

ROADS AND ROAD TRANSPORT

HISTORY CONFERENCE NEWSLETTER

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COVER PICTURE ISTANBUL LEYLAND

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CONFERENCE MATTERS OUR NEW PRESIDENT Garry Turvey

We are pleased to announce that, following a meeting held in August between our Chairman and Hon. Secretary and Garry Turvey CBE, FCIS, FCIT, previously the Director General of the Freight Transport Association, Garry has kindly agreed to accept the position of President of the Conference.

Garry formally accepted the invitation to become our next President for a period of three years, terminating on 31st August 2004, but renewable or extendable by mutual agreement. When you read this, his appointment will have been formally announced by our Chairman, Professor John Hibbs, at the forthcoming Twentieth Business Meeting, to be held at Coventry on Saturday 22nd September.

Unfortunately, Garry will be unable to attend this gathering, but will be present at our next event, the Colloquium to be held at Midland Hotel, Derby on Saturday, 3rd November.

Garry has been invited to participate in many Government working parties and was a frequent visitor to Brussels. He served for many years on the CBI Council and its Transport Policy Committee, and was a member of the Council of the Chartered Institute of Transport from 1987-1990. He was awarded the CBE in 1991, and in 1992 won the Motor Transport Special Award for 'his outstanding contribution to the road transport industry.'

We welcome him to our ranks. It will be recalled that there was some discussion about the role of the President at our February 2001 meeting. It is now decided that the President will promote the aims of the Conference externally, making it better known to other organisations, and will seek sponsorship for specific research and/or publication projects.

The President will not become involved in the day to day running of the Conference, although he is always welcome at the business meetings and other events. His role is essentially focussed on the outward looking aspects

COVER PICTURE

This fine photograph by Mike Fenton shows one of a fleet of Leyland "Levend" integral buses (a final version of the Olympic specially named for the contract with Turkey) in the fleet of I.E.T.T., the bus operator in Istanbul. All of the 300 buses were first registered in Britain and were then driven overland to their destination.

R & RTHC COLLOQUIUM 2001

at
The Midland Hotel
Midland Road
Derby
on Saturday 3rd November 2001
10.30 - 16.30

"The Preservation and Disposal of Personal Collections"

Speakers
Ian Yearsley
(TMS and R&RTHC)

Richard Storey
(Vice Chairman R&RTHC)

Steve Bagley
(Museum British Road
Transport Coventry)

Andrew Johnson
(Treasurer, PSVCircle)

Brian Longworth
(Glasgow Transport Study Group)

The speakers will address such topics as caring for documents and small artifacts, catalogueing and labelling, how to arrange for their future care, wills and bequests, choice of executors, and safe archive and museum repositories for transport related items.

Enrolment forms now available

Catering Facilities, Parking, Coffee on arrival.
Overnight accommodation available at special
rate of £47.50 per night (double or single at
same price, breakfast extra.)

News from the 21st Century

See also page 15

Traditional Tickets

To the right is an illustration of two bus tickets issued in Malaysia (Penang) this year. They were sold by a conductor, and are of traditional Bell Punch size and format. Of course, the Bell Punch Company and others engaged in the same business have long since gone. These 2001 tickets can only be said to "be in the tradition of..."

There are significant differences from the "real" thing. They are printed on white paper similar to that used for this Newsletter. To distinguish values, the 50 cent value has a pale green stripe and a darker green "cross", the 20 cent value has a blue "box" with the fare and a "cross". The serial numbers are printed in red.

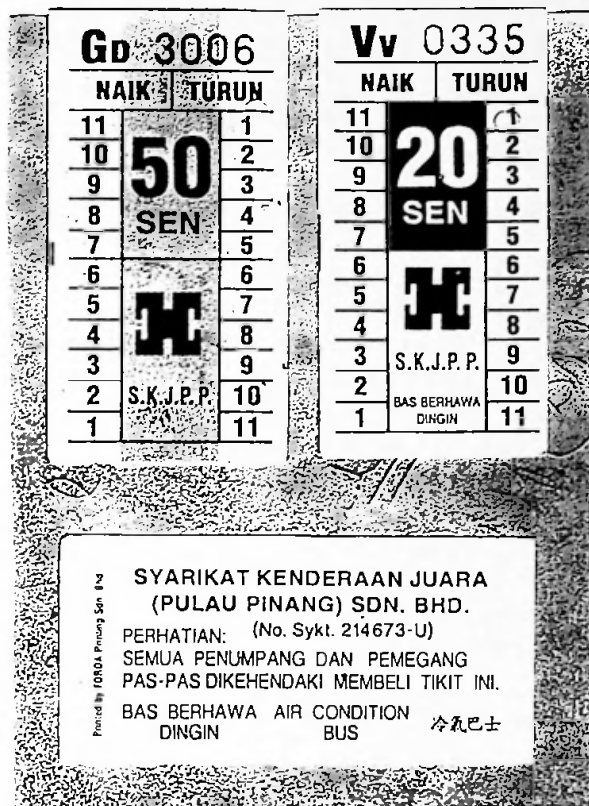
The reverse of the 20 cent ticket is shown, on which the words "Air Condition Bus" appear in three languages.

ARP/ALP

Great Orme Tramway

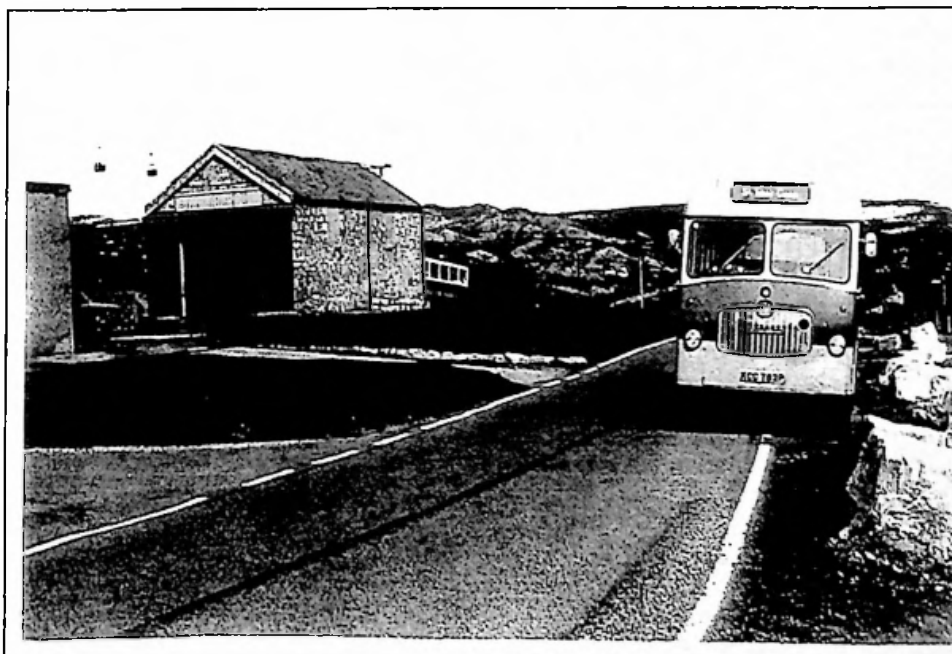
News of the reopening of the cable hauled line is on page 15.

The photograph below dates from the seventies, and shows the now demolished shed for the lower half of the line at Halfway. During the daily service, the car stood at the loading point outside the shed, but at night and for the winter, it would be man-handled into the shed., leaving the cable above it slack. This procedure is no longer necessary. When the line was new, there was a rail connection between the two



sheds, and luggage (or goods) cars numbered 1-3 could be transferred from one section to another.

The Bedford bus is part of the Llandudno/ Aberconwy fleet, and was used on a seasonal road service to St. Tudno's Church. Here it is seen parked on the road to the Summit, but when on service it would have crossed the tramway some three hundred yards lower down, passed under the aerial cable car line and terminated at a vantage point near the church. From there walkers could descend to the Great Orme Marine Drive.



Great Orme Tramway Reconstructed and Reopened

Britain's only cable worked tramway was reopened to summer traffic in mid-July 2001 after its major reconstruction (See Newsletter 25, pp 7-9).

The following work has been undertaken. At the lower, Victoria, terminus the toilet accommodation has been renewed, but otherwise the building is substantially as it was. Modernised ticket issuing has been installed. At the Halfway station, all the former buildings have been demolished, and a new combined "walk-through" building housing winding house, covered stations and secure cover for the cars built. At the Summit, the existing car shed has been extended and there is a visitor centre attached.

On the lower section, where some of the track was renewed in recent times, there have been minor improvements to the track. The poles which once supported the overhead wire have been repainted, but the reason for this is obscure. Many are missing, so restoration of an overhead wire as a cosmetic exercise is not possible. On the upper section there has been considerable relaying of the tracks, with new rails leading into the brand new car shed and station. The line is unfenced, but new barriers are installed at the top terminus.

The cars have all been refurbished, the bogies of all cars and the two cars at Halfway having been taken away from Llandudno for work to be done. The cars remain unaltered in general appearance and are worked as in recent years by just one man. Despite the unfortunate closure during the first half of the season, the line seemed to be as popular as ever when visited in early August.

ARP

Early "EXPRESS" Road Motor Services

A trawl in the newspaper files of Chester led to a happy discovery, and a surprising one! Like most "county" towns, Chester was the commercial centre for an agricultural community, who came to town on market days. The Watch Committee was concerned at the turn of the nineteenth century over increasing problems in the town centre, when through traffic was impeded by carriers' carts and omnibuses. It was resolved that stopping places for omnibuses should be designated, or that the said vehicles should find off-road places in which to stand. This referred to the omnibuses from Kelsall, Tarvin and Farndon.

The week before the above intention was published (in February 1901), the Watch Committee had to deal with another matter. A Liverpool company, Messrs. Watson, had started an experimental motor car service between Chester and Farndon. The cars, it was said, were of the same type as those used by the Duke of Westminster, and the Committee gave permission for the experiment to continue whilst they gave the matter consideration, seeking the advice of the Chief Constable.

Within a month, another firm had taken up the idea. The *Chester Courant* for 27th March 1901 states:

MOTOR CAR SERVICE

Between Kelsall and Chester

A correspondent informs us that a motor car service is about to be inaugurated between Kelsall, Tarvin and Chester, by Mrs. E. Lightfoot & Sons, the proprietors of the omnibuses which have for many years been running daily between Kelsall and the city. It is not intended that the motor cars shall at present supersede the omnibus service which will be continued for slow and luggage traffic.

Was this, therefore, one of the first express bus services? Does any reader know of any other such service at or before this early date in motor bus operation. The vehicle referred to was probably not a bus, but a large touring car or waggonette. We have not yet discovered how long this service lasted, but it is interesting to find such references to days when not even the bus required a registration number, although perhaps it required a local "Hackney Carriage" plate. We do know that the later motor vehicles owned by the Lightfoots carried Chester "Hackney Carriage" numbers.

M2201
Llandudno & Colwyn Bay
Electric Railway Ltd.

**MARINE DRIVE
TOLL GATE**

TOLL - 1/-

MOTOR VEHICLE or
seating capacity not
exceeding 8 passengers

CART or CARRIAGE
drawn by one horse

LIGHT LORRY or
VAN not exceeding 5
tons gross loaded

Date: _____

Available for Return Journey
on day of issue only.
NOT TRANSFERABLE

LEFT: A long forgotten aspect of the Llandudno & Colwyn Bay Electric Railway is the former tramway owned toll gate at Penrhyn Bay.

Here is a 1/- ticket from the 50s for Motor Vehicle for up to 8 persons, Cart or Carriage drawn by one horse, or a Light Lorry or Van. Does anyone know of other values for other classes? Revenue from the toll gate helped to pay for sea defence work.

The Hackney Carriage

The two pictures below illustrate another aspect of early road motor services. The first picture shows a large touring car with five passengers and a chauffeur, who together with the lady passengers, is looking at the camera while the three gentlemen stare resolutely ahead. The picture is inscribed "Copps Silver Cars, Ilfracombe". Today, we would regard this vehicle as a "private hire car", but did those five passengers go to the office and ask to be taken to a certain destination, or did they respond to an advertisement for "afternoon tours" or "tour of Exmoor" and get taken on a ride of the driver's choosing? If so, was not the vehicle being used in the same way as a touring char-a-banc? Could it be said to be a de facto psv? (given that the term psv had not been heard of at the time the journey from Ilfracombe took place!)

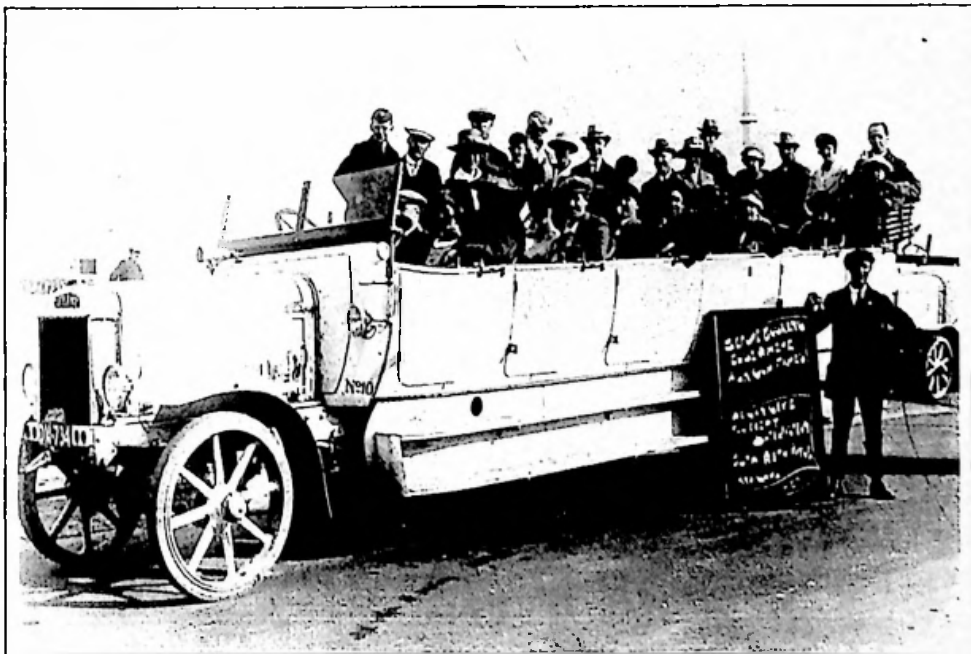
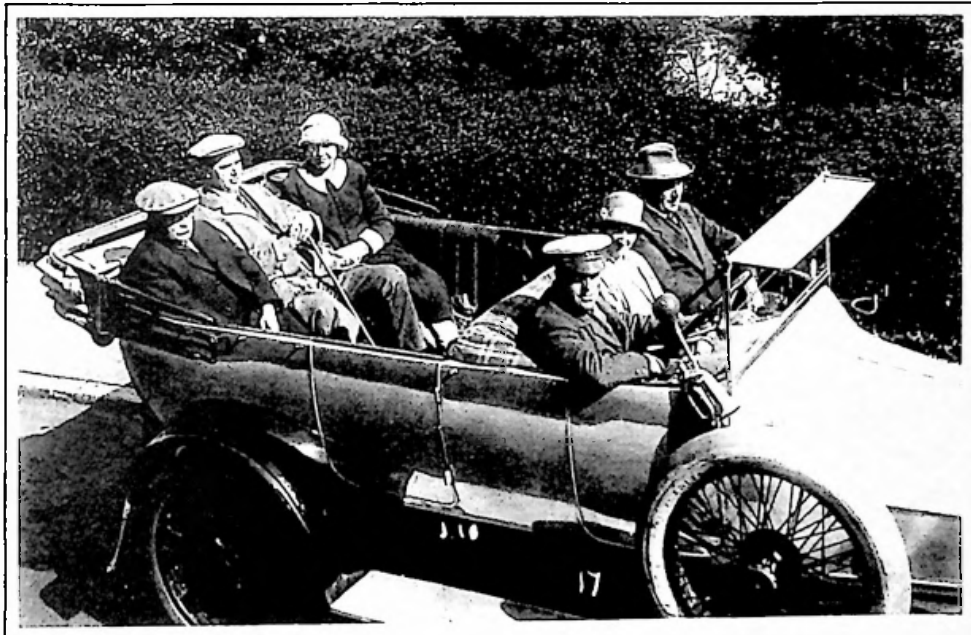
The vehicle was, of course, classified as a Hackney Carriage, the same licensing category as the char-a-banc from the Brookes Brothers fleet at Rhyl Promenade, seen in the second picture. Note that the display board states:

"We can give you every satisfaction both with price and cars."

The party (the majority of whom are pleased to look at the camera) are probably holiday makers going on a tour.

The vehicle is DM 734, No.10, a Leyland in the Brookes Brothers fleet which used an all white livery and traded as "White Rose". The thriving bus business was sold in 1931 to Crosville, but the firm continued to trade in other spheres connected with transport after that date.

Photographs are courtesy Roger Atkinson.



PARIS

1887

A Guide to Public Road Transport

This item has been compiled mainly from the 1887-88 edition of the P. Joanne *Strangers Guide to Paris*, published by Hachette in (reasonably good) English. Some additional information has been taken from other sources (see end).

As *livres de poche* go, this small red volume would easily have fitted in the waistcoat of a Victorian gentleman. It includes several suggested walks, each accompanied by a small map stored in a pocket within the cover of the book. These can then be looked at *en route* without the need for the book. Each of the maps lists horse bus and tram routes serving the area concerned.

The way to travel is fully described at the start, before the listing and description of buildings, monuments, parks etc. This is Paris before the Eiffel Tower and before the Metro, before the Moulin Rouge and before the *bateaux mouches*. But there is plenty to be seen, and even then there was a unified and coordinated transport system with intermodal ticketing.

Cabs and omnibus

First of all, is a description of what to do upon arrival. Each of the French railway companies had its own terminal, with *portes cochères* for cabs and omnibus. Cabs were limited to two or three passengers, so family parties were required to hire an omnibus. (These could be likened to minibuses or the currently popular 'people carriers')

The traveller is told of the current tariff for cabs and omnibus at the main line stations of the five big railway companies: l'Ouest, Orleans, l'Est, Lyon and Nord. Each, in addition to the main terminus, had agencies and parcel offices in various parts of the city. The Chemin de Fer d'Orleans, ran a regular service of omnibuses stopping at fixed points, which intending railway passengers were advised to join not less than 55 minutes before the departure of their train. The service operated from 6h00 until midnight, with a 30c. fare, but 50c. "at night". Passengers were reminded that this bus would not stop at their private address. Luggage was carried for an additional charge, and it was pointed out that normal public horse buses did not convey luggage.

For the traveller who wished to be taken

directly to an hotel or private address "family omnibuses" were available. The tariff varied according to the size of the vehicle, whether it required one or two horses, and the time of day. The maximum number of passengers was seven. For large parties, 18 seater two horse omnibus were also available. Passengers wishing to make use of these buses had to put in a request at least 24 hours in advance at the Gare d'Austerlitz or one of the Company's offices. In addition, there were *omnibus de ligne* to Orsay, Sceaux and Limours.

Other railway companies had different systems in detail, but the general idea was similar. Although the omnibuses were essentially private hire vehicles, they were also an early example of railway organised bus services. The Chemin de Fer de l'Est, for example, ran omnibuses on fixed circuits through three different districts of suburban Paris.

Many travellers, of course, would arrive in Paris ignorant of this system. The book gave detailed instructions on the procedure to be followed.

"On leaving the station, the passenger should first secure an omnibus de famille or a cab, the number of which, when handed them by the driver, they should be careful to keep. They ought then return to the waiting room (Salle d'attente). An employee of the company having thrown open the doors of the waiting room, it will be necessary for passengers to go and claim their luggage, which will be delivered up to them in exchange for the luggage ticket given at the departure office. Then there are the formalities to be gone through by the officers of the customs and the town dues (in Paris there are dues on food and drink). After this, all boxes or parcels looked into are marked by one of the porters with chalk. All luggage registered abroad for Paris that has not been submitted to examination on the French frontiers will of course have to be inspected by custom house officers in Paris. After these formalities are over, a porter will see all the luggage taken to the omnibus or cab that passengers may have previously engaged, and to him the number should be given. In Paris, porters live on the perquisites they receive from passengers. Such remuneration may be regarded as 50c. or even more if the quantity of luggage is large."

As for the cabs, much detail is given of the cab regulations. There were three large companies that operated the cabs:

Compagnie générale des voitures
Compagnie de l'Urbaine
Compagnie Camille

Most of the cabs were two or three seaters, with very few "double-seated" (i.e. facing seats 2 x 2). Those wishing to hire a cab were advised to record the number of the cab and agree the time with the driver

before starting. Any complaints were to be referred to the "guardians" at the cab-rank. The law dated 23rd May 1866 was the one governing cab operation, and a complex fare table was part of this law. Fares were increased after dark, and from dusk the passenger was advised to take a cab 'bearing the lamp of the quarter to which it belongs' i.e.

blue - Popincourt, Belleville
yellow - Poissonniere, Montmartre
red - Champs Elysées, Passy, Batignolles
green - Invalides, Observatory

For special purpose journeys, the book advises the Compagnie générale des voitures, whose vehicles were licensed in the series 1-5000, and whose fleet contained all sizes of horse drawn carriage for hire by month, day, half day, or few hours, for weddings, funerals, picnics, theatre visits, balls, and trips to the races.

Amongst the complex rules the following stand out:

Cabs were hired for the drive or by the hour.

They were expected to keep to a speed of 8 k.p.h. (= 5 mph) unless requested to go slower.

Drives 'outside the walls' (i.e. the ancient fortifications) were to be negotiated first with the driver.

On such drives, after two hours with the same hirer, there was to be a 20 minute rest period for the horse(s).

All luggage, which the cabman was bound to load and unload, was to be paid for. Band-boxes, umbrellas, sticks and swords were to be carried free, as were children under five.

There was no obligation to carry animals.

It was not allowed for cabmen to demand tips, although it was suggested that 15-50c. might be added to the payment by the passenger.

Public Transport (buses and trams)

There was a network of 75 routes serving all central and suburban destinations of importance. To enable journeys across the centre, transfer tickets were available (*correspondances*). These were provided by both buses and trams. In 1855, under the urging of Baron Haussmann who was responsible for much of the planning of modern Paris, the then ten competing horse bus lines were amalgamated to form the Entreprise Générale des Omnibus, which was very soon renamed the Compagnie Générale des Omnibus (CGO). The CGO had the total monopoly of public transport within the central zone, and soon had 25 lines and 500 vehicles in service. The CGO standard double deck omnibus was a complete break-away from the previous stage coach derived box like single deck vehicles, and had much in common with the London omnibus of the same period.

In 1855 an experimental horse tramway line was laid and opened, and very quickly came under CGO control. This line did not thrive, and no new lines were established until in 1874 a significant move was made to build a series of new lines. A circular route in central Paris was ceded to the CGO, but other new lines from suburban areas to termini inside the city limits were put under the control of two new companies; les Tramways Nord (Nord) and les Tramways Sud (Sud).

The new routes undermined CGO bus revenue and as a result an agreement was reached by which Nord and Sud paid royalties to the CGO based on mileage, and transfer tickets were introduced. During 1874-8 a network was built up as follows:

CGO - 2 new lines (TD, TE) in addition to 3 derived from the 1855 route (TA, TB, TC)

Nord - 9 lines, designated A to H, plus AB)

Sud - 11 lines, numbered 1-11

These horse tramways mostly followed the wide boulevards and avenues, and were all eventually worked by two-horse double deck cars. It was acknowledged that the routes played an important part in suburban development in this pre-Metro era. An unusual feature was that cars had flanged wheels on one side only, to permit derailment should there be an obstacle en route.

Fares charged were 20c. inside or on the platform, 15c. outside. Transfer tickets (*correspondances*) cost 30c. Outside the city boundaries, there were stage fares (at two rates) charged on the suburban lines, but we already see the establishment of a fixed rate fare within the city area.

In 1877 the city of Paris set up six new lines, the concession for which went to the CGO (lines TF to TK). The next year, more lines were inaugurated to serve the 1878 Exhibition (lines TL to TP) and some short extensions created three new routes that were denominated TQ to TS. It will be noted that a fixed system of route identification was already in use.

The 1887 Network

Ten years later, the CGO operated tramways were as follows:

TA - Louvre - St. Cloud
TB - Louvre - Sèvres
TC - Louvre - Vincennes
TD - Etoile - La Villette
TE - La Villette - Place de la Nation
TF - Louvre - Cours de Vincennes
TG - Gare de l'Est - Montrouge
TH - La Chappelle - Monge
TI - Bastille - Cimetière St. Ouen
TJ - Louvre - Passy
TK - Louvre - Charenton

TL - Bastille - Pont d'Alma
 TM - Gare de Lyon - Place de l'Alma
 TN - La Muette - Rue Taitbout
 TO - Auteuil - Boulogne
 TP - Trocadéro - La Villette
 TQ - Porte d'Ivry - les Halles Centrales (*)
 TR - Pont de Charenton - Creteil
 AB - Louvre - Versailles (an extension of routes A and B, created in 1880 by the acquisition of an existing line from Sèvres - Versailles)

(*) route Q is marked as being 'presently operated by omnibuses'.

The 1887 lines of the Tramways Nord were as follows;

a - Courbevoie - Suresnes
 A - Courbevoie - Etoile
 AB - Courbevoie - Madeleine
 B - Neuilly - Madeleine
 C - Levallois - Madeleine
 D - Gennevilliers - Gare St. Lazare
 E - St. Denis - Gare St. Lazare
 F - St. Denis - Rue Taitbout
 G - Aubervilliers - Place de la République
 H - Pantin - Place de la République

All lines bar the first (which was outside the city) had correspondance with the CGO network

As can be seen on the map, the Nord lines penetrated the central zone of Paris and were at some points physically connected with CGO lines. This was a result of rivalry between the Nord and CGO (CGO buses, after all, ran some parallel routes with Nord tramways) and the insistence of the Nord to build extensions into the urban centre. These extensions were seen as essential to make the northern routes more profitable (or less likely to deficit).

The 1887 lines of the Tramways Sud were listed thus:

1 - St. Germain des Prés - Fontenay
 2 - Gare Montparnasse - Etoile
 3 - Gare Montparnasse - Bastille
 4 - Place Walhubert - Villejuif
 5 - St. Germain des Prés - Clamart
 6 - Place de la Nation - Monreuil
 7 - Bastille - Charenton
 8 - Place de la Nation - Walhubert
 9 - Place de Cluny - Ivry
 10 - Place de Cluny - Vitry
 11 - Champs Elysées - Vanves

All routes have correspondances. The Sud did not manage to penetrate the urban centre as effectively as the Nord. It ran many routes at a loss. Eventually, but

they became insolvent, with public (i.e. départemental) money.

How to ride on the omnibus

The traveller is also given a list of the CGO omnibus routes, which were denoted by the 25 letters of the (French) alphabet (W being excluded) plus AB to AJ, plus four subsidiary or part-time services. He is then given the following guide-lines for making a journey.

"Each of the vehicles contains from 26-28 seats, 14 inside and 12 or 14 outside. (This would denote knifeboard omnibuses). On several lines there are now larger omnibuses constructed to carry 40 persons, 16 inside, 20 on the top, and 4 on the platform. (This refers to three-horse garden seat omnibuses. We are told elsewhere that 'ladies may ride on top' on these vehicles, and the routes operated by such buses are marked with an asterisk on the route list.)

"Each inside passenger pays 30c. for a place inside or on the platform, whatever may be the distance gone over. For this sum if it be required to change omnibuses, a ticket of *correspondance* must be asked for when paying the fare and must be retained by the passenger, and given, at the office where the change of omnibus takes place, to the conductor of the second omnibus. (The 'office' probably refers to the kiosks often found at bus and tram termini at this time, and which were used for time-keeping and regulation purposes. See below for further details of what do at the 'office' or *bureau*)

"In London, payment is made on getting down from an omnibus (SIC), in Paris, directly after entering one, and all that has to be said, if it be desirable to change the omnibus is, on paying the fare, "Donnez-moi une correspondance, s'il vous plaît."

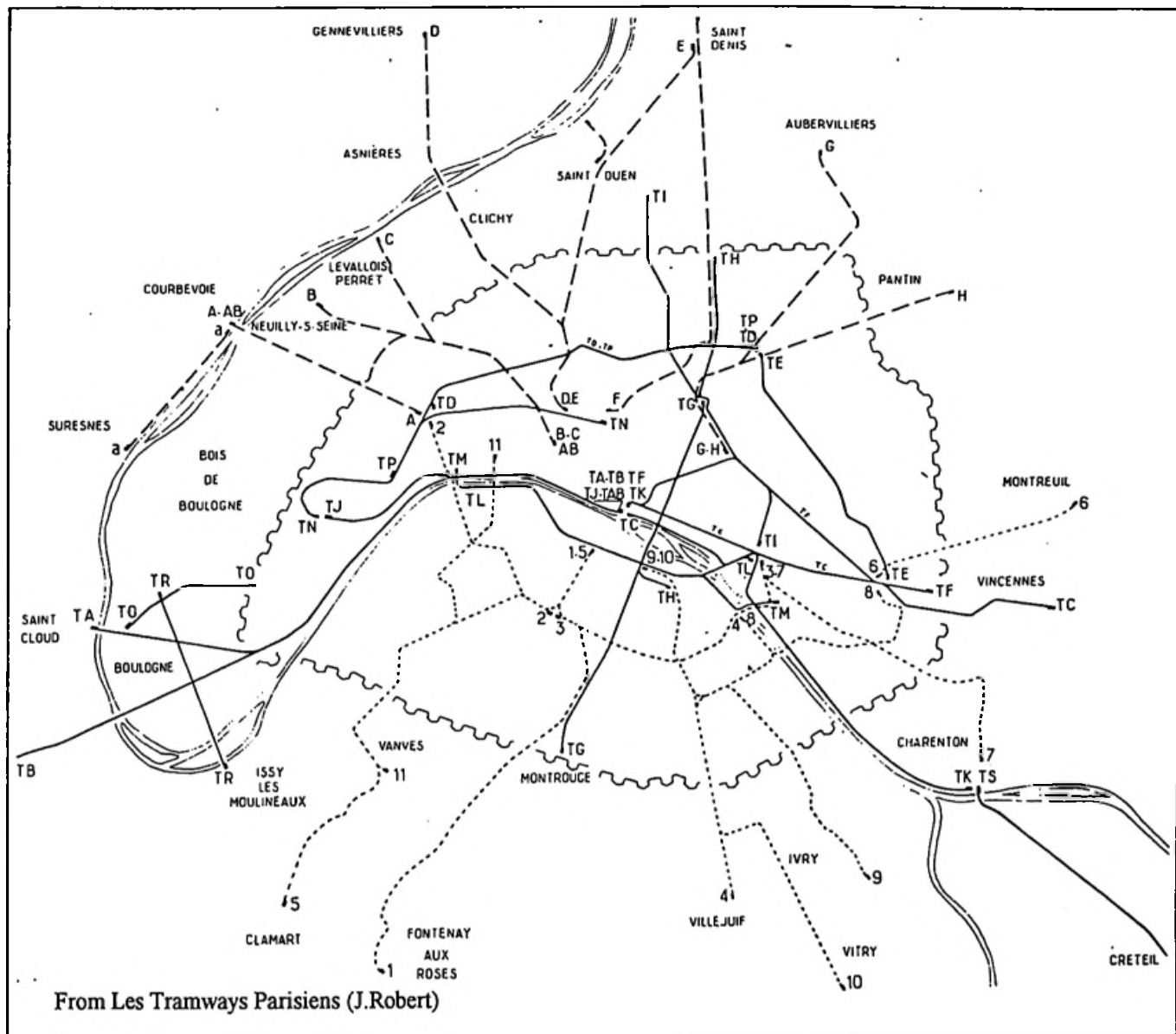
"The fare for seats outside is 15c. without a *correspondance*, and 30c. with *correspondance*..

"The omnibuses of the different lines are known in the daytime by their different colours, and at night by their coloured lamps. - They stop at any point on their route to set down or take up passengers. - A small board suspended over the door and bearing the word *complet* in legible characters, indicates that the omnibus is full inside.

"The outside places are very agreeable to smokers, but care should be exercised in ascending or decending. In decending, the right foot should be put forward.

"If anything of value be lost in an omnibus, it should be claimed at the last office (*bureau*) from which the same was taken, before making a statement of the loss at the prefecture of police.

"Should complaints have to be made against any of the employees of the company (which rather rarely happens, though often because people do not



PARIS HORSE TRAMWAY ROUTES 1887

Showing CGO lines and Nord and Sud.

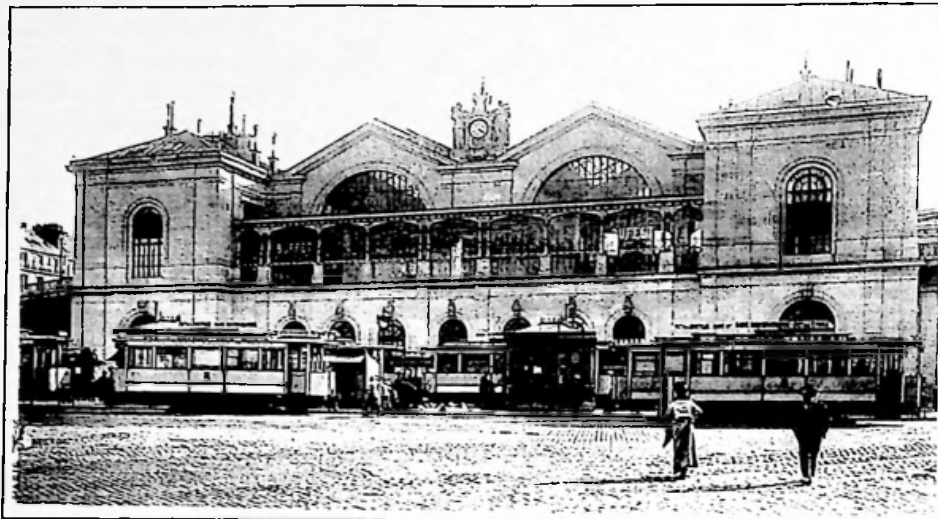
like to take the trouble), a book for such complaints can be asked for at every station, open to the supervision of the police."

At the omnibus office

"On going to one of the offices or stations of *correspondance* of the omnibuses (known by a blue sign-board, bearing in white letters *Compagnie générale des omnibus*) passengers should state on entering to what part they wish to go and take a numbered ticket from the clerk, still keeping the *correspondance* ticket. When the omnibus arrives to convey the passengers to the point named, the numbers are called over in succession, and the passenger has only to wait to hear his, and before getting into the vehicle to give up to the new conductor both his number and ticket of *correspondance*."

(See overleaf for further details of the number system)

The above details reveal that by 1887 the Paris public transport system had already introduced systems that are still in place in the Paris transport scene of the 21st century. The use of a standard fare system, the availability of transfer between different modes, a system of clear route identification, a policy of integration between the central and the suburban (banlieue) networks are all still in place. There is, of course, an undercurrent of bureaucracy and public control which would have seemed either bizarre or "modern" to the (English) traveller of the time. There is no hint of any "pirate" operation being tolerated, let alone contemplated. The 1855 unification of the bus operators to form the CGO, and the monopoly granted to that enterprise basically still applies. It is up to the reader to judge whether Parisiens have been lucky to have this system for the last one and a half centuries.



Gare Montparnasse, showing electric cars of the Compagnie Générale Parisien des Tramways (CGPT) operating the former Tramways du Sud horse tram route 2, from Gare Montparnasse to Etoile. Note the kiosk like tramway 'office'. Electrification of the line took place in 1900. R.Phillips collection



Gare Montparnasse from a different angle, showing a tram waiting on the loop line. To both sides of it, horse buses can be seen, whilst young men stand by their trunks awaiting the arrival of a cab. At this point in time, early in the 20th century, the electric tram was far superior to the horse bus. The CGPT cars (known by the name of "P'tits jaunes" because of their yellow livery and small size as compared with other contemporary Paris cars) were fed with power from a conduit. R.Phillips collection

NACIONAL
Venta anticipada

320

12:00 3/9 2001

Numeros del 1 al 400

London Tel. +44(0)2088828575

YOUR TURN IS

B 6 0

Lonstoo® (International) Ltd

NUMÉROS D'ORDRE

Left are seen two modern examples of the "numéros d'ordre" used by the CGO at the bus office to control boarding. Far left is an example from Spanish Railways (RENFE) to control issue of long distance tickets at Barcelona - (Sants), and centre, an example from a J.Sainsbury supermarket,

BARCELONA

The bus turístic

A look at the open top buses of the TMB
by Ron Phillips

The *hop-on, hop-off* (HoHo) open top bus service in Barcelona has seen extraordinary success and expansion in the last few years. The chief city operator, TMB, began a tourist service in 1987, using normal single deck buses with special signwriting. The 1992 Olympic Games held in the city naturally gave world-wide publicity and saw the installation of new hotels and attractions for tourists. The bus service continued, but it was the introduction of open top double deckers in the late nineties which suddenly raised the popularity of the *HoHo* service.

The first vehicles were seven ex Berlin MAN double deckers. The lower deck layout was unaltered but for the removal of several rows of off-side seats between the twin staircases, and the fitting of a glass showcase. The seating on the upper deck was re-upholstered in turquoise leather-cloth, low level lighting and a public address system were installed, and a plastic hood provided to cover the staircase well in case of rain. The service operates all year round, and certainly since 2000 the double deckers operate even on wet days. The first series of ex Berlin MANs took the fleet numbers 2000-2006.

The second series of open toppers were built new for TMB, and are based on MAN low floor chassis. They are slightly longer than the ex Berlin buses, but have the same upper deck capacity of 47, as the staircases are straight and take up more longitudinal space. There is an integral "blind" which can be used to mask off the staircase opening in bad weather. The 47 seats are covered in a similar material as the ex Berlin machines. On the lower deck, the seats are high backed, and there is good circulating space. On wet or cold days, these vehicles can carry a good load, including standees, on the lower deck. Fleet numbers allotted are 2100-2117 (total 18), and these units were delivered piecemeal over the last two years.

Each bus has a crew of three, the driver (a TMB employee, who also is in charge of the money) and two guides provided by the tourist board. One of these operates the public address system, (which does NOT use pre-recorded material), and assists the driver at

stops, and the other ensures that upper deck passengers alight by the rearmost staircase and advises on the availability of upper deck seating. The dual door, dual staircase system avoids congestion at the stops, some of which are very busy.

2001 brought two surprises. More ex-Berlin buses have been acquired by TMB to increase the fleet (despite the recent delivery of 2113-7) and have taken the numbers 1091-1098. It is not clear why this group of numbers has been used, contrary to the normal TMB practice of numbering buses in series commencing at the round hundred. 100, 200, 300 etc. The "new" Berlin buses are identical in most respects to the previous ones, except that the former indicator apertures are plated over, and some detail differences in conversion on the upper deck.

The second surprise is the introduction of a rival service, operated by Julia Tours, a very well established tourist coach operator whose central office and booking point is situated yards from the central operational centre of the TMB tourist service at Plaza de España. The vehicles used are Neoplan style six-wheel double deckers (not all are actual Neoplans) and the tourist is given pre-recorded information via headphones. The buses run a single circuit as opposed to the TMB's "figure of eight" service and the stops are not flagged. There are thought to be eight vehicles, numbered variously as can be seen in the list below.

The TMB service, running under the name of "Bus Turístic" (Julia use the fleet name Barcelona Tours) runs two routes, the South (Blue) route and North (Red) route which form a figure of eight, although the shape of the routes which meet at three points is not strictly that of an eight. Ex Berlin buses carry an appropriately coloured route board, but the new low-floor MANs have dot matrix route indicators showing "Ruta Nord" or "Ruta Sud", which flash alternately with "Bus Turístic".

There are 18 stops, and to ride over the complete circuit takes about three and a half hours. However, passengers are expected to alight at places of their choice, and are given along with their ticket a book of discount coupons which remain valid until the end of the calendar year. These are for entry to many of the attractions served en route. There are one-day or two-day tickets available, the fare in 2001 for the one-day ticket being 2200 pesetas (about £8). Whilst this seems high, a good amount can be reclaimed via the discounts. All passengers also receive a map and book with full details (in six languages) of the places passed en route. The guides speak various languages and take trouble to ascertain the native tongue of the passengers on board. There is support from the tourist board, and several

commercial concerns sponsor the service. The front face of the buses is red and cream, the standard TMB livery, but the sides are white with pictorial scenes of some of the attractions, and the band between decks is in the corporate colour of a sponsor (Fuji Film). The rear of the low-floor buses carries all-over advertising for various tourist "products".

Barcelona Tours vehicles are painted orange and blue, with pictorial designs and some self advertisement. This livery is quite distinct from Julia's normal livery of white, with dark green and yellow embellishment. The 59 upper deck seats (the Barcelona Tours buses have only one staircase) are all covered with a waterproof material and are high backed with audio-equipment installed.

There is an extra dimension to this. Barcelona Tours' owners, Julia, have just taken delivery of 15 brand new open top double deckers for the tourist bus service in Madrid, which operates under the fleetname "Madrid Vision". They are British built Dennis Trident 2 rear engined chassis fitted with East Lancs open top bodies. (The same bodybuilder provided new open toppers for use in Paris on Volvo B10M chassis a few years ago.) More Dennis have just been ordered by Julia. Clearly the open top tourist market is opening up in Spain.

Details of Vehicles

The buses used in Barcelona are as follows

TMB

- 1091-1098 ex Berlin MAN, to service 2001
- 2000-2006 ex Berlin MAN, to service 1998-9
- 2100-2117 new low-floor MAN, to service progressively during 2000-2001

All have German built coachwork by Waggon Fabrik.

Barcelona Tours (Julia)

All vehicles to service as open toppers 2001

- 957 (Z 4322 AB) Scania
- 960 (PO 9665 AL) Mercedes-Benz
- 1688 (2536 BKL) Neoplan
- 1689 (9615 BHF) Neoplan
- 1690 (M 0114 ZW) Neoplan
- 1704 (4354 BHH) Neoplan
- 1705 (4355 BHH) Neoplan
- 2004 M 6790 JB) Neoplan

The varied fleet numbers and registrations suggest that these are not new vehicles, although 1688-9 and 1704-5 have 2001 registration numbers (perhaps the buses in question were imported second-hand.)

Historical Note

The use of double deck buses in Barcelona has a long precedent. In the twenties, a series of AEC S type and Tilling-Stevens petrol electric double deckers were placed in service, initially as open toppers. Most

more were obtained from Madrid after the failure of the operating company in that city. These were reconstructed as "España" covered top double deckers (series 200/300).

In 1940, a series of double deck trolleybuses were built in the Barcelona workshops, based on the design of the Tilling-Stevens. They were unusual in having a central cab. (Series 501-538)

These double deck trolleybuses survived into the fifties, by which time they had been joined in the fleet by 70 AEC Regent double deck buses, some with rear entrances and open platforms, others with centre entrances. (Series 401-45, 475-499)

Additionally, AEC supplied 27 BUT trolleybus chassis of the same type as used in London, but with left hand drive and fitted with Spanish built electrical equipment. These had dual entrance/exit with doors. (series 601-627)

Prior to this, Barcelona had introduced some double deck tramcars, which lasted in rebuilt form as double deckers until the early sixties. Despite this substantial number of double deck vehicles, the city's fleet always retained its own identity, none of the vehicles mentioned above appearing to be "British" as opposed to Spanish, with the exception of the AEC S type and Tilling-Stevens when first delivered. Even so, a small group of the Tilling-Stevens which were bodied in Britain as single deckers had Paris style rear entrance platforms. Currently, of course, the double deckers on the tourist service have a very "German" look.

ILLUSTRATIONS

Top picture

A Tilling-Stevens new to Barcelona (Compañía General de Autobuses) as an open top, but seen here rebuilt with a locally made covered top. B 9979, no. 18 is seen on route E, Plaza del Centro - Estación del Norte. The North Station is now used as a bus and coach station.

Colección Viejas Glorias

Middle picture

The red brick Arco de Triunfo is the setting for this picture of a Spanish built España derived from the Tilling Stevens design. It is seen on route B about 1930, when traffic still passed through the arch.

R. Phillips collection

Bottom picture

An ex Berlin double decker working on the Bus Turístico "Blue" circuit loads at the Estación Sants this year. The indicator panel is a vinyl screen covering the Berlin indicator, and the bus carries a blue board in the windscreen to show which route it is operating. No. 1093 is registered M 0108 ZN, which indicates its second hand origin.

Ron Phillips



BEDFORD

1946-1970s

Expansion & Decline

After 1945, Bedford reverted to production of a range similar to that in place in 1939. The O series lorries and buses were once again produced in some numbers. There was to be a continued involvement with the armed forces, not just for spare parts for the existing vehicles, but future W.D. models were developed and supplied as the years went by. The buses retained the link with Duple Motor Bodies, and the post-war Bedford OB/Duple "Vista" 29 seat coach was to become one of the classic British bus designs (see Newsletter 22, page 20.) In keeping with the Bedford production philosophy, only the one bus model, the normal-control petrol-engined OB, was made, and it was extraordinarily successful. It had its imitators such as the Austin CXB and Commer Commando and others, but the OB remained market leader for almost a decade.

The same range first introduced in 1939 was still in production in 1950, but that year saw the arrival of a new forward-control lorry chassis, with a bigger 4.9 litre petrol engine and a pressed metal cab which clearly showed the influence of American car styling (or perhaps it would be more accurate to say that of the Vauxhall Wyvern and Velox saloon cars.) This new truck was christened "The Big Bedford" and complemented rather than replaced the ageing O series. Along with the new model (which was given the series letter S) was the R series army truck, a 4x4 3 tonner.

The S series "Big Bedford" had a bus equivalent called the SB, seating up to 41, which once again could be had with a standard Duple body. The bus version had a front end similar to the lorry, but from the start the coach version had a coachbuilt front with variously shaped and chromium adorned grilles.....the Duple body went under the name of "Vega" and was periodically redesigned. The SB, like the OB, was destined to have a long production life, although the majority of those built in the late sixties and seventies were for export. One series of S type chassis, built in the mid-fifties, and which are still "in service" (if that be the correct term) in Britain are the so called "Green Goddess" fire engines, kept for emergency use by the Government.

In 1953, the O series was given a modicum of redesign and a new pressed metal cab structure. which

again was reminiscent of the first post-war Vauxhall cars, and nominated the A series. The power unit was the well tried 3.5 litre unit, now some 20 years old.

From 1953 onwards, Perkins diesel engines were offered as an option in the S series, and in 1957 a diesel version of the Bedford 4.9 litre engine went into production. The bus range was reclassified SBG (gasolene) and SBO (oil).....the use of the former term still reflecting the Company's American ownership.

Clearly the O series were next in line for replacement, and this was co-ordinated with the construction and commissioning of a new truck factory at Dunstable. (First phase opened in 1954) The new range (T series) was introduced as the TK in 1960, the chief feature of this new medium weight (and best selling) truck being its smaller wheels and forward driving position. The standard engine was the Bedford 3.5 litre unit. As the SB type buses were "large" when compared with the now withdrawn OB, a new small bus, based on the TK, was introduced as the VAS, with a seating capacity of 29.

What happened next is rather curious and against the tradition of the Bedford vehicle business. Having introduced a second bus model for the first time, the Company now presented a third model which remains unique in Bedford production by having twin steering axles. (It was also the only British production bus to have such.) The VAL had the same small wheels of the T series, and in this lay its downfall. After an initial flush of orders, the long 57 seater model faded from the scene after a few years because of its poor braking performance. However, a fourth bus model, the VAM, was introduced to replace the SB range, but did not do so completely as there was still sufficient demand from overseas countries for the simple low-cost chassis. The VAM had larger wheels and ousted the SB in the UK market as a 41 seater coach.

In 1964, the year the VAM was introduced, a new lighter truck called the TJ appeared and this was followed by a 16 ton (GVW) truck, the KM, powered by a new Bedford 7.6 litre engine. Market forces were requiring bigger and heavier trucks and this was Bedford's answer. Another new venture was the first Bedford built twin rear axle truck of 1969, and in 1970 the R series military trucks were replaced by a new range, known as the M series. The same year saw the introduction of yet another bus model, the YRT, which featured an underfloor engine position allowing an improved front entrance arrangement. The Company at this time still supplied one quarter of the British truck market, but this market was about to be invaded by imports from Europe. Initially the imported trucks were in the heavy range, which Bedford did not really serve, but MAN-VW and Mercedes, and Leyland with its Roadrunner. were soon to attack Bedford's main

In parallel with the introduction of the pressed metal cabs of the Big Bedford and the A series, a new unitary light van was introduced in 1952. Known as the CA, it continued to be made until 1969. It was the first Bedford 10 cwt van to break away from the car based delivery vans built hitherto, and it featured a forward driving position. It was available in various guises, one being the "Dormobile" built by Martin Walter. In 1964, the new "baby" Vauxhall car, the "Viva" spawned the HA series of 5 cwt vans, and in its turn this was succeeded by the "Chevette" car and the "Chevanne" Bedford's answer to the introduction of the Ford Transit 1-ton van was the CF of 1969. In contrast to the bulk of the CF, Bedford later turned its attention to the smaller end of the market, and commenced assembly of the tiny "Rascal" van by importing Suzuki parts and assembling the 5-cwt forward control vans under its own badge. The term 5-cwt in this case is nominal and used as an indicator of the size of the machine: in fact Bedford advertised it as capable of carrying a greater load.

By the mid-seventies the Bedford operation had moved a long way from how it had started out. As a mass production builder of a limited range of light and medium weight commercial vehicles it had become the builder of a complex range of vans, buses and lorries over all weights but the heaviest (at this time heavy trucks were fast becoming even heavier in order to meet the new demands of "international" operation (i.e. long haul transport via motorway and ferry which was replacing rail and shipping routes). As vehicles became more complex, it became harder to keep prices down to the levels of previous years, and so there began a slow decline of Bedford production as the Company began to reduce its lines. The "golden years" had been the sixties: in 1947 the 500,000th Bedford had been produced, eleven years later the millionth unit appeared, but then it was only ten years before the 2,000,000th vehicle appeared in 1968.

The best selling line was the T series, which became available with a turbo charged engine in 1977 (as the TM), and in 1980 the TL was introduced featuring a tilt-cab. The bus production began to falter like the lorries, despite the introduction of a new underfloor engined model, the YMT, and like Seddon and Ford before them, Bedford finally announced the cessation of bus and coach chassis production (in the so called "medium" weight category...) leaving a gap in the market which has never really been filled.

When the end came, T series truck production together with the M military range was transferred to a new company entitled AWD, whilst light van production carried on under the Vauxhall badge.

News from the 21st Century

Another tramway revival

Whilst it is likely that a number of "new generation" tramways are to open in the next five years in Britain, the reconstruction of an old line has perhaps gone unnoticed.

Southport Pier had a pier tramway for many years. It began as a cable hauled line on the south side of the footway, separated by a fence. It was later converted to electric traction, using third rail pick-up. The toastrack car was subsequently replaced by a "modern" car, whose design was clearly based on that of a Blackpool railcoach. This was a suitable choice, as Blackpool Tower is clearly seen from the Southport Pier. Eventually this car was replaced by a diesel powered train named "Silver Belle", and this was later replaced by a modified and less glamorous train. By the 1990s the pier was falling into disrepair and the train was little used. Closure took place in 1998 or 1999.

Since then the structure of the pier has been repaired and renewed. The reservation on the south side used by the trams and trains has gone, and the deck of the whole structure has been renewed in hardwood. A new tramway has been laid using ordinary rail, but with a groove cut in the decking. The first few yards are laid on the south side, but then the rails swing into the centre of the footway and continue to the end of the pier. Only part of the deck is presently open to the public, and the contractors are still engaged on the pavilion at the extremity of the structure. The work, which has been funded by EU and Lottery Fund money, has been delayed owing to the failure of the original contractors, but is expected that the present contractors, Harbour and General, will complete their work soon.

The nature of the future tram has not yet been decided, but it seems likely that a vehicle similar to that used on Blackpool's North Pier is the most likely. That car is a double unit, diesel driven, with the general appearance of a traditional single deck enclosed tram. One "odd" feature of the Southport line is that the vehicles were not kept under cover, but spent the winter exposed to the elements at the landward end of the pier. Those who do not know Southport may be surprised to learn that the first part of the pier is built across land, and that a ride on the railway was more often than not made to see the sea, not ride above it.

ARP/JBH

April, 1935

THE LEYLAND JOURNAL

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Over 65 years ago, the above advertisements appeared in the Leyland Journal, first issue, April 1935. Advertisements are often useful sources of information for historians, in magazines, books, and of course on vehicles themselves.

In this case, it is interesting to see the original application of what is currently one of the leading British brands of paint (note name and address of the makers, with both transport & military connotations). Both brands are still current.