and Gardner engines.

Sam Satterthwaite began his working life at

the age of 16 in February 1925, when he went to work for Fodens at Sandbach. Four years later, Sam was trained to test and demonstrate steam wagons. In 1930, he went to South Africa to sell steam wagons. The Government there soon passed a law which banned the use of road transport if the goods could be carried by the railway. The effects of this law on sales caused Sam to return to Cheshire, by which time production of steam wagons had all but ended. So Sam switched to demonstrating diesel powered Fodens- at this time a new 12 ton wagon cost about £1000.

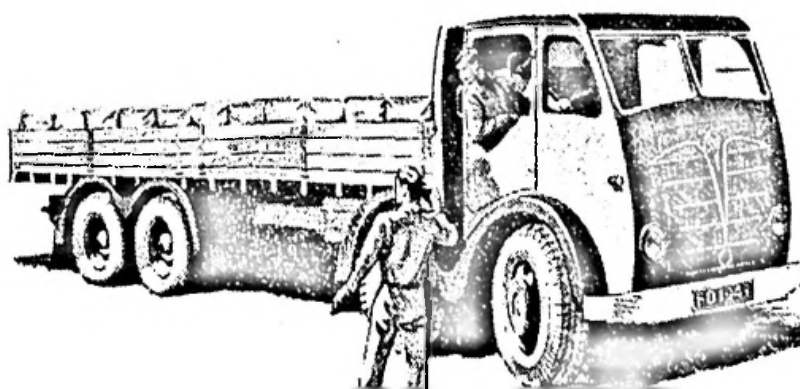
In 1935 Fodens sent Sam to work at an agency in London, but by this time he had married and had children, and did not relish the idea of living in the capital. The family moved out to Dunstable, and Sam commuted daily to the East End. As it was a long journey each day he asked Fodens if he could return to his native Sandbach. The reply was always to ask him to stay a little longer, and the situation remained the same until after the war.

Finally and with great reluctance, Sam and Fodens parted company. Through a friend, Sam started work at Streetly Garage, near Birmingham. After Sam had helped to build the business up, the boss decided to retire to Bourne mouth. He was not able to find a buyer for the business, so at the age of 50, Sam came to an arrangement with the owner, and with some help from Fodens, Sam Satterthwaite became the proprietor in April 1958.

In its heyday, not so long ago, Streetly Garage sold as many as thirty vehicles a year. No matter where you looked in the garage, there was no hint of evidence of any other make of vehicle being repaired there, other than Fodens, and Gardner engines. Sam was known to have said "I'm allergic to other lorries". Surprisingly, Sam was never an official Foden distributor: he did not want the responsibility, and was always quite happy to be an independent sales and service outlet.

The Streetly Garage operated two recovery vehicles - a 1948 Foden DG six-wheeler, that was totally reliable throughout its working life, and a 1953 Foden OG four-wheeler, which was still in use latterly and was in very good condition.

CVRT n/s 6/98



Richings & Battershell

The history of an erstwhile rural bus operation

John Dunabin outlines the history of a rural bus operator in Gloucestershire. It is the compilation of such pieces as this which rely upon reference works such as *MTYB* and the *Smithie's Lists*.

Richings & Battershell of Corse Garage, Staunton, six miles north of Gloucester, were in business as motor bus operators for nearly twenty years, and they continued in heavy haulage after selling off the bus service.

They already owned a motor coach, used for private hire, when in c.1929 they purchased for 15 guineas Mr. Hawkesworth's share in the dissolved partnership of Hawkesworth & Travell, Corse Lawn, Tewkesbury, local motor bus pioneers. This comprised an infrequent service between Gloucester and Tirley, which the new owners quickly extended to Tewkesbury. Trading as Rover Motors, they also instituted a new service between Newent and Gloucester, in competition with another new entrant, H.M. Meek of Newent, and the well established service of Davis & Sons, Gloucester. Both of these two ran beyond Newent to Ross-on-Wye, with Davis also running to Gorsley and Ledbury. Another service of Richings & Battershell ran from Pendock, a village near to their base, to Pershore, a distance of around 15 miles.

Events now moved fairly fast. After less than six months, Mr. Meek sold out to the emerging giant Red & White Motor Services, and the latter then introduced a 2 hourly daily service between Gloucester and Newport, via Newent, Ross, and Monmouth, no longer offering connections between these two points via Cinderford and Coleford. By August 1930, in addition to the through Gloucester - Newport service, Red & White was advertising a Gloucester - Newent service run jointly with Rover Motors (Richings & Battershell). This included short workings (5 M-F, 6 S and 2-3 Su) All except one Sunday return journey entered and left service at Newent. Clearly these were the Richings & Battershell contributions.

Then in November 1931 a bizarre if not unique situation arose, with an application by Bristol Tramways & Carriage Co. to take over the Gloucester - Newent - Ledbury service of both Davis and R&B., closely followed by that of Davis and accompanying that of R&B "to continue" the same services. The West Midlands Traffic Commissioner in his wisdom granted the backing applications of all three (1) - what his counterpart in the Western Traffic Area did I do not know - but nine months later, from timetable evidence

(there is a gap in my knowledge of licence developments), the Gloucester - Newent section had become a joint Bristol/Red & White operation, with a considerable increase in frequency.

Richings & Battershell, however, remained as bus operators for a considerable time, continuing to run the Gloucester to Tewksbury service. In 1935, it was shown as operating on five days of the week only (no buses on Sundays or Thursdays), with two return journeys between Tewksbury and Gloucester, and two short workings between Tirley and the city, the first morning run being extended to start from Apperley, between Tewksbury and Tirley, increasing to four on Saturdays. Twelve years later, in 1947, by which time Thursday journeys had probably been added, the service passed to A. Bayliss (formerly Dudfield & Bayliss) of Dynock. The fate of the Pendock - Pershore service is not known to the writer, and neither is the date when haulage activities ceased.

Note

(1) Some 34 years ago, the late Mr. W. H. Davis, then aged 77, while recalling this attempt to oust him from his principal route, added that Bristol later bought him out, so one can perhaps assume that Richings & Battershell were also able to exact a price for their withdrawal.

Sending Horses by Rail

Problems of 50 years ago

The Traffic Commissioners found themselves hearing requests from race horse owners/trainers for "B" licences after the end of the war. A sample case shows how these people sought to avoid complex rail journeys, involving risk of cold and disease, for quite short distances. A twelve mile journey took an hour by road, but three hours by rail, and the horse had to be led some of the way. Obsolete horse vans lacked heating and lighting, and these were turned off anyway when the van was being shunted. Another danger was the possibility that an infectious animal had previously used the railway van. Very poor station facilities were also cited, with horses subjected to long delays.

Some of the railway companies had road horse boxes (the LNER is known to have had examples on Maudslay Marathon II bus chassis). Another bus chassis widely used for horse boxes was the Bedford OB. Coachbuilders preferred passenger models as such had a lower frame and centre of gravity than ordinary lorry chassis.

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