

# Newsletter

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The Roads & Road Transport History Association

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## VITAL, YET NEGLECTED

David St. John Thomas

The inability of early nineteenth century businessmen to obtain last-minute space on a stage coach to attend a crucial meeting; those building straight Motor Age roads discovering they were on a Roman alignment, though for nearly two centuries a more roundabout, less-steeply graded course had been followed; the arrival of the first bus services greatly affecting shopping and social patterns in some villages while in others, even nearby, isolation continued since there was inadequate support for a service; and how the main value of many rural bus stops lay in the fact that people hoping for a lift could stand at one without waving their arms like hitch hikers. Just a short selection of fascinating fact in the history of roads which are however mainly unknown and seem to be of interest only to specialists.

Professor Simmons, the doyen of railway historians, once pointed out that only a single serious effort has ever been made to portray what railways achieved in various parts of Britain except on a line-by-line or company ownership basis. And if the literature of railways is lopsided, that of road history is lamentably sparse and ultra specialised. Interest is largely concentrated on the vehicles, not the roads or what they carried and the social and economic effects they caused. Even within most of the better histories of individual bus companies, one vainly searches for a real feel of what the business was really like, the kind of people who worked for it and how easy it was to rise in the ranks - leave alone who used what routes and why.



Market day in Newton Abbot (from John Hibbs' *The Country Bus*)

What appears on the road history in broader literature tends to be a colourful caricature: the romance of the stage coach racing through the snow to bring the son home for a family Christmas, or the evil doings of rivals battling it out between their competing bus companies in the days before the 1930 Road Traffic Act.

Local as well as general historians pay scant enough attention to railways, few realising that the railway station was often the most important trading post for miles around. Road transport is frequently simply ignored. In hearing about the church, the great families and state of agriculture, no clue might be given that a journey to the capital which used to take two days was now down to say ten hours when stage coaches were timed in half minutes.

This lack of recognition and well-balanced coverage between general and specialist books is perhaps self-feeding. If people's interest is not aroused, how can they expect to desire more detail? And without a demand, most publishers daring to include any road book in their list safely concentrate on the fascination of mechanical details of traction engine, lorries and buses.

When I ran the publishers David & Charles, there was a disappointing response to most books on road transport. Even John Hibbs' evocative *The Country Bus*, at least as good as my own, *The Country Railway*, achieved only a fraction of the sales, while *The Independent Bus* by Keith Turns, sold far less well than individual company histories that were totally hardware orientated. Books on the coaching era such as *Quicksilver: A Hundred Years of Coaching 1750-1850* made an outright loss. One of the most valuable books I felt I had ever published, *Directory of Stage Coach Services 1836*, compiled by Alan Bates, the nearest thing to a 'Bradshaw' of the coaching era, sold a mere three or four hundred - so few that it is rarely seen on today's second-hand market.

LONDON - BIRMINGHAM - STOURPORT ROYAL MAIL		
J. Hearn & Co.		
7 30 p.m.	LONDON Kings Arms, Snow Hill	7 11 ↑
8 00 ↓	LONDON General Post Office	6 56 ↑
12 15 a.m.	AYLESBURY	2 41 ↑
1 57 ↓	BICESTER	12 59 a.m.
3 30 ↓	BANBURY	11 26 ↑
4 55 ↓	SOUTHAM	10 01 ↑
5 52 ↓	WARWICK	9 04 ↑
7 56 ↓	BIRMINGHAM	7 00 p.m.
8 15 a.m.	BIRMINGHAM	6 40 ↑
10 22 ↓	KIDDERMINSTER	4 24 ↑
11 03 ↓	STOURPORT	3 43 p.m.

The London - Stourport service from  
*Directory of Stage Coach Services 1836*

Thus novels tell us more about the coaching era than do non-fiction titles! How accurate a picture novelists portray is another matter. Much detail is available in diaries, but it has never been sensibly collated, so we only occasionally glimpse at the frustration caused by the very limited space on the mail coaches, for example hearing how a solicitor missed a vital meeting or a relative was unable to attend a funeral.

The romance of the coaching era is of course exploited by many hotels and inns, but it is apparently not romance that the public is prepared to pay to learn about in detail.

The literature of freight services is even thinner. One reason for the popularity of railway and tramway books might be that rail routes are more definable, though again even here the emphasis is on the hardware - especially in today's albums, many of which do nothing to say why a line was built and what traffic sustained it. Most trams and traction engine titles fulfil the dictum of L T C Rolt that to be successful one needed to 'stick to the hardware'.

Or again is it that railways, tramways and even canals, if not more intricately sexy, are more definable following their set routes, while buses and lorries spread themselves out, even buses between neighbouring towns often having variations or diversions hard to describe? That it is the definable that attracts the human imagination is possibly confirmed by the popularity of books on the great roads of pre-motorway days.

As an aside, nothing made more compelling reading than the annual progress reports that appeared in some newspapers during the great days of motorway expansion. The readership was however of a different kind; the selfish one of what's in it for me. Much of later 'Motorway literature' in fact advises of watering holes and tourist attractions just off them. Though it would be possible to tell the state of the economy of different regions by what is carried on today's network, I cannot recall this having been done for serious social and economic study.

None of this criticises the often-imaginative work done by those few who are interested in the bus and lorry as vehicles of social and economic change, but their audiences are pathetically small. To achieve acceptance by a commercial publisher, the best advice is still 'stick to the hardware', though those who do usually waste a useful opportunity to throw in even an occasional social and economic comment.

Road vehicles, like steam locomotives, are presumed to have been built simply to ply to and fro! Usually the romance is also missing: the smell of fish and chips on late Saturday-only services, the tricks used by passengers to ensure they were not crowded off on busy market-day trips, fare dodges, and even the full impact of pre-1930 Road Traffic Act competition, though there is some literature on that.

This lack of broader coverage in specialised works naturally prevents road transport history percolating into the more general history of the countryside. I do not know of a really good history of the countryside that gives adequate weight to its opening up through improved links with the outside world. In vain does one look for

references to rail and road services in the index even of many county histories.

There are virtually no regional histories of transport. As has already been mentioned, few transport histories aspire beyond the ownership or route-by-route approach. The lack of reliable published secondary sources naturally renders the writing of a meaningful social and economic history of the countryside extremely hard work. Where would an author turn for an adequate supply of the little anecdotes and word illustrations needed to bring such a work to life?

Neither has oral history added much to what is available about road transport. Where private bus operators have appeared in fiction, they have basically been creations of the writer's imagination drawing little from actuality. Most operators' colourful experiences have died with them. And when in any writer's individual efforts something is done to redress the balance, they inevitably feel a lone voice in the wilderness; indeed, as I do in my *Journey Through Britain*. In Northumberland I recall undertaking research into rural transport at the end of the 1960s and, with one independent, on his return from honeymoon, being shown the alarming state of his accounts. In the traditional rural Northumberland way, he had only married and taken over on his father's death and had been kept in ignorance about the financial background, and so almost as an aside I pointed out he was bankrupt.

In the Lake District I recall how out of date were the attitudes of the big bus operators when I conducted the 1960 Lake District Transport Enquiry.

In Bury St Edmunds, Dr John Hibbs is one of my featured 'characters' and we discuss the small continuing role of the independent and, across the square from our hotel, happily watch a group of returning workers climb onto one operator's vehicle, while mentioning the unhappy end of other businesses.



In South Devon, I recall how, ridiculously, the Traffic Commissioners tricked Gourds into charging a higher fare for part of the route they shared with the Devon General, how the independent irked its large competitor by displaying challenging banners on its vehicles, how the Devon General then spent a fortune on 'mopping up' the irritant, and how sad it was for the family operator counting the last Saturday night's takings.

In several National Parks, I pass new tourist services opening up the landscape to those prepared to leave their own metal boxes and walk or even cycle part of the way.

How to end on a positive note? Well, the new services certainly warrant comment, and a welcome to the initiative taken by some National Parks and Councils in producing informative timetables that the operators are not prepared to do themselves.

Though more of a rail historian, I have become a member of the Roads and Road Transport History Association with its august president and past president. We all need to give each other such encouragement as we can and open up horizons for ourselves. Inevitably I cite a railway

example. For years I have described how the steam locomotive first took man faster than a horse and how every new idea and piece of equipment arrived at villages by train. The other day I saw someone else making the point even better: the locomotive, they said, went much further without needing a rest or change than did horses, while for the first time country people ate food they hadn't seen produced. It is often picking up and living with the small details like this that best helps spread the message.

I was wondering if the Association might commission a series of 'days in the life of bus services, road transport garages and so on' out of which some human points might emerge and possibly enter the broader spectrum. For example, fresh fish must first have reached many places by bus.

☞ *There is a special discount for members who might be interested in Journey Through Britain: Landscape, People and Books. The hardback's published price is £17.99 and postage over £4. The SPECIAL OFFER post-free price is £16.99 from David St John Thomas (JH), PO Box 6055, Nairn, IV12 4YB (01667 453351).*

BOOK



Visit the

## Coastal Towns & Villages

Visit the Victorian seaside resorts of Hunstanton, Sheringham and Cromer, and the coast villages with their flint-built cottages, picturesque quays, medieval churches, traditional pubs, friendly shops and the chance to pick up an antique or a painting by a local artist. The towns and villages of the Norfolk Coast are delightfully variable but parking can be difficult so it's best to take the COAST HOPPER particularly with the new more frequent service and tempting fare deals!

Cley Famous for the windmill, bird reserve and increasingly, its specialist shops.

Blakeney. Ancient port and smugglers haven. Fine views from the church tower (open Fridays 2pm-4pm).

Regular guided tours of local churches. For information call: 01603 811542. Morston. Get off here to walk to the Quay where you can join boats that go out to the amazing seal colonies at Blakeney point.

Stiffkey. A pretty flint village above wide salt marshes. Stiffkey Blues are a variety of local cockle.

Wells-next-Sea. Bustling quay and a variety of shops. From Wells get to the beach or Walsingham via one of the narrow gauge railways.

Burnham Market. With four ancient churches (if you include Burnham OveryTown), a central green and specialist shops, it is worth stopping off for a while at this attractive centre. Burnham Overy Staithe and Brancaster Staithe. Beautiful villages centred on quiet harbours.

Brancaster/Thornham/Holme. Pretty villages and good pubs, and Brancaster beach.

## A Really Extraordinary Meeting

Members attending the Association's six monthly meeting at Coventry on 11th September 2004 did not know what to expect. We had all received the Secretary's formal notice that an E.G.M. would take place before the regular business meeting. We also knew that the intention was to form a Company Limited by Guarantee and to achieve this, two-thirds of the paid up membership needed to record a vote in favour. The means by which this ballot was going to be recorded was not immediately apparent. Although the formal notice had contained instructions about how to vote, not everyone had interpreted them in quite the same way. In the weeks before the meeting members had been urged to record their vote and consequently there was a proportion of members present at the meeting who had already sent their votes by post.

The Chairman opened the meeting, held for the first time in the Museum's light and spacious new Board Room, and smartly on cue the refreshment trolley arrived. We were invited to collect our drinks and the general air of uncertainty was increased by finding that a thermos jug labelled 'coffee' actually contained tea. The Secretary was dismayed to discover the jug really containing coffee was empty by the time his turn came.

When all had resumed their seats the Chairman proposed from the chair that the three motions be taken in one vote. This was agreed and he announced that Ken Swallow had been chosen as teller to record the votes and that Ken would organise the process of rounding up all outstanding ballot papers. Some of those present who had not voted by post had overlooked the need to bring the notice with them to the meeting. Ken therefore asked everyone present who had not yet voted to raise their hand, adding by way of warning that he had a little list of those who had voted by post and so there was no way anyone could rig the ballot by voting twice. Seeing that the raised hands were beginning to droop, Ken said he would come round the table handing out copies of the notice to those who declared they had not previously voted and that an arithmetic check would be made of the total votes cast. It was necessary in this calculation to take account of anyone present who was voting as the representative of a Corporate Member and also in their own right as an Associate Member. By the time Ken had completed his first circuit of the table the first voters were ready and in a second circuit they were all collected.

It took only a few moments to go through the papers, check the total and announce that all the votes were 'ayes' and the motion was carried, with one declared abstention from a member who could not be present at the meeting. This result quickly removed any last vestiges of worry about what would happen if the necessary two-thirds majority had almost but not quite been achieved. After that everyone began to think positively about the future prospects for the Association and look forward to the first A.G.M. in the Spring of 2005.

The Secretary will be advising members formally of what will happen next and what they need to do.

AGN/RB

the formal, detailed Report in the circulated Minutes. It was a straightforward, business-like affair, from which we pick out here just two highlights:

We welcomed (in absentia) our new corporate member, The Post Office Vehicle Club, as well as two new Associate Members in Scotland, one of whom, Alan Shardlow, we met on page 7 of *Newsletter No.38*, and the other, David St John Thomas, has written the article that opens this present *Newsletter*.

*The Report by the Hon. Research Co-ordinator:*

My task as Research Co-ordinator has been, as in previous years, to make connections and put people in touch with one another and with sources of information. Not least, as a contributor to the project for a Passenger History Companion to match the Road Haulage Companion already published. And in a small way, contributing to a discussion about how tramcars were delivered from the makers by rail and by road, to the British Film Institute's book on its Mitchell & Kenyon films, and to the Omnibus Society's commemorative book, both of which are due out in the next month or so.

My own skills stem from two sources: firstly, the fact that I have worked as a journalist in several different fields of transport, buses, railways, urban transport, freight and logistics, national and international. And I have had a life-long interest in transport history, particularly tramways.

Secondly, I am by nature a lateral thinker. Long before I read any of the theories of De Bono I was making connections, often unexpected ones, between transport modes, between different periods in history, between work done in one place and work done in another.

But in facilitating research we really should be doing far more than this. Electronic means of storage, retrieval and analysis of material are becoming more and more important. I could argue that more than half the population still lacks the skills to use these electronic means, and therefore that it doesn't really matter that I also lack these skills. But this is the way things are moving, and we need to respond to it.

So, looking to the future, we are really going to need someone as Research Co-ordinator who not only has information technology skills, but also the curiosity to find out what is being done and to make known what new opportunities are arising.

It doesn't really matter so much if such a person doesn't know all that much about the historical framework. People like me and many others here today can supply that. But I would submit that the Association may soon need to consider appointing as Research Co-ordinator someone who is as enthusiastic about information technology and its potential as I still am about transport history.

That is my report and my case rests at that.

*Ian Yearsley, 11 September 2004*

In the afternoon, there were two presentations. The first was by **Roger Cragg**, (concerning whom see "Introducing our Members" on a later page), who told us very

Following the Extraordinary General Meeting, came the Business Meeting, of which members will already have had

interestingly about Coventry Ring Road, its origins and achievement. The second was Roger de Boer (introduced to members on page 8 of *Newsletter No.38*) who told us about the Coventry ice cream family, the Di Mascios, and their vans. We wished Roger and the Di Mascio family success in finding a publisher for a book that Roger is writing on the history of this Italian ice cream firm, a business typical of many that established themselves all over the country, from Dalkeith to Bolton, Coventry to Merthyr Tydfil. And in this spirit, the Meeting closed with a rousing chorus of:

Oh, oh, Antonio, he's gone away,  
Left me on my own; all on my own.  
If I meet Antonio and his new sweet heart,  
Up will go Antonio and his ice cream cart!

RA

✻

### Progress towards converting the Association to a company, limited by guarantee

All the Directors elect have completed their personal forms and our President, Garry Turvey, and I have studied the draft Memorandum and Articles of Association prepared by our solicitors, taking into account our own comments and others that I have received from the other

proposed board members.

Once some matters of details have been cleared up, it should only take a short time to formally obtain registration from Companies House. I anticipate that this will be no later than the end of November, hopefully earlier, when the company will then be set up but not effective until 1 January 2005.

I will be sending out membership renewal forms this time, as soon as practicable after the company is registered, and definitely before the end of the year, as each one of us will have to fill in an application to join the new Company; we cannot simply transfer membership across. You will be asked on this occasion to return the form, with your subscription for 2005, to me rather than to the Treasurer, as soon as possible after 1 January. In any event, all subscriptions will need to be received by 31 March each year or else membership will automatically lapse under the terms of our Articles of Association. You will see on the form that you will be agreeing to pledge a formal guarantee of a maximum of £5, in the unlikely event of the company being wound up at some date in the future; this would be the limit of your liability.

New members joining us after 1 January 2005 will also have to pay a joining fee of £5. This is waived for any Associate or Corporate member who is a fully paid up member of the Association on 31 December 2004.

*Gordon Knowles, Hon. Secretary*

## Sources of Information (including exhibitions and archives)

### Charabancs and Postcards

'We are the People' was the title of a fascinating exhibition at the National Portrait Gallery in Summer 2004 of thematically selected and displayed postcards featuring people, from the collection of the artist Tom Phillips. Our particular interest in the exhibition, and in the catalogue of the same title (NPG, 2004) is the section loosely entitled 'Charabancs'. Whilst most of the pictures are of charabancs proper, there are also all-weather-bodied coaches, and more modern vehicles, the final card showing a Birmingham & Midland Motor Omnibus Co Cl on a West Country tour. The charabanc provided the local photographer with a splendid opportunity to photograph all its passengers, who would be likely to purchase copies of these souvenirs of their holiday. On occasion the complete vehicle was photographed, but even the partial, close-up views, or those obscured by the posing passengers, can provide interesting vehicle detail. His earlier book, *The Postcard Century* (Thames & Hudson, 2000) has a few cards devoted principally to road transport, such as Blackpool tram no.73, and a later composite view, London County Council tram no. 1732, the Vanguard double-decker disaster at Handcross, 1906, a British Railways Ford 10 van in Broadgate, Coventry and a view of the M1 motorway in its infancy. Otherwise, central London scenes show a variety of double-deckers, modern ones especially, featuring the nearly-late lamented Routemaster. Occasionally isolated commercial vehicles, particularly vans, furtively mix with the buses and taxis.

*Richard Storey*

### Mitchell and Kenyon Films

(*Newsletter No.35*, p.3 + *Chairman's Bulletin*, p.3)  
More about the Mitchell and Kenyon collection of 600 films and the plans of the British Film Institute and University of Sheffield to restore and make them public: The commemorative book 'The Lost World of Mitchell and Kenyon: Edwardian Britain on Film' has now gone to press and will be launched by BFI Publishing later in October. It contains 15 chapters, including one on transport in the films by, R&RTHA member Ian Yearsley.

In addition, a joint BFI and BBC2 television three-part production 'The Lost World of Mitchell and Kenyon' is to be broadcast in January with extracts from many of the films. This will be followed in February by a Mitchell and Kenyon Season at the National Film Theatre, South Bank, London SE1, and one of the presentations will have a specifically transport theme. NFT recorded information is on 020 7633 0274; box office number is 020 7928 3232. BFI's Mitchell and Kenyon DVD, covering a broad range of themes in the collection, will be released at the same time.

*Ian Yearsley*

### Words & Machines Collection

This is the title of a modest research collection donated to the Modern Records Centre of the University of Warwick Library, Coventry by Richard Storey following the completion of his work on the *Companion to British Road Haulage History*. It comprises several hundred items, ranging from a circular of Wm. Allchin Ltd, the

Northampton steam engine maker, to an extensive cuttings file on the protest actions, 1999-2002, 2004, about fuel tax levels. Publicity material includes major manufacturers such as Bedford and Ford, and smaller or specialist concerns, such as a Jowett Bradford prospectus of 1947, a 1938 catalogue of Midland Vehicles Ltd of Leamington Spa, electric van manufacturers, and a file on the tanker manufacturers Buckingham Vehicles Ltd of Kenilworth, 1973-88.

There are four First World War photographs of an American-built battery works truck in use in the Black Country and, at the other end of the spectrum, a number of supplements to the late-lamented *Truck* magazine. Other items include documentation, 1929-34, about a limited 'B' licence carrier from Hay-on-Wye and a letter from Walter Jennings of Herefordshire about the state of his bus body-building business in 1921. The collection (ref. MSS.457) sits beside other road haulage-related records

such as the Dunbar Papers, (the subject of separate details in this *Newsletter*) material from the Road Haulage Association and the Transport & General Workers Union, some Transport Development Group constituents' records and the road haulage documentation donated previously by our Associate Member, Chris Salaman.

The Centre's *Information Leaflet No.11* (£1-00) gives a summary overview of these various records.

Richard Storey



## More on Charles Dunbar

**Charles S Dunbar** (1900-1993)

The late Charles Dunbar received a couple of mentions in *Newsletter No.38* (pp.11 and 14). In other contexts, he is also mentioned in this issue, in two Letters to the Editor. It may therefore be useful to record: (a) that there is a quite lengthy entry about Charles Dunbar in the *Companion to British Road Haulage History* (at p.138) and (b) that the papers that he left were quite deliberately divided by him, before his death, into three broad themes in all of which he had been a researcher and writer – tramways, buses and road haulage. The papers for each theme went to a different archive, but all are available for research.

The tramway papers went to the **National Tramway Museum** at Crich, in Derbyshire.

National Tramway Museum Library  
(see previously *Newsletter 37*, p.15)

Temporary arrangements are in place for those wanting information from the Library at the National Tramway Museum, Crich, Derbyshire, and these will apply until the appointment of the new librarian. There is at present nobody available to welcome visitors Mondays to Fridays, but **Roger Benton**, the film archivist, will as far as he can answer queries by post or by phone or email at weekends whenever he is available. Please ring him at the Museum on 0870 758 7267 or fax 01773 854320 or write to him at **National Tramway Museum, Crich, Derbyshire DE4 5DP**.

Earlier in the year an independent review of the library suggested that weekend opening would be welcomed and this has been taken into account in future plans. These, and the appointment of the new librarian, are to be announced shortly.

The bus papers are at **The Omnibus Society Archive** at Ironbridge, Shropshire.

They comprise two box files of material of all types—correspondence and articles nationwide and a large quantity of records relating to Hereford and Worcester operators for whom he worked. The periodicals have been incorporated into the main archive. The library is open on

the 1st, 3rd 5th WEDNESDAYS by appointment.  
Please telephone Alan Mills on 01922 631867

The road haulage papers (particularly orientated to parcels traffic) now comprise the Dunbar Papers in the **Modern Records Centre, University of Warwick Library**.

The Modern Records Centre, University of Warwick Library, Coventry CV4 7AL was established in 1973 with the aims of collecting and making available for research original sources for British political, social and economic history, with particular reference to labour history, industrial relations and industrial politics. During the past three decades it has become one of the most significant archives in the UK in these subject areas and has also accumulated important records relating to the motor industry and to road haulage.

The Centre, which is located on the University campus on the south side of the city, close to the A 45, is open to all serious researchers, 9am-5pm Monday-Tuesday, 9am-7pm Wednesday-Thursday, 9am-4pm Friday. Advance notice of an intended visit is suggested. An updated version of its *Summary Guide* is included on the Centre's web pages and numerous printed guides, sources booklets and information leaflets are available for sale. Further details of these and the Centre's facilities are given in *Information Leaflet No.1*, which is free on request.

Telephone : 024 7652 4219 Fax : 024 7652 4211

Email : [archives@warwick.ac.uk](mailto:archives@warwick.ac.uk)

URL : [www2.warwick.ac.uk/services/library/mrc](http://www2.warwick.ac.uk/services/library/mrc)

As a footnote, **Richard Storey** adds that he gave a paper on "Charles Dunbar and the co-ordination of parcels carriers between the wars" at the Railway & Canal Historical Society's "Moving the Goods" conference in March 1996. It was published in the Spring 1997 *Journal of the Railway & Canal Historical Society* (Vol.32, Part 4, March 1997, pp.265-269). He also had an article on "The Dunbar Papers" (i.e. those in the Modern Records Centre) in our own *Newsletter No.7* (January 1995, pp10-12).

## Introducing our Members

### Roger Cragg of Coventry.

Roger was born and spent the first 28 years of his life in Nottingham. He attributes his life long interest in the history of technology to the influence of his father who, throughout a busy working life in the newspaper industry in Nottingham, retained a keen interest in such matters, possibly stemming from his surreptitious footplate rides on engines at Nottingham Victoria Station whilst waiting for parcels for the office. One of Roger's early recollections is being taken round Cornish engine houses during a family holiday to Newquay in 1946. Family outings to the nearby Peak District usually involved the exploration of old mine workings or long lost railway routes.

After leaving Nottingham High School in 1954, Roger attended Nottingham University from which he graduated in 1957 with an Honours B.Sc. Degree in Civil Engineering. After working at the City Engineer's Department in Nottingham he moved in 1962 to Beeston and Stapleford Urban District Council and then in 1964 moved to Coventry, initially to work in the Traffic Unit of the City Engineer's Department. Following a number of years of part-time teaching to H.N.C. students, Roger took up a post in 1965 as a Lecturer in Civil Engineering at the (then) Lanchester College of Technology where he remained for the next 21 years, teaching mainly on the B.Sc. Civil Engineering course, his specialist subjects being highway, traffic and Transportation engineering. In 1970 the College became Lanchester Polytechnic and subsequently Coventry Polytechnic, and is now Coventry University. Also in 1970 Roger was awarded a M.Sc. degree for research work on bituminous road materials. He progressed to the position of Principal Lecturer in the Department and was responsible for the planning and launching in 1984 of the four-year B.Eng. degree course in Civil Engineering, one of only two in the public sector. Roger took early retirement at the end of 1986 and was appointed an Honorary Research Fellow of the University, a post that he still holds.

In 1977 Roger was invited to take on the voluntary position as the Midlands Region representative on the Panel for Historical Engineering Works of the Institution of Civil Engineers. The Panel is responsible for recording and assessing the historical value of civil engineering works in Great Britain and Ireland, the most worthy of which are registered as 'Historical Engineering Works' (HEWs). Of over 3000 HEWs currently registered, 236 are located in the Midlands region. A recent development has been the creation of Sub-Panels, small groups of Panel members who take on the responsibility of researching particular types of civil engineering structures, examples being cast iron bridges, water towers, windmills and dry docks. Roger is chairman of the Inland Waterways Sub-Panel, which studies canals and navigable rivers. One of the tasks of a Sub-Panel is to create a database of information. The inland waterways database contains information about 455 individual canals and rivers, a list which Roger suspects is probably the most comprehensive list of waterways yet produced. In 2002 Roger was awarded the Certificate for Contribution to Institution Activity by the I.C.E. in recognition of his 25 years service as a Panel member.

Roger is a founder member of the R.& R.T.H.A. and is also a member of the R.C.H.S., the Newcomen Society, the Association for Industrial Archaeology and the Warwickshire Industrial Archaeology Society. For nearly 30 years he has been a working volunteer member of the

Welshpool and Llanfair Light Railway Preservation Company, during this time working as a Guard, Signalman, Station Master and diesel locomotive driver. For 10 years he held the post of Assistant Operating Officer.

### The Revd. Eric Ogden of Oldham

I was destined to be interested in Road Transport since both my parents were engaged in the industry. My father was employed for over 30 years by the diesel engine manufacturers L. Gardner & Sons Ltd. of Peel Green, Eccles. During the war years he had charge of a revolutionary Cincinnati Tel automatic milling machine provided by the USA under its Lend-Lease Act. This pre-computer machine could be set up to operate automatically and was said to be the only one in the country at the time. It was used for milling the faces of the various types of cylinder block. Father was often asked to demonstrate the machine to VIP visitors, of whom a regular one was Ned Edwardes of Lancashire United Transport. This company took many Gardner-engined utility Guys during the war, finding them so satisfactory that this combination, with Northern Counties bodies, became the standard double decker until the end of Guy manufacture.

Before her marriage my mother also worked in the motor trade as a secretary and book-keeper for Stanley Parker at the Bolton headquarters of Parkers (Manchester & Bolton) Ltd. In an earlier career Stanley Parker had raced motor cycles and former colleagues such as Kenelm Lee Guinness continued to visit him at Bolton. In the 1950s my mother did similar work in the road haulage industry with Smiths of Eccles Ltd. of Urmston, Manchester. Other factors combined to impress on one a road transport awareness which could not be ignored. First, I was a small child in the early years of the war. Second, I lived close to the Barton swing bridge over the Manchester Ship Canal, and third, close to this bridge the Bridgewater Canal is carried over the road to Eccles by a low arched aqueduct. Barton Bridge is one of the entrances to the Trafford Park industrial estate and when the road bridge swings to allow shipping to pass the road traffic is delayed, sometimes for considerable periods. As a child I would stand near the bridge at peak traffic times when it would inevitably close to road traffic. On one side there would be a line of empty buses waiting to run into Trafford Park to pick up the home-going workers, and on the other side, the loaded buses would be waiting to travel to Eccles, Swinton, Bolton, Atherton, Worsley and Salford. Most of the buses belonged to Lancashire United Transport, and one could observe all models of the Leyland Titan from TD1 to TD7 and many LTs and TSs as well. Among the LUT vehicles would be some Salford Titans and Regents in their varied liveries of the period - red and cream, grey and cream, red and brown, all red, all brown, all grey. Even Wallasey Corporation buses on hire appeared in later years. If only a camera and colour film had been available at the time! The line of waiting buses and lorries often stretched the half mile to Patricroft Bridge on the A57. There were of course few cars to be seen at this time but occasional curiosities were the Sentinel steam lorries travelling between Manchester and Liverpool on the A57.

The low aqueduct carrying the Bridgewater Canal over the B5230 necessitated single deck working on routes into Eccles and this type of vehicle was a distinct minority in

the fleets of Manchester and Salford Corporations. Consequently, a young enthusiast was fascinated by the odd vehicles used on these routes such as the Manchester Leyland Tigers and Crossleys, all with the cutaway rear entrance, a feature which general manager R. Stuart Pilcher brought with him from Scotland. The elongated rear lower step carried stretchers in the early part of the war, and later an enormous fire extinguisher. Salford single deckers too were rare, ranging from 1930 Dennis Arrows to Massey-bodied Leyland TS7s of vintage interior appearance, and English Electric-bodied AEC Regals. North Western also ran under this bridge and their oddities were small ECW-rebodied TSMs of late 1920s vintage as well as the classic Bristol J type with ponderous ECW body.

When I began to travel to school by bus in the late 1940s there remained much to retain my interest. LUT provided lowbridge TD1s and TD2s and I recall the oval "date built" plates above the front bulkhead windows. The dates stamped thereon commenced with 1927. LUT must have been one of the last operators in the country to use open staircase double deckers. The last three were withdrawn in 1949 and I travelled on these vehicles, which were then well over twenty years old, right up to this date. Next came work in Manchester by which time there was not as much variety as pre-war vehicles were withdrawn. Charles Baroth, general manager at Salford, had gradually added two hundred Daimler CVG6s with Met-Cam. bodies to the fleet and these provided my daily transport to the city.

My road transport interest was maintained during National Service in the 1950s in Scotland, first in Ayrshire with the AA and AI co-operatives, then in Edinburgh with more twenty year old buses with Alexander, SMT and the Corporation.

A fascinating feature of Edinburgh's transport at this time was the tramway system and I am grateful that so much of it remained while I was there. Routes 9 and 10 linked the city centre to Colinton with a stop at the gates of Redford Barracks where I was serving with the Royal Artillery. I used the tram several times a week to travel to and from the city. The wide variety of the fleet included elderly trams with wooden bodies, experimental trams, Corporation-bodied trams, eleven purchased from Manchester and some less than five years old, all to be withdrawn by 1956. Many days off were spent travelling to surrounding towns on the rich assortment of buses of Alexander and SMT, including many of considerable vintage. It was interesting to visit towns which I had

heard of only on the radio football results. As the Regimental Quartermaster's chief clerk with the rank of Bombardier I enjoyed the opportunity to drive a variety of army vehicles. These included Hillman and Standard utilities, Bedford OY 3-ton and MW 15 cwt. tracks and a solitary Austin 3-tonner which could not keep up with the Bedfords. On return to civilian life I joined the PSV Circle and became its Librarian in 1966, a post which I still hold. I joined several other road transport societies and set about compiling my Lancashire operators fleet lists and PSV industry personality records.

In 1972 I met up with an old school friend, John A. Senior who was setting up the Transport Publishing Company. I remarked that nothing had ever been published on Lancashire United Transport which was to become the country's largest independent operator and in which we had both long been interested. We spoke to Bob Bailey, the MD of LUT, who offered the co-operation of his officers and made the company's photographic collection and other documents available to us. The book "Lancashire United" appeared in 1974 (in the middle of my ordination training) and quickly sold out requiring another print run. The book was seen by Northern Counties, the principal body builder to LUT, and we were asked to produce a book on the history of that company in time for the Commercial Motor Show of 1976. Duple saw the book and asked for a similar one. In all, eleven books were produced culminating with the definitive work on Manchester's Metrolink tram system which John and I produced jointly in 1992.

I was ordained in the Church of England in 1977 and early retirement from Manchester University in 1989 provided me with greater scope in this ministry and in service on Oldham Health Authority and NHS Trust as well as more time for transport research. My main transport interests continue to be the North Western municipalities and coach operators, and personalities of the industry. Road transport has brought much interest and pleasure over many years, especially in the many friends one has made along the way. A significant range of transport history is being covered by the Roads and Road Transport History Association and it is important that the subject is treated seriously at academic level in order to preserve the heritage of the United Kingdom in terms of economic, industrial and social history. Recognition should be paid to all who contribute to this end and to those who work to preserve the vehicles which manifest our transport history.

*Eric Ogden 2 Aug. 2004*

☞ **NEWSLETTER No. 40**

The target date for issue of No. 40 is  
**20 January 2005.**

Contributions by 11 December, please

Provisional target date for No. 41 is  
**7 April, 2005.**

Contributions by 4 March

The 2004 subscription includes No. 40.

☞ **In No. 40 it is hoped to include ...**

"Making an Exhibition of Yourself"  
by Philip Kirk

"Milk Float Buff" by Roger de Boer

Several "Persons to Remember"

At least one Book Review

And hopefully, you, the readers, will  
keep up a steady flow of Letters,  
Introducing our Members, and a range  
of articles

## Memories of Nationalisation

It seems remarkable to me that parcels companies today are so efficient, for I live in a village in Norfolk and regularly receive by midday, goods from Cornwall, Scotland and elsewhere which had been ordered the day before. A marked contrast with the early days of nationalisation when, in 1951, I was employed by British Road Services at the offices of the Birmingham Parcels Group.

There was also an operational depot there, and others at Vauxhall, at South Yardley, at Henrietta Street, Birmingham and at Coventry, Willenhall and Stoke-on-Trent, all under the supervision of the group manager, and the group office was responsible for their administration. This included pricing, accounts, claims, proofs of delivery, stores, the commercial department and customer relations, and two representatives covering the Birmingham area.

By and large, all the staff were enthusiastic, and all seemed to function well. The exception was the huge amount of work supplying proofs of delivery and dealing with claims for damage or loss. The large number of these enquiries and disputes would nowadays be considered incredible, and consequently the Claims department was the largest and busiest in the office.

The claims and proofs of delivery were the result of operational difficulties. Errors with routeing, multiple transhipments, delays with trunking, bad handling, misdeliveries and split consignments all contributed. Many customers left old address labels on their packages and, as all consignments were routed and delivered from their labels only, frequently they were lost, sometimes permanently! Customers also failed to protect their consignments adequately from possible damage.

The paperwork system was poor. Multiple entry consignment notes were issued to the customer and picked up by the driver at the time of collection to ascertain that all the despatches were correct, but this was not always done. Nor did the consignment notes travel with the goods or be referenced off to a waybill. They were solely used for charging the customer, and then filed.

Traffic was frequently so heavy that trunk vehicles and trailers were rapidly filled and consignments could be split at this stage. Waybills were frequently made out incorrectly or partially, particularly when there was a shortage of loading staff.

The amalgamation of most of the parcel companies within the United Kingdom created a huge organisation, giving a nationwide service by road for the first time, and the restrictions of the operator licensing system severely

reduced competition from the few remaining private carriers. In addition, there was considerable transfer of parcels traffic to road from rail, usually because of the cost and poor service provided by the latter.

It should be remembered also that there were no computers, mobile telephones or motorways, and heavy goods vehicles were smaller and restricted to 20 miles hour maximum. Depending on the mileage, this limit necessitated change-over services involving two vehicles on numerous trunk routes, where today one vehicle can complete the round trip in far less time. Where exceptional mileage was involved, for example from the Midlands to Scotland, rail containers were used in some cases.

In 1953, I was appointed as the first representative to cover South Staffordshire, Shropshire and Dudley, and was based at the Willenhall depot. The duties were various. New customers were the first priority, then the inevitable settling of disputes over claims and proofs of delivery, which were numerous. The collection of cheques, chasing bad debts and solving delivery and collection problems were also dealt with.

Unfortunately, in spite of requests, no vehicle was supplied for this work, and one was expected to travel on foot, by bus (for which fares were recoverable), or, whenever possible, arrange a lift by a delivery vehicle. This was quite inefficient and frequently led to just two or three calls a day. To visit customers by these means at Upper or Lower Gornal, Ironbridge, Bridgnorth, Fazeley or New Invention required considerable time and physical effort, and in bad weather one frequently arrived in a bedraggled state. My personal solution to this state of affairs was to use my own motor cycle, (a rigid frame BSA 500cc A7), which proved useful for making the calls in the more remote and difficult areas, albeit for a few months only, and the number of calls completed showed a very satisfactory increase. Neither management nor customers ever complained about a representative calling with paperwork stuffed in his Belstaff coat.

In conclusion, I must emphasise that the staff did all they could to provide a good service, but in the end, it was the amount of traffic to be dealt with on a daily basis that created the problems mentioned here, aggravated by a documentation system that was not at all satisfactory.

*David Trindle*



## Book Notice

**Carole Pither, *Un Camion dans la Tête***  
(Paris, Payot, 2003)

*A Truck in the Head* was a lucky find this Spring in a Paris booksellers two-euro tray. The author, born in England but living in Provence, undertook a female version of Graham Coster's *A Thousand Miles from Nowhere* (1995), In

an attempt to understand the psychology and way of life of the long-distance lorry driver, female as well as male, Pither travelled in the cab, over two years, to or in the Ukraine, the USA, India and the Middle East. She also went to England, a trip described in Chapter III.

*Richard Storey*

## News from the 21st Century

### FRIENDS FROM ACROSS THE SEA - OR THROUGH THE TUNNEL

Picking up from one theme aired at the September 2003 business meeting – that “today’s events are tomorrow’s history” one noticeable feature of the GB commercial road freight scene over the last ten years has been the ever increasing number of European, and further afield, lorries seen on our roads – not just motorways. While Irish vehicles, both north and south, have always been present, until the end of the 1980s there were relatively few French, German or Dutch, and the occasional Spanish, trucks seen on our roads.

Joining the European Union and the changes brought about by the end of the Cold War have had a major impact. Willi Betz and Norbert Dentressangle even have “followers” in the same vein as our own Eddie Stobart. However, these are the well-known operators; but there are now hundreds of foreign vehicles to be seen every day from all parts of continental Europe.

To illustrate these changes here a few of the author’s snapshots over the last twenty years – mainly in South Cheshire, but also in several wider locations.

#### Early 1980s

- i) A German Mercedes tanker artic in his local car park in Alsager
- ii) Hungarocamion – usually Mercedes or Volvo – the only regular visitor from Eastern Europe prior to 1989 – probably due to Hungary’s comparatively determined independent stance within the Eastern Bloc.
- iii) Still relatively few French, German or Dutch vehicles

#### Late 1980s – early 1990s

The beginnings of the present-day continental invasion

- i) Draw-bar trailer combinations from Spain and Austria on the M6
- ii) A Swedish artic on the M6
- iii) An increasing number of French, German and Dutch draw-bars and artics.

Compare this with the scene today

- i) Eastern European vehicles now commonplace
  - Czech Renault at Ferrybridge services M62/A1
  - Czech, German and Polish artics in the middle of Alsager, en route to Brit European (Carman’s Depot) at Radway Green [See *Companion to British Road Haulage History* p.64].

- Polish Jelcz artic in Crewe
  - Hungarian Mercedes at Birch services M62
  - In the last six months Romanian 7½ ton vehicles and both Romanian and Bulgarian artics on the M1 and M6
- ii) Greek and Turkish vehicles appearing in very odd places and even the odd Danish and Luxembourg-registered vehicles turning up.
  - iii) French, German and Dutch vehicles now so commonplace as to be barely worth noting, although these have now penetrated deep into the country. Two different Dutch flower sellers, with single-axle, high cube trailers now have regular calls at the Alsager flower shops, and possibly one of the same pair calls at Stockton Heath, Warrington
  - iv) Some European vehicles now use Britain as a stepping-stone. A Belgian Scania in March 2001 and a Spanish Iveco in May 2003 both waiting for the Irish Ferry at Holyhead.



Early 1980s. Alsager car park, December 1980: Mercedes Benz 4 x 2 tractor with sleeper cab; TIR tank with unspecified liquids. Hoyer was – and is – a leading German haulier.



Polish JELCZ 4x2 tractor with tri-axle TIR tilt trailer. PKS of Poland, Weston Road, Crewe 30 August 1999



1999 Iveco 4x2 Eurostar tractor with tri-axle curtain-sided trailer at Luxembourg M-Way service station 12 April 2000. Delphic is a Nantwich-based firm.

v) I was in Ilford in July 2003, primarily to photograph new bus developments – when out of a small side street appeared a gleaming Italian-registered Volvo FH12/480 drawbar outfit – a 6x2 tractive unit with steerable rear axle, which negotiated the 90% turn into the High Road with consummate ease, the driver giving me a cheery wave as I photographed it.

I am sure that other R&RTHA members can relate similar evidence of this phenomenon, but to end up on a more serious note, has it been researched anywhere – other than any bald government statistics that may have been collected?

John Edser

That is not to say that the continentals have it all their own way. Returning from a coach group tour to the European Parliament and a city visit to Strasbourg in April 2000, with a group from Crewe and Nantwich, we stopped at a motorway service station in Luxembourg. Lorries from all over Europe were there, including my first Albanian – all stuffing their tanks with diesel at between 33 and 35p per litre. But when an artic pulled in beside our coach, many of the group could not believe their eyes. It was an Iveco Eurostar from Nantwich of all places, bringing Italian steel back to England.

What was even more unexpected, the driver had been taught at primary school by a teacher in the party. When I asked permission to photograph it and mentioned where we came from, the driver took some convincing – as we were in a Finglands, South Manchester coach. A coincidence that is probably unrepeatable.

## Fish(ermen) by Bus

The closing words in David St John Thomas' article "Vital, yet neglected" (on page 3) are: "For example, fresh fish must first have reached many places by bus." Readers may agree or dispute this – Letters to the Editor welcome; but this little note is about fishermen, not fish, by bus.

J Bain & Sons, a bus operator at North Erradale, Gairloch, Ross-shire, sixty, fifty, forty years ago held licences for Excursions and Tours from Gairloch which included some for the conveyance of fishermen, who were fishing in The Minch, to their home towns on the north east coast of Scotland, at weekends. These services had

commenced during the war, but at that time had run only as far as the railway at Achnasheen. Look at a map and consider the sort of journey our deep-sea fishermen needed to make from Gairloch to say, Roseheart.

Turning to a major entry in the *Companion to British Road Haulage History*, one can learn about the long-distance road haulage of fish, (generally only developed after the end of World War II); but evidently there was a lesser trade to be fostered in the conveyance of the fishermen themselves.

RA

## Own Goals

In the first paragraph of his article, which opens this *Newsletter*, David St John Thomas defines the main value of some rural bus stops as being places at which someone hoping for a lift "could stand .... without waving their arms like hitch hikers". In the mid-1960s, the buses of J Cowgill & Sons of Lothersdale had a notice in them reminding passengers that the continuation of the bus service depended squarely on their not accepting lifts. The passengers did not heed this, and in 1967, Cowgills abandoned their service, leaving this sizeable village without any buses.

On 14 October 2004, on a super-duper new low-floor, easy-access bus of Lakeland Coaches, running under Lancashire Council subsidy to the village of Chipping (of comparable size to Lothersdale), there was an advertising notice above the two front seats, illustrating a lady laden with shopping bags, - (and wording more or less) – "Please give up these seats to someone who has not yet discovered that *www.Tesco.com* delivers your shopping to your door".

RA

## Letters to Editor

### An earlier cinema bus

('The Picture Bus' in *Newsletter No.38*, p.16)  
The Worcestershire farmer and rural chronicler, Fred Archer (1915-1999), devoted chapter 15 of *A Lad of Evesham Vale* (1972, Coronet paperback 1974) to 'Recreation Rooms and the Village Bus'. The first village bus at Ashton-under-Hill was a Ford Model T converted by the local motor engineer to a side-bench people-carrier, which left the village for Evesham at six o'clock on a Saturday evening, returning after the pictures had finished. Its popularity led to a more comfortable twelve-seater being made by the operator and brought into use on the weekday service for shoppers and the Saturday cinema and social run.

Richard Storey

### A later cinema bus

The cinema bus is alive and in comparatively rude health in Tunbridge Wells. A multiplex opened about two years ago at Knights Park, some three miles from the town centre. Certain evening journeys on *Arriva* route 277 between Knights Park and the town, run "... on behalf of the Odeon Cinema". Friday/Saturdays are the peak, with nine departures, including one at 00.10. Loadings appear quite good.

David Harman

### Erudite Predecessors — and History in the Making

Regarding the 1940 letter on dating London horse buses (*Newsletter 38*, p.15), the erudition of S Johnson on the subject really comes as no great surprise. He is recorded as an early member of the Omnibus Society during the 1930s, although sadly nothing other than that bald fact is known about him.

Even while bearing in mind that that these early members of the Society had either personal recollection of the later Victorian period or were only one generation removed, their depth of knowledge was immense and the forum of the OS gave outlet for them to further discuss and record.. Doubtless much died with them, but equally as much passed into the archives of the Society and are there for the benefit of present and future researchers.

The process is, of course, an ongoing one. Whereas past meetings of the Society's London Historical Research Group were doubtless dominated by discussion of horse buses and LGOC 'B' type motorbuses, time passed and the topics passed on to the LPTB and RTs, etc, etc. One surmises that when the OS marks its centenary in 2029 there will be grey-haired 'divines' debating the advent of franchising in the capital and the introduction of Mercedes Benz Citaro artic!s!

Dave Bubier, Editor, Omnibus Society  
Provincial Historical Research Group Newsletter

### Post-War Reconstruction (*Newsletter No.38* p.11)

I was interested to see yet a third photo of the Leyland Tiger in Oostende which Jack Wyse or I photographed there in 1951, and of which another photograph appears in one of Mike Fenton's early 1980s books on British buses abroad: all three shots are of the British nearside. Many years ago, I tried to tap Charles Dunbar's memory of his time with the Inter-Allied European Central Inland Transport Organisation, (or with bodies before that Organisation was created). There are quite a few gaps in our knowledge of what buses went to the liberated countries, although with the increasingly frequent contacts with busfan organisations in those countries, the PSV Circle and "Buses Worldwide" are gradually piecing together the details. We have even

managed to identify some Plymouth Leylands, which went to Warsaw!

Geoffrey Morant

### People to Remember (*Newsletter No.38*, p.11)

There appear to be three possibilities for preserving a record of prominent personalities in the road passenger transport industry.

- i) A comprehensive directory or Who's Who.
- ii) Inclusion in a forthcoming Companion in a similar manner to the Road Haulage Companion
- iii) Potted biographies in the *Newsletter*

Back in the 1970s, I corresponded on this subject with John Speed (*Coaching Journal & Bus Review*) and with John Aldridge (*Motor Transport*). Their opinions were that there was insufficient interest or market for such a publication, although there was lack of personality record of an important period of passenger transport history. This may still be the position today, but I feel that it is important to gather and preserve such information as remains available. An insufficient market might eliminate i), whilst iii) would preclude an orderly presentation.

Such a venture would make an ideal university research project in economic or industrial history if some large organisation such as a Corporate Member of the R&RTHA, or one of the major transport groups, would be prepared to finance a research assistant for a year or two. There is much information in archive volumes of the defunct trade journals from the days when movements were recorded in detail and comprehensive obituaries were written by the accomplished transport journalists of the first half of the twentieth century. Indeed, some of these writers should be included as prominent personalities.

The publication 'Transport World' produced a small booklet, titled "Managers of Municipal Transport, as Chronological Record" in 1950 and again in 1961. These formed the basis for my own lists, but were merely a list of names and dates confined to the municipal sector. It would be a useful contribution to transport history if its prominent and interesting personalities were put on record for permanent and accessible reference.

Eric Ogden

**Editor's Note:** Eric Ogden's letter raises several channels to explore. *Newsletter* and the R&RTHA's interest embraces haulage, the history of roads, road construction and engineering as well as road passenger transport. It embraces periods earlier than the 20th century, and does not exclude relevant overseas material. However, the note on "Persons to Remember" in *Newsletter No.38* was intended to stimulate precisely the sort of interest that Eric is expressing; and he has pointed out lines on which we could proceed.

The *Companion to British Road Haulage History* made a good start, and as well as pure hauliers, it included journalists, lawyers, soldiers and civil servants pertinent to the road haulage industry.

The prospective Road Passenger Transport History Companion has a huge field to select from. *Newsletter*, whilst indeed suffering from the drawback that Eric points out of not being able to offer orderly presentation, will meanwhile still welcome contributions; indeed, some further ones are already to hand for *Newsletter No.40*

Ed RA

**“Meandering Thro’ Three Counties”***(Newsletter No.38, p.14)*

Charles Dunbar’s visit to Ongar Motors seems to have been occasioned by his role as a consultant when Lombard Holdings were interested in acquiring a majority shareholding in the business. The Dunbar Papers in the Modern Records Centre, University of Warwick Library — (see a separate item in this *Newsletter* under “More on Charles Dunbar”) — include relevant documentation and correspondence, 1953-4 ref: MSS.347/D/10/5/2446/1-16.

*Richard Storey*

In *Newsletter No.38* on page 13, there is reference to the “tramway” from Arlesey Siding Station to Three Counties Lunatic Asylum. May I ever so gently remind you, Mr Editor, that the Rail Historical Editor of the *Transport Ticket Society Journal*, John Shelbourn, learnedly discussed Arlesey Siding Station at some length and cited authorities, on page 346/1995. He wrote: “... in 1853 a siding was provided ... for a patent brick company. The brickworks, a prominent landmark beside the main line until recent years, was almost certainly set up to supply bricks for building the Three Counties Asylum, and the Great Northern Railway’s association with the project is shown by the fact that the company’s London resident engineer left to become engineer to the asylum in 1856.”

After citing an announcement: ‘From 1st March 1860 trains will call by request at the Asylum Platform (fares as for Arlesey)’<sup>2</sup> the piece went on to deal with railway passenger usage of this Platform, including a mention that from April 1862 an up train from Peterborough called once a month to pick up the Management Committee of the Three Counties Asylum, and that the 1864 timetable showed one up train calling on Tuesdays only.<sup>3</sup> The station was renamed Three Counties from 1 July 1886 and closed in January 1959.

These are mere scraps of information. They do not prove that the “tramway” carried passengers; but perhaps they go a little way to showing that historical research should not confine itself within unnecessary self-imposed boundaries. A tramway connects an Asylum with a railway. Do not consider only the tramway; the histories of both the Asylum and of the railway may be pertinent. Your predecessor as R&RTHA *Newsletter* Editor, Ron Phillips, was fond of reminding your august Association, that there was more about Warrington Tramways in the Cleansing Department Minutes than in the Tramway Committee Minutes. Now, it is I who am being impertinent; may I take refuge in signing myself ...

*a TTS Member (name and address supplied)*

- 1 John Wrottesley. *The Great Northern Railway Vol.1* Batsford, 1979, p.91
- 2 GNR handbill in Bedfordshire County Record Office
- 3 Wrottesley, *op. cit.* p.176

**New Towns – Creating a sense of community***(Newsletter No.38, p.16)*

Not about New Towns themselves but about the ‘Crawley & Northgate’ and ‘Crawley and Langley Green’ destination displays referred to in Roy Bevin’s contribution. This type of display was to be seen all over the London Transport system (and also some provincial systems). Although the term ‘lazy display’ has been used during the past thirty years, the semi-official description used by LT blinds schedule compilers and by Aldenham Works Boards & Blinds Department was DUAL display. However, the point of all this is to express the view that these dual displays

were (and still are) very annoying. If you are a stranger to the town, how do you know in which direction the bus is travelling, when no ultimate destination is shown in the relevant box?

One of the very shortest LT routes was the 235, which ran from Richmond Station to Richmond Hill, and it could be argued that for such a very short route (about a mile) a dual display might be appropriate. Conversely, there are many examples of dual displays where the two terminals are a considerable distance apart. When LT introduced the new 261 route in 1961 between Arnos Grove Station and Barnet this covered several roads which had not previously had a bus service. On the first morning a 261 was seen showing ARNOS GROVE STN AND NEW BARNET STN. Unless you knew the area very well indeed, there was no way you could tell which way the bus was going. Does anyone know the reasoning behind this irritating practice? Was it originally perhaps that a very short part of a busy route would have peak-hour extras shuttling between two closely spaced termini? If so, this may be acceptable, as it would allow all fares to be collected without the conductor having to remember to change blind displays.

We must not forget the practice by Birmingham City Transport of showing the outward destination on both outward and inward journeys; but every bus stop had ‘To City’ or ‘From City’, which helped.

*Bob Williamson*

**Short Bros’ Order Book** (*Newsletter No.38, p.9*)

Gordon Knowles’ Short Bros’ Bus Bodies article jogged my memory, as I thought that I had seen several “Short” bodies in various books in my collection.

I’m sure that the PSV Circle and Omnibus Society must have copious details about Shorts’ output, but I did go through my very basic books to see what details I could find. The resultant list showed me what a surprising amount you can get from what might be called “popular” books. They should not necessarily be dismissed as a source of initial research.

For example, in the Ian Allan “ABC of Birmingham City Transport, Parts 1 and 2” (c.1950) I found Short Bros.’ bodies cited for trolleybuses 1–16 in 1931 and 1932, and on a wide selection of motor buses between 1926 and 1935.

An Ian Allan ABC for Southdown produced some more in the 1934/5 period.

“Buses & Trolleybuses 1919-1945” by David Kaye (Blandford, 1970) reinforced the Southdown listing and added some examples with Wilts & Dorset and Walsall Corporation.

I could go on and on if I started quoting from books on London themes published by Capital Transport in 2001/2002, but I am not embarking on detailed analysed research. Over roughly the period 1925 to 1935, pointed out in Gordon’s article, Short Bros. had quite a significant output of bus bodies for a range of customers.

*John Edser*

Whilst it is no explanation for the long gap in body production for Maidstone & District, it is perhaps worth noting that in 1928 Shorts began bodying Birmingham & Midland Motor Omnibus Co Ltd chassis, and that their orders formed the majority of their order book 1933-1935. In the 1930s, they also bodied three dozen side-engined Northern General vehicles and 74 Leyland Cubs for the London Passenger Transport Board. My source is Alan Townsin’s article on Shorts in *Buses Illustrated* Vol.3, No.16 (Oct-Dec 1953).

*Richard Storey*

## One Thing leads to Another

*Seaside Toastracks → Dotto Trains → Stage coach drivers of 1830 → Road-rail through bookings → Rural isolation when the stage coaches ended*

**Roy Bevin** writes: In the article on 'Seaside Toastracks at Brighton', in *Newsletter No.33*, p.12, which dealt with the service provided by Downland Cars Ltd in the summers of 1925 and 1926, from Brighton seafront up on to the Downs, there was a brief allusion to services in Colwyn Bay, Rhyl and Worthing, using either Guy or Shelvoke & Drewry vehicles. The Worthing ones, which went under the name 'Tramocars', are well-known and have even been the subject of a book.

However, I am aware of another town in which such a service operated. When I was a very small boy, we had a family holiday at Swanage. There I encountered the Shelvoke & Drewry vehicles, which plied in the town under the trading name 'Motor Trams'. I never really forgave my father for refusing to take me for a ride. I do feel that the existence of this service should be recorded.

**Roger Atkinson** writes: Seaside toastracks were a phenomenon which, I would suggest, has been replicated in modern times – though after a gap of many years – by the dotto train, to give it only one of the several names by which these road trains, now common both here and on the Continent, are known. (NB In the light of Roy Bevin's ineradicable disappointment, you should always give your children / grandchildren a ride on a dotto train, when you come across one).

I do not know a book\* specifically on Worthing Tramocars; readers will no doubt rapidly appraise me. But may I mention an unusual book of which readers may be unaware: *Coaching Times and After* by Henfrey Smail, a hardback produced for The Worthing Pageant in 1948, and published by Aldridge Bros. of Worthing. Long ago, in 1948, there were very few books indeed on road transport. Henfrey Smail's book was a curiosity in several ways. It dealt with stage coaches, the road to Worthing (from London), the stage coach revival of the latter part of the 19th century, the local horse bus and job-master's business of James Town, and horse-drawn charabancs and landaus on the seafront. It includes a group photograph taken in Worthing in 1883 (now reproduced here) of stage coach drivers of the 1830s. The book gives space to turnpikes and toll bridges, to the transport of unwanted paupers, by carrier, from one parish to another, early motor buses in Worthing, motor coaches, the visit of Mr Andrew Carnegie to

Worthing in 1909 to receive the Freedom of the Borough – he is pictured in a grand chauffeur-driven motor car – and the first motor van in Worthing, in 1900. And, finally, a page or two on the Tramocars. (Henfrey Smail was an author whom the R&RTHA, had it then existed, would surely have sought as a member).



THREE FINE OLD COACHMEN; A REMARKABLE PHOTOGRAPH TAKEN IN WORTHING IN 1883  
*Left.* William Snowdon, who drove the Oxford-Cheltenham coach, aged 77.  
*Centre.* Newman Glover, who drove the Chester Mail in 1832, aged 74.  
*Right.* Richard Glover, who drove the Oxford-Cheltenham "Retaliator" in 1830, aged 79.

Two famous coachmen in their day were the brothers Richard and Newman Glover; Richard was well-known in Worthing as driver of the Southampton and Brighton coach, and Newman who drove the Chester Mail for many years. Richard Glover was born in 1804, he had a varied and interesting career as a coachman, during which he handled no less than fourteen different coaches, from the Enfield short stage to the London and Cheltenham coach, The Rival. He appears to have started on the Enfield coach about 1830 and was driving the Oxford Retaliator in 1834. In 1837 he was driving one of the Brighton and Southampton coaches, which passed through Worthing.

\* The book referred to by Roy is *An Anthology of the Worthing Tramocars* by David Kaye. Published by the Southdown Enthusiasts Club, available by post, at £11.00, from 6 Valebridge Drive, Burgess Hill, West Sussex, RH15 ORW.

In the *Directory of Stage Coach Services 1836*, mentioned in the opening article in this *Newsletter*, several services cover London – Oxford – Witney – Cheltenham, making it clear that the drivers pictured here were drivers on these services, (and not simply between Oxford and Cheltenham), "London -" being omitted from the caption, as 'understood'.

'The Berkeley Hunt' (100 miles in 11 hours)  
London – High Wycombe – Oxford –  
Witney – Cheltenham  
'The Magnet' (101 miles in 11 hours)  
London – Slough – Henley – Oxford –  
Witney – Cheltenham  
'The Regulator' (106 miles in 12 hours)  
London – High Wycombe – Oxford –  
Witney – Cheltenham - Gloucester  
'The Retaliator' (106 miles in 11 hours)  
London – High Wycombe – Oxford –  
Witney – Cheltenham - Gloucester  
'The Champion' (138 miles in 20 hours)  
London – High Wycombe – Oxford –  
Witney – Cheltenham – Gloucester -  
Hereford  
'The Mazepa' (142 miles in 17 hours)  
London – Slough – Oxford – Witney –  
Cheltenham – Gloucester – Hereford  
'The Paul Pry' (122 miles – time not stated)  
London – High Wycombe – Oxford –  
Witney – Cheltenham - Worcester

The (London -) Oxford – Cheltenham stage coach service, on which two of these gentlemen were drivers in the early 1830s, brings up a point in which the *Journal of the Transport Ticket Society* has been taking an interest in recent months, namely the creation of through booking facilities by the Great Western Railway from Cheltenham, Andoversford, Northleach, Burford, Witney and Eynsham, using road facilities to Oxford, and thence by rail to Reading and London. There were corresponding through bookings in the opposite direction from Paddington and Reading. The Great Western Railway started a "road motor" service in April 1928 from Cheltenham to Oxford. This passed to the Bristol Tramways & Carriage Co Ltd in 1932, but the through bookings instituted by the GWR continued until (approximately) the beginning of the 1960s.

The A40 main road from Oxford to Cheltenham was a popular cross-country link which the railways never accomplished, but which the GWR plugged by putting on its own buses in 1928. It is interesting to see that it had also been a significant cross-country stage coach link. On the general principle that stage coaches lasted until the railways ousted them, how long did stage coaches endure on the Oxford – Cheltenham section, which the railways never fully covered?

Once we enter the 20th century, it is wise to be cautious. The GWR 'road motors' may only have begun in 1928; but as early as the April 1923 edition of the *Travel by Road Motor Omnibus Time-table and Charabanc Guide of England & Wales*, Burford already had three rudimentary motor bus services. To Oxford in 1hr 40m, twice a day; to Swindon in 1hr 58m, twice a day; to Cheltenham in 1hr 53m, once daily.

Ninety years earlier, Burford had had several stage coaches to Cheltenham and to Oxford (and London), each day, though probably not at all well spaced in time. But what of the large span of years between say, 1840 and 1920? Was Burford more isolated in 1880, than in 1830? By 1880, the Great Western Railway had stations at Lechlade (opened 1873) and Witney (opened 1861). Was a horse bus from Burford to either of these stations, about six or seven miles away, commercially viable; did one in fact, exist? What was the position in 1920?

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## Tramway Museum Society Jubilee

One of our corporate members, the Tramway Museum Society, celebrates its golden jubilee in 2005. The Society was formed in 1955 to take forward the work begun in 1948 by the Museum Committee of the Light Railway Transport League, and the inaugural TMS meeting was held in Manchester on 18 November 1955. But already on 29 May that year, Southampton tramcar 45, then stored at Marton Depot, Blackpool, had been ceremonially handed over by the Chairman of the LRTL, Mr J W Fowler, to Major C S N Walker, future chairman of the fledgling TMS. Thus, as the present TMS chairman Colin Heaton puts it "began the momentous task of securing the future of the six complete tramcars and associated equipment transferred to the Society and the greater task of finding a site suitable for the establishment of our future Museum".

To celebrate this, various events are planned to take place at the National Tramway Museum, Crich, Derbyshire during the Spring Bank Holiday weekend in 2005. Full details are not yet available, but on Saturday 28 May there will be a chronological procession of operating tramcars and a display of other significant vehicles. On Sunday 29 May there will be a commemoration of the handover of Southampton 45 and various evening events in the Museum street. No special events have been arranged for Monday 30 May, but as this is one of the busiest days of the year it will provide an opportunity to observe and enjoy the fruits of the previous 50 years.

Because of this major anniversary the Museum did not have any special events to mark this year's 40th anniversary of electric traction at Crich. Horse tram operation began on 2 June 1963, but the first electric trams carried the public on 5 July 1964.

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## The History of British Bus Services

*Newsletter* readers may like to hear that the second edition (1989) of my book *The History of British Bus Services* is to be reissued in paperback by David & Charles on 28 October, price: £14.99. ISBN: 0-7153-1938-8.

John Hibbs

## Comfy Cars

*From St. Albans and Luton, the Comfy Car goes,  
At half-past each hour as everyone knows,  
Harpenden people, please memorise this –  
At 10 to the hour, no Car can you miss,  
There are buses and taxis, lorries and cars,  
But nothing so Comfy as those that are ours.*

*Comfy Cars timetable – c. July 1924*

The proprietors of Comfy Cars of Harpenden were unlikely to have won any poetry prizes, but they certainly knew their onions when it came to promoting the business.

First, a few basic facts (from *London's Buses - Volume Two*, K C Blacker, R S Lunn, R G Westgate, HJ Publications, 1983). The firm had been started in 1924 by two brothers, Capt. A P and P B Morgan, who both came from south-east London. They saw potential on the St Albans-Luton route, even though it was already being worked by Road Motors Ltd. After acquiring the necessary licences, they began running in February of that year, and this might have been the start of a reasonable network, but for an unusual reason it was not to be. When it came to motor-bus licensing, the St. Albans Council had an enlightened or repressive policy, depending on your point of view. From the mid-twenties they insisted on co-ordination of timings between operators. They also refused to licence buses for use on routes they considered already adequately served – an early manifestation of the dreaded R-word – Regulation!

Expansion beyond the route to Luton was therefore difficult, and it remained Comfy Cars' main bus service, albeit a good one. But, helped by sensible diversification, and good publicity, the business prospered. When the inevitable happened in 1934 (compulsory acquisition by the LPTB), Alfred and Philip Morgan received the tidy sum of £15,500 for the four buses and goodwill.

But, back to 1924/5. As well as Comfy and Road Motors on the Luton road, there was also Arthur Blowers' Express Motor Service. Things then got hotter. Road Motors was bought-out in April 1925 by a formidable competitor, the "National" (National Omnibus & Transport Co.). Notwithstanding the Council's desire for peace and harmony among all bus operators, Comfy clearly had to do its best to get as much of the trade as possible, without treading on anyone's (not even Arthur's) toes.

Some surviving ephemera give clues as to how they managed to get about this so successfully.

The little timetable booklet was given away free, no doubt paid for by advertising. As well as the bus times (on the half-hour from Luton/St Albans; ten to the hour from Harpenden, in case you've forgotten), it contained cricket club fixtures for the three towns, London theatre matinee times, plus the Comfy char-à-banc excursion programme. There was also the limerick above, and the offer of 10/- and 5/- cash prizes to anyone who could better it.

Thus, the times of the Comfy Cars (but not those of the National or Arthur's buses) were drummed-in by the verse, and also by the backs of the tickets, an idea not unknown elsewhere. Passengers might be forgiven for thinking that these were the only times at which buses ran between Luton and St Albans (which, of course *was* the general idea). And, it didn't stop there, for you might tuck the booklet behind the clock on the mantelpiece for future reference. A week or a month later, when you came to check the date of the next



**Comfy Car Service**

If you can suggest any improvement in our Service, please do so.  
**Our Job is to PLEASE YOU.**

**TIME TABLE.**

8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.
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