
ROADS AND ROAD TRANSPORT

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How Recent is History?

It was pointed out at the 1999 AGM that documents, records, and even library books pass through a dangerous mid-life crisis, when they are deemed "out of date", and are then likely to be destroyed.. If they manage to survive a further 30 years or so, they then become "historical"

Primary source material is never out of date, whereas somebody's ideas on, say, the Vietnam War, may be coloured by contemporary attitudes and concerns. Active historians should seek to identify and preserve current material which is the primary source material for future generations by two means. One is to obtain and preserve useful documents of the day. The other is to record oneself whatever aspects of one's specialism appear to be neglected by official material.

Currently the end of the century is focussing our attention on the past. The next Newsletter will, I hope, allow our members the chance to select their significant events in road transport from the past one hundred years, in images and words. In the twentieth century, some things have come and gone (like the trolleybus in Britain), others have come and gone and returned (like the tramcar in Britain). Please send me your ideas for publication in Newsletter No.19.

CONFERENCE MATTERS

February 27th 1999

AGM 1999

The 1999 Annual General Meeting was held at the Museum of British Road Transport, Coventry, on Saturday February 27th, 1999. The Chairman, Professor John Hibbs, welcomed members to the meeting, and was pleased to note that almost two-thirds of the members of the Conference were either present or had sent apologies, indicating continued interest and support.

Formal business was dealt with quite quickly, and will be recorded fully by the Minute Secretary in his report to all members. Other matters which arose were as follows:

John Hibbs reported again on the CIT Periodicals collection, saying that the future of this collection had not yet finally been decided pending the result of the current talks between the Chartered Institute of Transport and the Institute of Logistics.

Roger Atkinson and others spoke of the value of the Conference Meetings. Most members were in fact members of other specialist societies, to whom they perhaps owed first loyalty, but the meetings of the R&RTHC served to broaden one's vision and to make one aware of the other fields in which members were working.

John Edsor raised the question "How recent is history?", and points raised in the discussion are to be found in the editorial comment of this Newsletter.

The AGM concluded at 11.40 am, after the unanimous re-election of all the Conference Officers. proposed by Grahame Boyes, and confirmed by a show of hands.

15th BUSINESS MEETING

The AGM was immediately followed by the Business Meeting. Professor John Hibbs opened the proceedings by reiterating what he had said on a previous occasion concerning the possible effect of the "Millennium Bug" on records held on computer, and hoped that Corporate Members had taken note of the situation.

There then followed a report by Professor John Armstrong on progress made on *The Companion to British Road Haulage History*, and a draft prospectus was circulated for members to see. John explained that it had now been resolved not to include opening chapters in the form of an historical narrative, but that the book would consist of short entries in alpha-

betical order, plus a bibliography listing not just books, but Acts of Parliament, trade journals, enthusiast press etc.

The most important matter to report was the progress made in finding a publisher. It has now been agreed almost certainly that the National Museum of Science and Industry will take on this role. It is expected that the finished book will have approx. 360 pages and 200 illustrations.

There is now a need to find authors, to start picture research, to seek sponsors and to appoint a co-ordinator (who would receive payment).

The Chairman indicated several bodies that he thought should be involved with the work, and the level of sponsorship was discussed. In answer to a point raised by Ian Yearsley, it was made clear that the entries in the book would be refereed. Further discussion took place regarding the defined time scale, i.e. the twentieth century. It was made clear that some reference would be made to events in the nineteenth century (i.e. early history of mechanical traction), but there would be no detailed references to horse traction outside the twentieth century. It was pointed out by several of those present that horse traction survived, particularly as a means of local delivery, up to the nineteen-fifties, and it was made clear that the book would deal with horse traction during the present century.

Mention was made of the fact that illustrations in the book would not be solely of vehicles (it was preferred to show vehicles at work, rather than posed shots of different types of vehicle), but would include illustrations of waybills and other printed material. The British Library collection of Trade Literature was quoted as being an invaluable source of illustrations, particularly line drawings. The collection, it was said, was presently being moved to the crypt of the British Library at St. Pancras from its previous home, where there had been free access.

In conclusion, John Armstrong asked those present to look at the draft prospectus, and to suggest any amendments, as there was a need to produce a final version for circulation. This prompted some discussion as to whether "companion" was a suitable title for the type of book envisaged...should it be a "dictionary", "source book", "encyclopaedia" ?? The importance of cover design and correct display of the key words in the title was emphasised by several speakers.

1999 Symposium

The Hon. Secretary then announced the date of the proposed Symposium to be entitled "*Getting into Research*", to be held at Coventry on Saturday 23rd October 1999. The various speakers had agreed to attend, and the proposed programme was as follows:

Introductory remarks by Barry Collins
Presentation on "Research Skills" by Grahame Boyes, followed by discussion.

Presentation on "What an Editor looks for" by Prof. John Armstrong, followed by discussion.

Lunch Break

Afternoon "melange" of short speeches, contributions from the floor, a chance to meet others at an individual level and a chance to view material on display. The latter would be arranged to show the archive material held by various libraries, museums and societies. Contributors of "ten minute topics" to be:

Ron Phillips on "Serendipity in Research"

Ian Yearsley on "Things that need doing"

John Hibbs on "How to start writing up"

Richard Storey "The Modern Records Centre" with, possibly, further contributions from Annice Collett on "The National Motor Museum" and Tony Newman on "The Public Records Office".

Following the disclosure of these details, those present went on to discuss several additional issues. One was the question of oral history, and how it is best gathered and put to use. It was felt that there should be a further discussion of this subject at a future Business Meeting.

A second issue discussed was what was the best method of bringing in a "new" audience to the Symposium, and where best to place advertisements. It was agreed that Coventry is a good venue, and the opportunity was taken at this juncture to express the continued gratitude of the Conference to the MBRT.

There was continued discussion concerning the fee (registration fee?) to be charged for attendance at the Symposium, whether corporate societies' members should receive a discount, and how the event should best be advertised. John Hibbs proposed that these various matters should be resolved by the Standing Committee in the near future.

Before Conference adjourned for lunch, some topics that might receive future attention were raised. These included horse buses, and the policies adopted by the Traffic Commissioners in the thirties.

Roger Atkinson showed a copy of the booklet produced by the Chester City Archive on sources of transport interest, and asked if other such lists were known of.

Finally, the date for the next Business Meeting was fixed for Saturday, 18th September, 1999. The afternoon session consisted of two presentations by John Hibbs on important bus strikes, and Ian Yearsley on the rights and wrongs of tramway abandonment in three cities. There were additional shorter items by Roger Atkinson and Ron Phillips....all are reported in this issue of the Newsletter.

CONFERENCE PRESENTATION
The Social Stigma of being an Enthusiast
by Roger Atkinson
A record of a short presentation at the
meeting of 19th September 1999

I have used the word "enthusiast" rather than the term "bus user" because I particularly do not want to exclude commercial vehicle enthusiasts, whom I suspect suffer in a similar way - though they may tell me differently at the end.

But using the word "enthusiast" does land me straight away with one problem. The minor rail enthusiast, I would maintain, is socially acceptable. In fact, it was an example of the interplay - or absence of interplay - between bus enthusiasts and minor rail enthusiasts that I experienced about three weeks ago that led me to suggest to Gordon Knowles that I would offer this presentation.

For what obviously turned out to be sound reasons, the Festiniog Railway organised a "Farewell to Summer" Festival at August Bank holiday Week-end. A feature of it was that Stagecoach East London - yes, Stagecoach East London - registered commercially for the period Saturday 29th August to Friday 4th September 1998 an hourly bus service between Caernarfon - Beddgelert - Porthmadog - Penrhyndeudraeth, enhanced to every 20 minutes on the Beddgelert - Penrhyndeudraeth section. I learned about this from the Gwynedd County Council summer timetable in which the service properly appeared, Gwynedd being a council superlatively good in its public transport publicity.

I rode on the service on Wednesday 2nd September, catching a middle-of-the-day bus from Caernarfon, which proved to be a popular journey, with the upper deck of the Routemaster bus being virtually full, no one riding downstairs. There were five bus photographers, one of whom kept aloof and was possibly a rail photographer as well, myself, collecting bus tickets, and all the rest of the passengers (say 80%) minor rail enthusiasts, none under the age of forty, but mixed - i.e. wives, mistresses and partners almost equalling the men in number. No children. After we passed the road sign indicating that we were entering Beddgelert, several passengers got up to alight - for lunch or to look around. Great giggling. "Is there a bell?" "Do you think it works?" "Go on, press it" "Oooh, it went 'buzz', it didn't go 'ting'". The bus pulled up almost straight away. We were at a bus stop - one too soon really for the village centre. But they all trooped off, still giggling.

I deduced that they were all minor rail enthusiasts, who would never think of using a bus in their

ordinary lives, but did so on this occasion as part of a Festiniog Railway package deal. But I also deduced that minor rail enthusiasts are two rungs up the social ladder from those bus enthusiasts who travel by car to photograph buses, but three, if not four rungs up from bus enthusiasts who travel by public transport.

Indeed, in the Transport Ticket Society, the social strata are well defined. Let me rush in and say that there is a huge effort put in by the officers of the TTS - and there has been for over thirty years - to break down the barrier between road and rail; but the division has not altogether gone away. It is nearly thirty years since the advent of the Passenger Transport Executives, the PTEs. The PTEs were charged with "integrating" the modes of public transport (It is a word still beloved of politicians.) All the PTEs had got into this by the mid-1970s, with some form of travelcard available by all modes - road, rail and ferries, if they ran any. But, by and large, rail ticket collectors ignore PTE issues, except for the APTIS issues of West Midlands, West Yorkshire and Strathclyde PTEs. Anything else is a "bus ticket". Telling them it is valid by train makes no impact; to them it is simply not a railway ticket.

Leaving tickets aside and returning to the outside world, you have John Prescott (though why is it not the Minister of Transport, of whom one never hears?) - telling us that public transport, and buses in particular, must be made more reliable, cleaner, cheaper and more frequent; perhaps he has even mentioned better information about services - though I do not recall that he has. but he has not mentioned social stigma. I put forward the view, this afternoon, that social stigma plays more part in discouraging bus travel than any of the other factors. And this has been true for thirty years or more.

Let me offer you three instances:

Until I retired 10 years ago, I was an Inspector of Taxes. As District Inspector, there was extended to me by my staff an amused tolerance of my walking or coming by bus to the office. Only two or three other members of staff (out of about 70) did so. One of my Inspectors lived at Marford, a village about eight miles from Chester, on the main Wrexham road. His wife also worked in central Chester and he brought her in and he took her home by car each day, making awkward for both of them any delay at the office or overtime working. Their house in Marford was less than fifty yards from a bus stop, with a bus every 15 minutes throughout the day to Chester. The Inspector took two days leave for decorating or something: his wife did not. So he brought his wife by car to Chester in the morning and drove back home. He drove into Chester in the afternoon to fetch her home. He said, bluntly, "Mrs. Jones could not be seen by our

neighbours standing at a bus stop."

At the end of the 1970s I was sent as District Inspector to West Bromwich. We continued to live in Chester. For part of my time at West Bromwich, I rented a house in Stafford and lived there four or five nights a week; not a very happy arrangement - but that is not the point that I want to explain. The house was on the Wildwood estate, developed in the 1970s in accordance with prevailing planning principles. The whole estate was enclosed within a circumferential road. A bus came up from Stafford, ran anti-clockwise round the estate every fifteen minutes and back to Stafford. There were six or seven stops around the circumferential road, with a principal one outside the supermarket, where the buses came in from and exited to the main road from Stafford. The design of the estate was such that all cars had to use the feeder road; there were no roads bisecting it, but there were several footpaths, so that from anywhere on the estate, you could walk fairly directly to the supermarket. Now, off-peak, housewives may have used the various bus stops, but I had hardly any daytime experience. At the morning peak, no one would be seen dead standing at a bus stop on the circumferential road, to be seen by their neighbours, who would be going to work by car. The bus users walked to the only stop where they might not readily be seen - the one by the supermarket, where there would be more people and a bus shelter, so their visibility would be much diminished. In the evening, they would get off at their local stop on the circumference, because their being a bus user would only be momentarily visible.

My third example is a recurrent one. Say, a couple of times a year, I am standing at our local bus stop to go into Chester, when someone either known to me or unknown to me, comes to the stop and immediately explains that they are only using the bus because their car is in for servicing. They explain this to anyone else who comes to the stop. They explain it to the bus driver. They explain it to other passengers on the bus. It is socially necessary to them to explain what people of their superior standing are doing on a bus.

In conclusion I simply ask: will all the improvements to bus services sought by John Prescott remove the social unacceptability of the bus? And, secondly, do commercial vehicle enthusiasts have parallel experiences?

RA

GLENEAGLES ESTATE, CANBERRA

On 24th May 1999, a school bus service commenced on a trial basis on this estate, built some years ago on the understanding that buses would not enter it. At a lengthy meeting of residents, a significant number were opposed to the trial.

Trade Unions and the Bus Industry

Report of the presentation given by
John Hibbs 27th February 1999

The twelve events selected as a basis for this presentation were:

- 1891 The Bell Punch Strike
- 1914 The "Busmen's Charter"
- 1916 The NUR and the Railway Busmen
- 1919 The effect of the Railway Strike
- 1924 The London Strike, and the London Traffic Act.
- 1926 The General Strike
- 1937 The Coronation Strike
- 1940 The National Agreements
- 1955 The Effect of the Railway Strike
- 1957 The (only) Provincial Bus Strike
- 1958 The London Strike
- 1964 The Glasgow Strike
- and
- 1937 The Bus Passenger Strike in Swindon

The summary which follows is put together from John Hibbs' remarks and contributions made at the meeting or added later by Roger Atkinson, Grahame Boyes, Ron Phillips, Richard Storey, and Ian Yearsley.

The Bell Punch Strike was a concerted action by the bus crews of the LGOC apparently against the introduction of the Bell Punch machine. It is the first known strike of public transport workers. (See also page 6)

The Busmen's Charter was an event which concerned London.

The NUR and the Railway Busmen. A large number of men previously employed directly by railways on bus work, or who had transferred from railway duties to bus work on railway buses, were in the NUR, and were paid according to railway custom, and enjoyed the privileges (free travel etc.) accorded to railway workers. This point is well documented by W.J. Crosland Taylor in his history of Crosville. He recounts that after the takeover of Western Transport at Wrexham (an amalgamation of Wrexham tramways and GWR buses) he travelled 300 miles on August Bank Holiday Sunday 1933 to various depots in North Wales. All men in the NUR were met, and paid a sum of money to leave that union and join the TGWU, so that the Crosville company could have a unified hourly

wage rate. The original agreement with the union had been thrashed out during a long session at a hotel in Chester in July 1932, with Ernest Bevin and Tom McLean.

A further development in the fifties concerning the organisation of busmen by the NUR rather than the TGWU, was the appearance of the rival National Busworkers' Association. (1)

The Railway Strike of 1919 had not been made public in advance. Many turned up one morning to find no trains running, and bus operators were quick to seize the opportunity and plug the gap. The Post Office introduced an Air Postal Service during this strike.

The London Strike of 1924 was to spawn the London Traffic Act. Pirate bus operators were curbed, and gradually began to sell out. No new operators were allowed to start up.

The 1926 General Strike has been said to have been the symbolic end of "The Railway Age", as for the first time the movement of goods and passengers by road was seen to have been viable on a far greater scale than hitherto. (See also page 8)

The 1937 "Coronation Strike" was more of a political stratagem to curb syndicalist opposition to the TGWU. A breakaway union, the National Passenger Workers Union, was organised by W.J. Brown, the civil service trade union leader, who was then moving politically from left to right. (2) It had little impact in the provinces, and was mainly concerned with London, involving some grievances over tighter scheduling, use of larger vehicles etc. (3)

The same year saw a curious event in Swindon, which took the form of a passenger boycott in protest at a fare increase. Uncommon in Britain, such "strikes" by passengers are often seen in Third World countries, where weather conditions are usually more equable than here. It took place in Summer, and it is believed that inclement weather helped to bring back lost passengers.

The 1940 National Agreements were sought by Bevin, and had the effect of a unified wage rate in all regions of Britain, introduced as part of the War Effort. After the 1985 Transport Act came into force, the employers representatives withdrew from the system, and the industry reverted to plant bargaining. As a consequence, wage rates could be raised in the south of England, where drivers were difficult to recruit at the national levels of pay - and, of course, rates went down in the north, where labour was not in short supply.

The 1955 Railways Strike had a different effect from the 1919 equivalent; this time the bus companies suffered a loss of traffic (those who used buses to reach the train now began to use cars for the

whole journey)

1957 saw the first and so far, the only national strike suffered by the provincial bus industry. Many firms which were not parties to the National Agreement carried on, sometimes with the approval of local strike committees.

1958 London bus strike was unusual in that some independent buses ran in London for the first time in 25 years. One "operator" was the People's League for the Defence of Freedom, who had hired a quantity of provincial "cast-off" buses from dealers.

The 1964 Glasgow Strike was organised by a syndicalist group, reflecting the men's dissatisfaction with the TGWU. One strike-breaking bus left Parkhead garage with the TGW branch secretary at the wheel and ten policemen on board to protect him from his own members, but there was, fortunately, little violence.

There was no national strike over the introduction of one man operation (o.m.o.), negotiations for which were generally done at local level. Brighton was the first town to have o.m.o. on double deckers, in that town using half-cab buses rather than newly purchased rear engined vehicles. London Country, for a while, used double deckers with the upper deck sealed off in order to implement o.m.o.

NOTES

(1) See R.Storey "Sources for the National Busworkers' Association" *Journal of Transport History*, 3rd ser, Vol.4 No.1 March 1983 pp81-3,94.

(2) Essential reading on London busmen is K.Fuller "Radical Aristocrats: London busworkers from 1880s to 1980s" (1985).

(3) M.Wallace "A world to win" (1979) pp82-7 deals with the Eastern National busmen's strike in 1937.

TRANSFER OF PASSENGERS FROM RAIL TO ROAD

W.Y.Smith-Saville, General Manager of municipal transport in Exeter wrote in February 1938 that there had been a huge drop in the number of passengers arriving in the city by rail

"...The service from St.David's Station used to bring in a revenue of 10d per mile in the old days. Now it is difficult to earn much more than 10d.

"That change can be due only to the fact that people from the surrounding villages and towns, coming into Exeter for shopping, cinema going or other purposes, do so by road, using the long distance coach services, instead of the railway. In other words, my revenue figures for that route are a definite indication that the railway has lost to the road a good deal of that class of traffic."

POINTS RAISED AT THE MEETING

The September 1945 Leeds Corporation Transport Strike was the last strike in the passenger transport field to involve the use of volunteers. It was featured in the Tramway Review (Issue 177, Spring 1999) in an article by the late J.H.Price, who witnessed it on its third and last day. However, Roger Atkinson can claim to have volunteered and to have worked on a tram on the second day. (see below)

A 1946 strike at Manchester saw the use of hoses to move pickets aside.

Transport strikes in the fifties were avoided by the tactic of an "overtime ban".

1967 saw municipal strikes at Southend and Middlesboro which targeted two principal members of the Municipal Transport Association..

Bus companies were not in the habit of trying to avoid permanent damage to their services by providing alternative facilities.....although in 1999 a dispute in East Lancashire by Stagecoach drivers was countered by the "bussing in" of drivers from Scotland, who ran free services on certain routes. An unhappy result of this was the death of a picket, struck by a vehicle entering the gates of a depot.

POINTS RAISED SUBSEQUENTLY

TRADE UNIONS AND THE BUS INDUSTRY

Trade Unionism on trams and buses goes back well before the strike in London in 1891. R.Bean wrote in "Transport history" Vol.5 No.2 (David & Charles, July 1972) an article on "Working conditions, Labour Agitation and the Origins of Unionism on the Liverpool Tramways".

In 1872, at a time of general local prosperity, the omnibus drivers and conductors secured an increase in wages, but there was no evidence of the formation of an association. In 1875, however, the Liverpool Omnibus Union was formed, covering drivers, conductors, ccheckers and horse keepers, soon attaining an enrolled membership of 500. It aimed to reduce the hours of work from 14½ per day to 12 hours, and to secure a paid weekly rest day. There was support from the local press and from a number of influential people, but when an increase in pay - but not reduced hours - was offered, and the Union rejected this and called a strike, support melted away. The strike was totally unsuccessful, and it was another fourteen years before Unionism returned to the

Liverpool tram or bus scene.

In July 1889, the Liverpool Tramways Employés Association was founded, under encouragement from the Knights of Labour (about whom it might be interesting to learn more). Involved also was a local activist who was engaged in trying to organise gas and railway workers, postmen and scavengers, as well. Moreover, links were sought with the London and Counties Tramway Employees Union, and with movements that were sprouting in Manchester, Glasgow, Birmingham and Cardiff.

Support was sought from Liverpool Members of Parliament (promised) and of the Hackney Carriage Committee of the Corporation, which was asked not to issue badges and licenses to new labour. The Committee declined, ruling that a licence should be given to any respectable applicant. However, public feeling was clearly on the side of the tramwaymen, and some concessions were granted by the company; but which thereafter used intimidation to deter any development of Unionism. Seven months after its inauguration, the affairs of the Association were wound up.

Overall, the article brings home the point that the origin of trade unionism needs to be seen in the context of its simultaneous development in several occupations and locations.

THE "BELL PUNCH" STRIKE

The London General Omnibus Company strike of June 1891 is very contentious. Almost all reports of it are partisan. A rival concern, the London Road Car Company, had been using tickets, though roll tickets rather than the bell punch - from its inception in 1881. The tramway companies in London had been using tickets from the early 1870s, and had generally adopted ticket punches, (of sundry makes, not all Bell Punch), when they became tolerably reliable, by the early 1880s. Incidentally, the unreliability of the counters in the Bell Punch Company's punch had been a complaint of the Liverpool Tramways Employés Association in 1889, and the tramway company had conceded this and replaced them by another make - (Bailey and Duncan punches?)

The 1891 strike was never expressed by the Union as being against the introduction of tickets by the LGOC, but as a strike against a company-proposed reduction in wages. The company made clear to press and public the curious coincidence between the strike and the introduction of tickets. Although it is now commonly called this, the term "Bell Punch" strike is a misnomer. The tickets introduced in June 1891 were roll tickets, except on a limited group of services where the Bell Punch Company's punch was

brought in on trial from the same date.

It may have been a Machiavellian move by the company to create other grievances, provoke a strike, and then represent that it was over tickets and curbing the men's speculation of fares. However, "The Times" from 3rd to the 13th June 1891 gave full and sympathetic coverage of the men's case, and indicated that public support was for the men. (Animal lovers were an exception; they feared neglect of the company's 10,000 horses) The strike ended with more pay for drivers and conductors, but nothing more for the lowest paid, the stablemen. The much smaller company, Thomas Tilling Ltd., conceded the men's terms on the eve of the strike, and a correspondent wrote to "The Times" to point out that the "Times" omnibuses, (the name used by Tillings on their principal route), were running on Sunday 7th June - the first day of the strike - and that tickets were being issued.

LEEDS TRANSPORT STRIKE, SEPTEMBER 1945

Roger Atkinson writes:

Having heard of the call for volunteers, I set off early on the second day of the strike (by Hebble bus departing 05.43) to arrive at Leeds, Swinegate Depot, in time to join a queue of would-be volunteers. As a 17 year old student, I was put in charge of the upper deck of a tram, with a girl guarding the lower deck and an RAF Officer driving. We worked the only car on the Lower Wortley route, which was mainly of single track with passing places. No tickets were issued, but 2d. was collected from each passenger. Despite the lack of tickets, during the afternoon, some passengers managed to produce returns, which we were told to cancel by tearing and not ask questions. To my disappointment and that of my young lady companion, the RAF Officer driver decided he had had enough by late afternoon, and our tram was returned to Swinegate.

Buses were also operated by volunteers, most of whom were servicemen who had been used to driving heavy army lorries. I did not return on the third day (the last) as I doubted if I could arrive in Leeds early enough to get a turn, so great was the queue of those anxious enough to "have a go". RA

It seems strange from a viewpoint 55 years later to contemplate amateurs taking charge of public service vehicles in a major British city. John Price records that a fair number of cars were defective after being driven by unskilled hands, and that the Middleton route was operated by buses. The powerful Middleton bogie cars were not put under the charge of volunteers.

HALCYON DAYS

Road Passenger Transport in North Wales, 1926

The author of the following piece was a sales representative for Leyland Motors. He was writing in a year that had been difficult for British industry, as there had been a prolonged coal strike. In August he took his holidays in North Wales, and seems to have been dazzled by the buoyancy of the road transport scene before his eyes. He begins with a reference to "Orders Lost"....the salesmen were required to report on orders they had sought, but which went to other manufacturers.

'Our (western area) orders lost are still quite a goodly number, but a lot of them we could never have obtained in any case, as we had not even heard that the people were in the market. Against these, however, I think you will agree that we have had a very good month, and it is very nice indeed to be able to add an order for further six buses from the Stockport Corporation and ten buses from the Lancashire United Tramways. (Altogether the western area has obtained 36 orders that month)

'Our method of dealing with the old vehicles we have to take back is working very satisfactorily. You will note that where we have had any of these transactions to do, we have not a single vehicle that was not disposed of when we closed the deal for the new machine, and again we have to thank our friends Messrs. Royle & Sons for coming forward so promptly to our assistance when we were in difficulties. (1)

'When in Llandudno I was studying local conditions very closely and I must confess I wondered how the various interests there managed to pay in such a short season. In fact, all along the North Wales Coast the place is inundated with bus transport and outside of Llandudno itself, I am glad to say that a very big percentage of these (sic) are Leylands, represented by such interests as The Crosville Motor Company, Brookes Bros, R. Unsworth & Sons, Evans of Carnarvon, Deacons and "The Royal Purples" The other interests like "The Royal Reds" (Wilkes' affair) are of course all Thornycrofts, "The Royal Blues" (B. E. T. interests) Thornycrofts and Dennis, the "Silvers" are AEC machines, the "Creams" are Halleys. The "Bangor Blues" (2) (Avery and Roberts' interests) are mainly Dennis and a few Bristols. Of course our friend Mr. Edwardes of the Lancashire United Tramways is a director of this concern.

'Buses seem to be running all over the area here about every few minutes and during the height of the season they were packed to suffocation, but they must really have a very thin time in the winter.

'The Birmingham and Midland run a service of through motor coaches from Birmingham to Llandudno, and they are using now a very up-to-date type of coach just on the lines that Mr. Taylor of the Crosville Motor Company is considering. (3) The seating capacity is from 28-30 and in my estimation this is the coming type of coach that will be used.

'There is no doubt of the popularity of these machines, and I am convinced on this point, that if the Railway companies go on giving the average travelling public the poor service which has this August affected everyone's travelling, the motor coach will undoubtedly become an increasing means of transport to seaside resorts from inland points.

'Apart from these motor coaches, the Midland company run single deck 30 seater covered-in top buses and the passengers have a goodly quantity of luggage allowed, which is carried in a large basket-shaped arrangement on the top of the roof, and covered in securely with canvas sheeting. This is a point we might remember.

'I noticed also a large quantity of double deck buses running without covered-in tops, but they looked rather dangerous on the heavily cambered narrow roads in North Wales, and if they had covered-in tops they would have looked almost top heavy.

'Another factor which I wish you to bear at the back of your mind; i.e. the pneumatic tyred covered-in top double deck buses. Everybody has said in the past that these were not safe, as if the tyre burst it might turn the machine over, but you still remember that the same thing was said about the pneumatic tyre on the ordinary single deck bus. Mr. Taylor of the Crosville Motor Company is convinced that they will come, and I think he means to convert one at least of his machines as an experiment.

'You are no doubt aware that he has placed a considerable contract with the Dunlop Company to convert about 100 or so of his machines from solid to pneumatic tyres now.

'Regarding the B.E.F. interests, I notice on the radiators of their various groups they have cast the various names. One lot have "Midland Red"- another group has "Royal Blue", another "The Potteries" and so on. Presumably they are all the S.O.S. chassis, particularly marked for different areas. (4)

'As you know the next big piece of business I am tackling is Crosville Motors, and I must get this cleared before going further afield. I have an important interview here tomorrow afternoon when I hope to get very near to a definite understanding regarding an order for about 30 new vehicles. On top of this there are 6 more machines coming in for Brookes of Rhyl, to say nothing of something like 40 or 50 other probable orders in singles and twos etc. (5)

This Report raises a number of interesting points.

1. *Vehicles taken in part exchange*

This device to help clinch a deal was used by most of the commercial vehicle manufacturers. As well as allowing heavy discounts to important customers, the salesmen were given some freedom to arrange with local dealers to dispose of the surplus machines from the smaller customers, which were taken in part exchange. These could be of Leyland make, or any other competitor's product. The practice was rife in the period of changeover from solid to pneumatic tyres.

2. *Colourful liveries*

In those days of cut-throat competition, livery was of great importance. Proof of the value of the distinctive livery is found in a memory from John Dunabin. When in Landudno in 1946, he enquired of a local man the whereabouts of the bus stop for Bangor, and was told where "the blue buses stop."

By then the Crosville had well established its monopoly, and had used a maroon livery for some time before adopting green.

3. *Coaches, 1926 style*

The writer must be referring to BMMO class FS with 30 seat char-a-banc bodies or 28 seat saloon bodies. These were to side cab design. Crosville took a small number of Lion PLSC1 side cab chassis in 1927, fitted with with canvas roofed bodies.

Railway problems after the prolonged strike in the coal industry in the early part of 1926 caused an upsurge in "express" coach operation. There were as yet no custom built vehicles for this type of service, so operators tended to use their newest vehicles.

4. *Radiator badges*

London General and BMMO must have been the first to carry company names on bus radiators. The latter supplied its other customers with similar cast plates (Northern, Trent, Potteries, etc.). Here the Leyland employee takes note of this feature, which was later a feature of Leyland radiators for those customers who requested it. It would appear from the diversity of designs used (some cast plates, some enamelled plates in company livery colours) that the companies themselves supplied or fitted such plates.

5. *1927 orders for Leylands*

The western area salesman obtained his order from Crosville for 20 Lions and 10 SG11s, plus six more Lions bodied as coaches as described above. (Crosville nos.235-270)

Brookes Bros. of Rhyl (of the distinctive all-over white livery, trading as White Rose) took two Leyland Leviathans and seven Lions in 1927. There was a history of double deck operation in the Rhyl area going back to about 1911.

BOOK REVIEW

ENGLISH ELECTRIC TRAMCAR ALBUM, by **GEOFF LUMB**, published 1998 by Ian Allan, 18cm x 34 cm. 128pp. profusely illustrated, £16.99.

The author's stated aim is to describe and illustrate every type of tramcar built by the English Electric Company from its formation at the end of the First World War to 1940, when the last car to be built, Aberdeen 141, left the West Works at Preston. This he does admirably, with every type bar one illustrated, and with scarcely any minor detail missing in the verbal descriptions for each batch of cars.

The car types are described in what might be termed "extended captions", and there is a small amount of narrative outlining the history of the Company and its diverse predecessors....a useful addition to the shelf of any vehicle enthusiast.

There is, however, a secondary message in this book. It sheds light on several aspects of the tramcar industry in the twenties and thirties. First, a significant number of customers purchased new tramcars to designs first created at the turn of the century. Thus Norwich was placing cars to an 1899 design on the road in the same year as Blackpool took its single deck "Pantograph" cars 167-176. Such conservatism applied justifiably in 1919-1920, when systems that urgently required new cars specified existing and tried designs as there was no place for experimentation in times of stress.

Second, it is interesting to note how many tramway operators made use of existing parts in order to create "new" trams, often hiding the fact that the cars were "new" by using old numbers. Such parsimony did not help the manufacturer, and English Electric built bus bodies alongside tramcars to keep its lines busy. Geoff Lumb refers to this fact, although gives few details, and fails to mention the English Electric trolleybuses built in the late twenties and subsequent accord with AEC to build such vehicles.

Third and finally, we see the attempt by the EE Company to produce a new style tram in the thirties, with such as the patented centre entrance type as sold to Blackpool, and in very small numbers elsewhere, the single ended type as built for Rotherham, and some early attempts at metal framed bodies for tramcars. Only Glasgow, with the Coronation cars (lower deck and underframe supplied by EE) and Liverpool with its Streamliners ("Green Goddesses") whose design was created by a former EE employee, achieved a tramcar that could outperform a contemporary bus in moving large numbers of people quickly and smoothly from A to B, and which could also appear "modern" and attractive to the public.

JOSEPH GROSE AND THE MOTOR CAR, A TRUE PIONEER, by A. BURMAN, published 1998 by Chichester, Phillimore & Co. Ltd., 130pp. illustrated, £14.99.

This is a welcome addition to a relatively uncommon genre, histories of the motor trade, although this business encompassed more than the mere provision of new and second-hand vehicles. From a small cycle shop in Northampton have developed two of the largest provincial car distributors in the country. In the course of this evolution Grose activities have included the production of cycle gear cases and of patent reinforced "non-skidding" tyres, (incorporating a studded leather strip), car hire, bus operation (the Northampton Mototr Omnibus Co., sold to United Counties in 1928) and coachbuilding (vans and buses and coaches, as well as stylish cars.) In two world wars the firm's works serviced military vehicles, converted private cars into ambulances and in the Great War produced 2-wheel VAD trailers. All this activity is recorded in some detail, in a well arranged and extremely well illustrated narrative.

Joseph Grose (1861-1939) and his family feature throughout the narrative, Joseph strangely as a friend and companion of tramps in his old age, but the book is really the biography of a living organisation, the Grose firm, in its various manifestations and activities. Appendices list the bus fleet on takeover and some other vehicles bodied by Grose; company records such as order books have not survived and these appendices are inevitably rather thin, although they provide structures to build on. RS

MOORE BROTHERS OF KELVEDON, by Bryan Everitt. Copies obtainable from the author at £13-85 (inc.p&p) from 20 Aubrey Close, Broomfield, Chelmsford, CH1 4EJ.

With company origins going back to the year of Waterloo, the author of this history might have been tempted to rely heavily on a catalogue of dates, but he has certainly not done so. The dates are there, so are the vehicles, classified and photographed, with enough route detail to satisfy the more geographically minded readers, but we also learn who did the managing, who drove the vehicles, and who did all the other things to make the business a success.

As enthusiasts all know, by the time bus operation ceased in early 1963, Moore Brothers could claim the longest record in this country of continuous provision of road passenger transport, starting as horsedrawn carriers. It was not until 1881 that the first buses were acquired, three in all and of course still powered by horses, but from then on if the business was well run, which it clearly was, its future development can be seen as inevitable.

The first motors, a 14 seat Daimler and then
(continued on page 13)

LETTERS TO THE EDITOR

Sir,

I would appreciate it if the Membership could be asked for any available information on the timetable which I saw last year at a collectors' fair. I took the opportunity to photograph it as it seemed of great interest, and a transcript of the two faces of the slide in and out plate is found on the next page. A point of great interest is the use of unreferenced asterisks.

My assumption is that it was displayed in one of the establishments listed, they being the pick up and set down points. No doubt a similar one was displayed at each place. Presumably it refers to some form of omnibus (horse drawn?) called 'The New Times', indeed, the local records office in Guildford confirm that a horse drawn omnibus of this name one ran a similar route before the turn of the century, but could not find any later references. It would seem safe to assume that the pick up times were confirmed each year by stamping the date along the bottom, with the intention of making a second line, but with the Great War putting a stop to it.

At the time of my enquiries I also wrote to four public houses, from those listed that still exist, as often such establishments gather their history. However, not one has bothered with the courtesy of a reply.

Rodney Marshall, Luton, Beds.

Sir,

In Issue 17 there are remarks by John Hibbs about the early days of the Traffic Commissioners. I have recently had access to transcripts of proceedings in the North Western Traffic Area, where Chamberlain, a former municipal manager was the Chairman. The cases in question included the hotly contested services from Liverpool to London, Glasgow and the North Wales coast, on all of which there were several operators at the time. Everyone who could genuinely prove that he satisfied the rules laid down under the Transitory Regulations was granted a road service licence plus a few who admitted to running illegally. "Grandfather rights" were thus recognised. There seem to have been few arguments about fares as, in most cases, these had been agreed by the operators themselves. There were a few Liverpool-London operators who wanted a lower winter fare (they had been running at 12/- or 12/6d single, £1 return) and this was not permitted. One firm wanted to put the fares up. There was the same pruning of short stage intermediate fares, but in most cases this was to protect stage carriage services over the section concerned.e.g Birkenhead-Chester and Chester - Whitchurch. Chamberlain was most courteous and patient with the most truculent and untruthful of witnesses. No doubt a lot depended on the character of the Chairman.

T.B.Maund, Oxtou, Wirral

The New Times

up

Leave		Mile- age
3.10	Guildford "The Lion"	
	*	
3.50	Ripley "The Talbot"	6
	Wisley Heath "The Hut"	8
4.15	Cobham "White Lion"	10
	Fair Mile	
	*	
4.45	Esher "The Bear"	13 1/2
	(Ten Minutes for Tea)	
	Thames Ditton	
5.10	Kingston "The Griffin"	17 1/2
	*	
5.40	Roehampton "Kings Head"	20 1/2
	Hammersmith	24 1/2
Arrive		
6.30	London "Hotel Victoria"	29

1911. 1912. 1913. 1914

The New Times

down

Leave		Mile- age
10.25	London "Hotel Victoria"	
10.55	Hammersmith B'dy	4 1/2
	*	
11.20	Roehampton "Kings Head"	8 1/2
11.45	Kingston "The Griffin"	11 1/2
	Thames Ditton	
	*	
2.15	Esher "The Bear"	15 1/2
	Fair Mile	
12.35	Cobham "White Lion"	19
	Wisley Heath	21
1. 5	Ripley "The Talbot"	23
Arrive		
1.40	Guildford "The Lion"	29

1911. 1912. 1913. 1914

UPPER CLASS

by Ron Phillips

Although widely used on railways, ships and aircraft, the travel class system has been relatively little used in road transport. When practised, the aim has been to provide greater comfort, or to segregate one type of passenger from another - this latter was seen at its most extreme form in South Africa under *apartheid*.

Certain British colonial tramways had First and Third class accommodation. In Singapore, the leading seats were designated First Class: the benefits of riding here were lack of crush loading and a free flow of fresh air as the car moved forward. At the terminus, the driver moved to the opposite platform, and so did the nominal First Class area, which would now use benches recently vacated by Third Class riders! This problem was overcome by the eventual adoption of unidirectional trackless trolleys, still known locally as trams, and with front compartments for the First Class.

A similar system on similar trams was applied by Hongkong Tramways, but following complaints, the First Class area was established at one end of the car only. It was not always feasible that the First Class compartment be leading, although this was arranged if possible, as many terminal points had loop lines.

In the same era (the first decade of this century) Liverpool Corporation introduced a two-class travel system on its tramcars. A number of double deck cars allocated to routes which passed through the more affluent suburbs were painted white. The words "First Class" appeared on the staircase stringer and the lower saloon window glass. This latter was luxuriously appointed with plush seating and cut glass light shades, whereas the upper saloon was to the usual spartan finish. Premium fares were charged to ride on these cars, but after a while these fares only applied inside the lower saloon, and passengers upstairs were charged at normal rates.

The Liverpool system lasted until the early twenties. It is interesting to note that the term "second class" was not used about the upper deck of these cars.

Meanwhile, in Hong Kong, the tramway company developed a new style of car. Many of the early roofed toastrack and "California" style cars were reconstructed as saloon cars with two compartments. One designated "First Class", and if possible at the driving end of the car, used about one third of the car

length. The second designated "Third Class", used about two thirds of the length of the car. The two parts were separated by a bulkhead, whose door was available for the use of the conductor. This mirrored the practice in Singapore, which was carried over to the trolleybuses, and also that in Shanghai, where the British owned tramway company had three classes of travel. Motor trams were divided as described, but designated First and Second Class. A trailer car was designated Third Class. Track layouts were modified to provide terminal loops which ensured "first class leading," essential to keep First Class riders cool, and to allow all classes to arrange themselves at stopping places.

Shanghai, therefore, provided twice as much Second Class accommodation and three times as much Third Class accommodation than First Class on its trams. The town also used trolleybuses of the same type as described for Singapore...in fact, the type was developed initially for Shanghai.

In Hong Kong, the tramway company built some new cars, and modified further some of its older ones to create a new style of double decker, unique to the Colony. These had an open top deck reached by a single staircase which rose from the leading First Class compartment. The result was a car with twice as much First Class space than Third Class space. The open top deck could be wetter and windier than the top of a British tram. It took some years before this deck became covered, firstly by a canvas awning, then by a boarded roof, followed by glazed side panels. About 1925 proper upper saloons were provided, and the whole of the lower deck was given over to Third Class passengers (who boarded at the rear). First Class passengers used the upper saloon only, boarding at the front. Truly "upper" class.

The question which arises from this is 'why did Hong Kong offer such a great increase in First Class accommodation from 1912?' And, why did the First Class passengers, initially, have the part of the car most exposed to the elements and difficult (for some) to reach? I believe that the answer is probably to do with the local pastime - horse racing at the Happy Valley Race Course, which was served by the tramway. On Race Days, (which would be fine days) the converted double deck cars would be used to carry crowds of affluent race goers.

One piece of evidence for this is the roller blind indicator which is still used on Hong Kong trams to the present time, and which displays "NO RACES TODAY", and which is one of several displays that inform intending passengers of impending inclement weather. Let us now look at an "upper class" which is a little nearer to home, and did indeed offer inferior accommodation.

Spanish motor buses plying between towns frequently had two tariffs.....First and Second Class. The seats were all the same, but those allocated seats towards the front of the vehicle paid more. Passengers in the rearmost seats who arrived first had a normal place, but those who arrived last were given a folding seat which was attached to the side of normal seats, and which opened out over the aisle. At stops, these seats had to be folded away before other second class passengers could alight. So Second Class passengers paid less as their seating arrangements were less convenient.

The reason behind this was not necessarily a desire on the part of the bus company to make more money. Resources were limited, so it was desirable to get as many people on board as possible, and the gangway seats allowed extra passengers to be safely distributed and carried over long distances. However, in the north of Spain, the idea was carried a stage further. Seats were placed on the roof of the bus, and these exposed benches were given the title of "Third Class". At first, these seats were fully exposed, but later windows and a low roof were provided on some vehicles. This upper "saloon" did not always stretch the full length of the vehicle, the rearmost portion of the roof being used for luggage. This type of vehicle is described in the writings of Ernest Hemmingway. To reach their seat, third class passengers had to climb an iron ladder at the rear of the bus, walk between the luggage, and crouch to reach a seat inside the covered section. Luggage, of course, was not just travelling bags, but often consisted of general parcels and household chattels, as well as farm produce and even livestock.

In urban circumstances, Bilbao operated some completely enclosed double deckers with the shallow upper deck cabin. A few early examples had the cabin stretching about four fifths of the total length of the bus, but the final ones were mounted on Leyland Royal Tiger chassis in the late fifties. There was no class differential on these vehicles, all passengers paid the same fare but could choose to stand downstairs or crouch to reach a seat upstairs.

Finally, Spanish Railways had four classes of travel for a while. First Class was luxury upholstered accommodation, Second Class was plain upholstered, usually with leather, Third Class provided wooden seating, and in certain areas workmen's trains were made up of double deck carriages, with the lower enclosed part designated Third Class, and the roofed but open sided upper part designated Fourth Class.

I would be pleased to hear of other, perhaps different, instances of road transport using the class system. Another study might be made of the terms used to avoid words such as "First", "Second" etc.

BOOK REVIEW, continued from page 10
three Model T Fords, came in the years 1912-14, but it was not until March of the latter year, after a new Clarkson steam bus joined the fleet, that mechanical propulsion was used for a regular service. Its early appearances on the road are well recorded, and no less than three photographs of this handsome bus are included in the book, along with a possible answer to the longstanding puzzle of why it appeared in the "National" white livery.

Well supported by a very clear route map and reproductions of timetables of varying dates, this is a lucid account of the growth of a business and of Moore's expanding network of regular bus services. Colour is added, in the wider as well as the literal sense, with the story of Mr. William Moore's collie dog (pictured), allowed to ride unaccompanied to Colchester, and who always selected the direct bus. Colour plates depict tickets, publicity material, nameplates, uniforms etc., and even a conductor's bag, together with a photograph of former Moore's staff in front of Guy Arab IV 373 WPU, last entrant into the fleet and now happily preserved.

A detailed fleet history is followed by a shorter one, listing the vehicles transferred to Eastern National when the business was sold, together with their subsequent destinations.

There are a few disconcerting slips in the text, and an apparent confusion between Northern Coachbuilders and Northern Counties, but these should not lessen any reader's enjoyment: taken altogether this is one of the most satisfying operator histories seen by this reviewer, and is highly recommended.

JED

Buses in the First World War

A council debate in Warrington in April 1917 discussed whether or not loss making bus routes should be discontinued. It was pointed out that the legal advisor to the Corporation believed that "the Corporation were compelled by the Munitions Act or the Defence of the Realm Act to keep the service going."

In general the War caused the demise of many bus services, as vehicles were commandeered by the military authorities. Clearly some bus routes served munitions factories, but this was not so in this instance, the two routes being about one mile long and serving sub-urban housing.

Does anyone know in what circumstances bus services were protected during the First World War? Some towns (as Warrington) seem to have kept the service going because the make of bus used was not favoured by the army.

Magic DRAGONS

The English city of Manchester now has an urban bus service provided by three axle double deck buses. The operator is Stagecoach, the fleet-name is "Magic Bus," and the vehicles are Dennis Dragons.

This model was developed for use in Hong Kong, but the Stagecoach company placed a batch in service in Malawi and another in Kenya. The model is made in various lengths, and those for Africa were of the 11 metre long variety. Two axle double deckers of this length are to be found in Britain, but the three axle configuration was felt to have greater stability and lighter axle loading for use on African roads.

It was the roads of Kenya which brought about the decision to repatriate the Dragons. Economic problems led to a deterioration of road surfaces to such an extent that single deck buses were deemed safer to run. Stagecoach shipped the vehicles back to Britain and have rebuilt them for service in heavy urban traffic. The rebuilding has comprised three main elements: new seating, arranged for 88 passengers, the installation of heaters, and the replacement of the Gardner 6LXC engines by "Euro 2" Cummins. The multiple opening windows provided for the African climate remain in place.

A recent ride on these unique vehicles showed them to be excellent in coping with the heavy loading encountered on the Wilmslow Road corridor. The performance from the Cummins engine and fully automatic transmission was superb, gearchanges being totally free of jerking and acceleration as fast as the modern private car. The air suspension and effect of the twin rear axles gave an extremely stable ride. The seating is unusual, as the rear wheel arches are free of the usual inward facing bench seats and have back to back transverse seating. There is another unusual arrangement at the rear of the upper deck, the transverse seats in front of the rear bench are reversed.

With a good passenger load the vehicles were quiet to ride in, apart from a few rattles from the many sliding windows. It seems a pity that the chosen livery is a drab shade of blue, relieved only by "Magic Bus" slogans. The type of ticket used is shown on the right. A curiosity is that weekly tickets issued by the Stagecoach Company in Manchester were found to fade away over the period of validity, preventing re-use. Interaction between the ink and the sticky-back covering cause this.

Spirit of the AGE

A compilation of issues concerning transport tickets and advertising, based on the presentation by Roger Atkinson at the last meeting, with some additional material.

I have to confess that it is stretching it rather a long way to put such recent "history" as this into Newsletter. My original "Spirit of the Age" sought to set out some advertisements over a period of a century on buses or bus tickets. Some illustrations here go back no more than eight months - from late Summer 1998 to the present day.

They show a new enthusiasm by semi-autonomous government agencies for use of bus ticket advertising. It has not been just "Don't Drop It, Bin It" and "New deal for lone parents", but you will see that we have been having ACAS, National Blood Service, and Crimestoppers as well. (There is one qualification - we had "Give Blood" in Cardiff about nine years ago - see illustrations overleaf, but that was a one-off at that time). I do not know who was behind "Don't Drop It, Bin It" but its coverage was the East and West Midlands: reported from Oxford, Bedford, Leicester, Derby, West Midlands, Stafford, the Potteries, Worcester and Cheltenham. At first sight, this seems like a getting together of local authorities - but the more one thinks about it, the less likely that seems: so who did promote it?

Very recently, lone parents have been targeted across the industrial North (but not the North East). This advertisement has been reported from Blackburn, Preston, Chester, Warrington, Manchester, Sheffield, Barnsley, Wakefield, Dewsbury, Huddersfield, Leeds, Hull and Grimsby. (A very patchy selection when you work out the towns not included; we may not have had adequate reports).

MAGIC BUS

TKT 11534 10149
688 142
9850569 902

STAGE ONE +

Adult

£ 0.40

SINGLE

PAID CASH

24/03/99

ACAS, National Blood Service and Crimestoppers were local - to City of Nottingham, Leeds and Leicestershire respectively. So too were the following advertisements on the backs of Chester City Transport Ltd buses in Dec 1998/Jan 1999.

Stockport Corporation in World War II.
Hints to Passengers No.1

To signal the driver that you wish to board a tram or bus raise your arm when the vehicle is about 40 yards away, and keep it raised until you see that the driver

OVER 95% OF ADULT SEXUAL ABUSERS ARE MALE

From flashing to rape - Male abuse of Power is a Crime

Chester City Council working towards Zero Tolerance of Violence against Women & Children

FROM AGE 3 TO 93 - WOMEN ARE RAPED

Husband, father, stranger - Male abuse of Power is a Crime

Chester City Council working towards Zero Tolerance of Violence against Women & Children

Would some of the following, from "x" years ago, raise protests now? All are advertisements that appeared on bus or tram tickets. "X" years ago, might some citizens of Chester have made protest at the advertisements above?

Cardiff Tramways Company and others, from the late 1890s.

The Unemployed in East London - at a time when much thought is being given to this matter, a practical suggestion may be of service. Last year more than £300,000 worth of foreign matches were purchased by inconsiderate consumers in this country, to the great injury of our own working people, so true is it that "evil is wrought by want of thought, as well as want of heart" If all consumers would purchase Bryant & May's Matches, that firm would be enabled to pay £1,000 a week more in wages.

Frederick Newman, Walworth, Lomndon SE - horse bus proprietor - ticket c.1905

Wood Milne Heels advert, depicting a smart soldier:

Q. Why is a rifleman firing wide from his target like a man who balcks his wife's eye?

A. Because one misses his mark and the other marks his missus.

Metropolitan Electric Tramways - c.1912/3

J.Sainsbury sells the very best Nuts and Milk Margarine 1/- Double Weight.

Q. When is a door not a door?

A. When it is an egress.

SHMD in 1930s (Stalybridge, Hyde, Mossley and Dukinfield Transport and Electricity Board)
Electrify Houses and Satisfy Spouses. S.H.M.D. Electricity Department, Stalybridge.

(Perhaps the most succinct advert for municipally generated power was that seen on the new "Cabin" and "Mark's bogie" class trams in Liverpool in the mid-1930s - the single word "ELECTICITY".)

is beginning to pull up.

Salvage hints

Household Bones make Glue for Aeroplanes, Glycerine for Explosives, Fertilisers and Feeding Stuffs. Keep your Bones separate.

In Peace or War Keep Fit at the Stockport Public Baths.

Cardiff Bus / Bws Caerdydd c.1990

Give Blood - ring 0222 890302

Travel West Midlands (& other Midlands operators)
-Autumn 1998.....

Advertiser: to arrange to meet with a Personal Adviser.

58 0800 868 868

If you're a lone parent and you're thinking about work and whether it's right for you, call

Advertiser: to arrange to meet with a Personal Adviser.

0800 868 868

If you're a lone parent and you're thinking about work and whether it's right for you, call

IMAGES OF THE TWENTIETH CENTURY

100 years of road transport - a personal choice by Ron Phillips



A covered but airy bus-rail interchange (Windsor & Eaton) with Bristol Lodekkas of the Thames Valley Traction Company. The Lodekka was a significant machine which reigned supreme in the Tilling fleets for thirty years and purged Britain of the lowbridge bus. By the time of this view, the Reading based Thames Valley was in decline: the two vehicles depicted are cascaded from the Lincolnshire and United Welsh fleets respectively. In front is a 58 seat LD6B of 1955, behind is a 1957 LD6G with the later style 60 seat body. Provision of bus-rail interchanges is far from widespread in Britain, although it is a feature of transport policy in some European countries.



A Leyland National bus, seen here in the fleet of St. Etienne in France. The National was the "all conquering" bus of the seventies and eighties, and replaced large fleets of double deckers throughout Britain. Its makers had great hopes for it abroad, and sold examples in France, the Netherlands, Norway, Australia, Jamaica and Venezuela, but it never lived up to the high hopes expressed when it was launched. It was perhaps the last major all-British bus design, and was