

Journal

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Scout Motors Ltd

Roy Larkin

Scout Motors Ltd., established in 1902 in Salisbury, Wiltshire initially produced 10, 15 and 20cwt light vans with 2 and 4 cylinder engines. In 1910 the range was extended to include 2 and 3-ton models with 32 and 38hp engines.

An unknown number of the larger chassis were supplied with bus and charabanc bodies, mostly to local operators in the Salisbury and New Forest area. Production peaked at two vehicles per week in 1912, a figure that included car manufacture and in 1914, a Scout designed

and manufactured worm drive rear axle replaced the chain drive used previously.

Production of vehicles was suspended between 1914 and 1918, when the manufacture of mines and bombs for the Ministry of Munitions took all of the factory's capacity.

Production of road vehicles resumed in 1920, although few were made in the face of competition from War Office surplus lorries from Slough Dump and the company closed its doors for the last time in 1921.



Low Running Costs !!

Ball - bearing Transmission throughout, including road wheels.

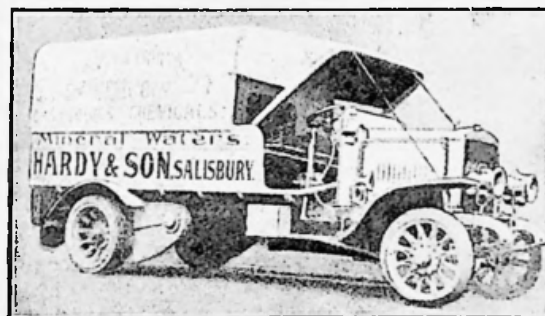
Forced feed lubrication to Engine.

Thermo - syphon Cooling

Any type body to suit any trade.

Smart deliveries.

We are the actual Manufacturers, and NOT merely assemblers.



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PRICE	£585
" 3-ton ditto (including tyres)	£620
" 4 " " " " "	£670

Each are fitted with four-cylinder engine, approximate running cost of either 1½d. per ton per mile.

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SCOUT MOTORS Ltd. (Established 1902), Salisbury.

10,000 miles guarantee for Lorry and Tyres.

Patent silent chain drive, enclosed in cast aluminium cases.

Radiator with cast top and bottom tanks removable, enabling driver to get at tubes to stop leakages

Tyres on slow payment system, if desired

Advertisement for the Scout 2-Ton van, which proudly proclaims that they are the actual manufacturers and not merely assemblers, as they manufactured rather than bought in any components, which was probably a major factor in their demise. from The Commercial Motor, 1912.

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Editorial

Welcome to the June Journal of the Roads and Road Transport History Association which I hope you all enjoy.

Thank you to all the contributors, David Stewart-David for his recollections on road transport in Hull, Christopher Davies and Peter Jaques for their comprehensive article on Leicester Green and Midland Red and especially to Tim Axten for his memories of two infamous Essex bus operators.

I hope that Tim's article encourages more members to contribute their memories as these events would otherwise remain unrecorded and lost forever to future historians and enthusiasts.

Thank you to all the book reviewers, particularly Richard Storey who contributed reviews of books not known to me. It is impossible for me to keep track of all new book releases, so if anybody finds a new book, please review it. Just drop me a quick line to check that it isn't already being reviewed. Reviews are not long, but please include all the

relevant title, author, publisher details as per other reviews.

Like them or not, websites are an invaluable research aid. With widely varying content and quality, they sometimes need careful consideration regarding their accuracy. Please consider contributing a review of any websites, whether academic or otherwise, discovered during your researching.

The rally season is now fully upon us for another year and whilst this wouldn't normally attract the attention of your Journal, there is one particular event that deserves mention.

The CVRTC, one of our members, is organising an event at the Lincoln Farm Cafe, Kenilworth Road, Meriden, B92 0LS, on 4 July 2010. This event is notable in that it will be entirely an event to celebrate BRS. A growing entry of BRS vehicles in preservation and ex-BRS employees gathered at one of the few remaining traditional transport cafes is an event that can only be enjoyed and deserves all our support.

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2010 AGM Report

Ken Swallow told the Association's Annual General Meeting, held at the Coventry Motor Museum on 20 March that the R&RTHA intends to publish the "Passenger Companion" itself in 2011, rather than making use of an outside concern. Association member Dr Martin Higginson is now editor of The Companion to Public Road Transport History in Great Britain and Ireland, but former editor Dr Corinne Mulley is still writing entries to the work now that she is in Australia.

In his report to the AGM on the editorial team's work, Ken said the aim is to complete the text by October this year, and there are many thousands of photographs to choose from to illustrate the book. The Companion will contain 835 entries on every aspect of the road passenger transport business. So far 134 people, 32 from the Association, have contributed entries. Some entries were still outstanding, and Ken appealed for anyone with knowledge of night bus services to step forward.

Tony Newman, the Association's Research Coordinator, reported on his contacts with The National Archives (TNA) and Companies House in Cardiff. In an effort to improve his catalogue of files at the National Archives relating to road transport, Tony had approached Companies House, which allocated a member of staff to check more than 400 queries against their records. Tony said a copy of the resulting list of files is available to any member on request.

Tony had consulted the Annual Summary Lists of Accessions to Record Offices compiled at TNA so he could assess two themes provided by the official compiler: Bus & Tram Service Businesses, and Road Haulage Businesses. He found that these classifications failed to recognise all of the relevant accessions, and he hopes to pursue this further with TNA. His longer term intention was to provide a list of locations of relevant archives, together with information about accessibility.

He told the AGM that the Contents List of the R&RTHA Newsletter, now the Journal, covers issued 1 to 61. Copies are available to any member on request. Asked whether this could be made available on the Association's website, he said that it would be possible to do so.

Journal Editor, Roy Larkin, urged members to write contributions to "Your Journal". Everyone had their own working life experience, so let us record it, especially if it can be illustrated. Asked by Ian Yearsley whether articles on work in progress were acceptable, Roy replied that they were indeed, especially if it generated input from other members.

Professor John Hibbs said he would welcome a general history of the road freight industry and suggested that perhaps the Association could put out a request for someone to write it.

Road Transport in Hull

David Stewart-David

A semi-circular city of three hundred thousand population. Its southern chord is the broad River Humber, a barrier crossed by ancient paddle steamers. To the south east of the city are some of the busiest docks in the country. This area is separated from the city centre by the tidal River Hull, which runs south to the Humber, and is crossed by bascule bridges. Yet these bridges are an insignificant barrier compared to man made obstacles - more than a dozen busy level crossings which take railways across the radial roads of the city.^{1,2} The dominance of the railway shows how much more important the lines were than the roads when the crossings were built a hundred years before.

By 1960, the railway was losing port cargoes to road vehicles, although Ro-Ro ferries and containerised traffic have yet to arrive. The local trains in Holderness have lost most of their business to buses, and now both buses and trains are losing business to private cars, motor cycles and an increasing number of motor scooters, mostly imported from Italy. Hull is a city that is both poor and flat, so the predominant form of road traffic is still the bicycle. When the crossing gates were swung

across Hessle Road great crowds of bicycles had to wait each side of the railway, blocking the trolleybuses on route 70, and the laden Bedfords and Albions bringing bales of cargo and boxes of fish from the docks to the West Riding.

Social history, like anthropology, is greatly influenced by the prior experience of the observer. I arrived in Hull as a social science undergraduate in 1960. My prior understanding of transport came from being part of a railway family in the industrial village of Heysham - dominated by ships and trains - and from some years spent living on Putney Hill in South London, where London Transport buses and a steady flow of goods vehicles were evident. In Morecambe I had watched corporation buses run fully laden during the Illuminations season, and then operate almost empty in January. In Putney and Kingston I had experienced the norms of London Transport, when not using a bike, and later I had been on the receiving end of van deliveries from Cadby Hall to the J Lyons shop where I was the week-end kitchen porter, a link in what we did not then call the supply chain.

In Hull, cyclists ruled the road like urban shoals of herring, and the trade in second hand - and stolen - bicycles was a thriving business. It was a marked contrast to South London, where cyclists were an oppressed minority, hassled by growing numbers of car owners, and by the drivers of London Transport buses (and trolleybuses) devoid of direction indicators. Hull University allocated me a place in Ferens Hall of Residence, which was in Cottingham, just beyond the city boundary, about a mile and a half from the university campus.

From Cottingham to Hull University there was a special student bus service operated by an East Yorkshire vehicle that had already performed on a couple of works services. From talking to the crews on this service it was clear that two major local operators controlled their territory in a similar fashion to those operating in Morecambe and Heysham. The city buses were run by the Corporation, whilst the 'country' buses beyond the city boundary were run by the local British Electric Traction subsidiary.

In Morecambe and Heysham the cross-boundary buses were usually pre-war Leyland Titans in Ribble's rich red livery. In Cottingham, the equivalent buses were run by East Yorkshire Motor Services (EYMS), using dark blue double-deck buses with very distinctive 'Beverley Bar' bodies, conspicuous by a gothic arch profile. The student bus was usually a war-time Guy Arab that had been re-bodied by Roe in the 1950s. The tickets the conductor sold had the same 'chopper' profile that I had seen before on Ribble services, a phenomenon that I recall investigating.

I went to the company's offices in Anlaby Road to ask why the tickets came in different colours. My diary does not record the name of the gentleman who explained to me the complexities of revenue sharing on city routes, but I do recall that he said it was all to do with the 1930 Road Traffic Act - which is how this writer discovered road service licensing.

Many radial routes in the city had revenue sharing arrangements between East Yorkshire Motor Services and the municipality.³ The municipal buses, in a striking streamline livery of blue and white, were run by Kingston upon Hull Corporation Transport. Everyone called the city 'Hull' so the transport department got round the 'City of Kingston' problem by marking its bus stops 'KHCT' and branding its buses with the fleetname 'Corporation Buses'.⁴

In late 1960 the 'Hull Daily Mail' carried two items of transport news - the new bridges, and the intention to replace trolleybuses by more new motor buses, starting with the Hessle Road route. There were two new bridges under construction. One was a shallow gradient concrete bridge designed to carry Hessle Road over the

main North Eastern Region main line from Hull to West Yorkshire, which in 1962 replaced the city's busiest level crossing.⁵ The other was the new Drypool Bridge, a wide bascule structure over the River Hull.

The southern boundary of the city was the Humber estuary, and close to it ran the railway from West Yorkshire, built by the North Eastern company. Its terminus was Hull Paragon, on an east-west axis close to the city centre and next to the main bus station. The North Eastern's tracks were built at ground level. Later the merchants in Hull docks encouraged the creation of a rival railway route, the Hull and Barnsley Railway, which was forced to tackle a hilly route through the Yorkshire Wolds to Springbank, and then cross the city on a high level route to the docks and to a long closed terminus at Cannon Street.

The high level route to the docks was intensively used in 1960. From Paragon the North Eastern main line to the West Riding ran westwards to Dairycoates, whilst that to Beverley and York ran north west through Cottingham. The passenger lines to the east (still serving Hornsea and Withernsea in 1960) described a 180 degree curve and joined the goods lines to the commercial docks, which were well beyond the River Hull, to the east of the city. However trawlers still discharged their catches at St Andrew's Dock on the west side of the city, next to the smelly fish processing factories.

Although road traffic west to Boothferry Bridge was slow, the railway was already losing freight traffic. This happened because some markets, like coal exports, were declining, but more important was the loss of merchandise traffic to road, which could handle it without excessive transshipment. Even so trains were frequent enough for it to be common to have to wait twice at level crossings on a cycle ride from the city centre to Cottingham - once at Stepney on the Beverley Road, and again in Cottingham village.

Most EYMS and corporation motor buses ran radially from a bus station or bus stops near Paragon railway station. Many trolleybuses circled Queen Victoria's statue, which in turn surmounted the public lavatories. At one side of their turning circle was Princes' Dock, which in those days was a place where trawlers moored after discharging their cargoes of fish.

Like most motor bus services the trolleybuses operated radial routes, which explains why Corporation vehicles did not usually have a destination displayed. Instead the indicators showed a bold route number surmounting a blind which said 'via Hessle Road' or 'via Chanterlands Avenue' and so on. In contrast, East Yorkshire buses showed a destination, and usually a 'via' blind, but they had no blind for route numbers. Since there were three or four routes to Cottingham this could be confusing, especially if the via blind was neglected, as it often was.

However, public transport in Hull was not designed for strangers. The municipal bus operator thought it had had two business problems. The first was the need to work with each other. 'Overspill' estates at places like Bilton Grange were being built to house people moved (often with some reluctance) from the slums of Hessle Road.⁶ The Corporation had taken control of chunks of the East Riding on which to build these estates, but the question was should they be served by Corporation or East Yorkshire buses? Eventually a shared pattern of service (and revenue sharing) was agreed, but EYMS were clearly paranoid about the corporation's services.

The other commercial problem was that KHCT had a substantial fleet of trolleybuses and also more than thirty pre-war and war-time motor buses, all of which needed replacement. However, the General Manager, Mr Pulfrey, wanted his new buses to be Leyland Atlanteans capable of one man (sic) operation, as would also have been possible (but for legal prohibition) with the sixteen 'Coronation' type trolleybuses, which had a front entrance and a centre exit. The first Atlanteans came into service in 1960 and were the first rear engine double-deckers I had ever seen. They were not one man operated until the late 1960s, but by 1960 the KHCT saloons (21 of them) were so operated, mostly on low density circular routes.

By January 1961 the Hessle Road trolleybus service had been entirely replaced by the new motor buses and this avoided the cost of wiring the new road bridge over the railway. It also started the well known process of reduced economies of scale for trolleybus operation. To replace the pre 1946 motor buses and trolley buses quickly, the Corporation started to buy a substantial fleet of second hand double-deckers. In 1961 ten Daimler CVG6s arrived from Newcastle. All but one of these had Metro-Cammell bodywork of the style associated with Birmingham Corporation, which looked splendid in streamline livery. Then came 19 RT class Regents from St Helens Corporation, to be followed later in the 1960s by many more AEC Regents from Leicester and Nottingham Corporation fleets.

In 1960 EYMS were buying new AEC buses. These were Bridgemasters, the first batch of which had straight sides and rear doors. In theory they were low enough to thread Beverley Bar, but in practice they were kept on the Holderness routes. They were followed by a forward entrance batch which had mildly angled upper deck sides - and route number blinds. These were used through Beverley Bar, and often replaced the cream livery Leyland PD2 coaches.

My own encounters with road goods vehicles came from journeys to and from Hull, achieved by hitch-hiking to London, Barnsley and York. Conversations with drivers in road-side cafes informed me that the drivers of tanker lorries were strictly forbidden to give lifts. In fact most

of my journeys on the A63 were in drop-side or flat-bed lorries operated by independent road hauliers including owner-drivers. Some had started their journeys in the docks, but more had come from factories like those of Priestman and Ideal Standard, or had picked up a load via a Hull clearing house in order to avoid an empty trip back to the West Riding.

In 1960 the main road routes from Hull were the A63 - mostly three lane - and the A1079 to Beverley, which then divided to hilly roads towards York and Bridlington. Any journey westwards involved a lorry driver in an hour and a half of tedium, but it was easy to see why traffic was being won from the railway hand over fist, as the railway habit of tripping merchandise traffic from the docks in East Hull to the marshalling yards at Dairycoates ensured that many rail freight consignments were still in Hull at a time when a road vehicle would have delivered them to a consignee in Lancashire or Yorkshire. These journeys taught me a great deal about road haulage, and the fiddles of drivers - and their employers - especially when fiddling log books. I was to find that this knowledge was useful some ten years later, when I was running management courses for the Road Transport Industry Training Board.

The evidence which supports this admittedly incomplete account exists partly in notes and photographs I took at the time. They are confirmed by browsing through back copies of the 'Hull Daily Mail.' The meaning of the changes I saw happening is perhaps more important. Some trends are well known and evident from transport statistics, but some are less obvious. By 1960, the bus services were increasingly losing traffic to privately owned road vehicles.

This switch to private cars was far more advanced in the East Riding than it was within Hull's city boundaries. East Riding villages like Willoughby and Hessle were more affluent than most parts of Hull, so EYMS lost traffic to car owners far more quickly than Hull Corporation. However some of the Corporation's revenues were being lost to motor cycles and scooters. The Corporation's intelligent efforts to cut operating costs were not matched by the company operator, a fact which I tactlessly mentioned in April 1963, when I went to British Electric Traction headquarters in London to be interviewed, unsuccessfully, for entry to their management training scheme.

The docks, like the city centre, had been bombed twenty years before, but far more damaging to port operation were primitive methods of handling and frequent labour disputes. Almost the best thing that can be said about the port was that it worked more efficiently than Liverpool and London, but this is not saying much. Many of the lorry drivers who gave me lifts told me how they tried to avoid working to the docks if they could, as it involved a great deal of unprofitable standing around.

On the journeys I hitch-hiked I was struck by the capability and independence of lorry drivers. The drivers' flexible and pragmatic approach to getting the job done really only came home to me three years later, when I worked for the British Railways freight services. The low power to weight ratio of many lorries running at the time produced some slow journey times, even on the flat run to Boothferry Bridge, and the noise and discomfort were striking. Ten years later many new British lorries were just as uncomfortable, a major factor in giving Volvo a product advantage.

At Hull University it was evident that many students never encountered the primitive industrial vigour of the city on their door-step, a city whose newspapers were prepared to pay me as a free-lance reporter, a place which fifty years ago had trolleybuses and trawlers, swinging gates and stolen bicycles, break bulk cargoes,

sheeted loads, and loads of fresh cod freshly caught in the harsh North Sea.

Notes

- 1 - 7th Edition 1 inch Ordnance Survey map 'Hull'.
- 2 - Sectional Maps of the British Railways as at December 1947 - Ian Allan 1948.
- 3 - David Holding *History of British Bus Services The North East* - David and Charles 1979
- 4 - John Banks *Hull - transport history album* - Venture Publications 2003
- 5 - This is the Level Crossing that is mentioned in Philip Larkin's poem 'The Whitsun Weddings'. Larkin was the librarian of Hull University.
- 6 - The enforced movement of the Hessle Road communities to overspill estates was the subject of one of the writer's undergraduate studies.

Leicester Green and Midland Red

Christopher Davies & Peter Jaques

In the course of its history the Birmingham & Midland Motor Omnibus Co. Ltd (BMMO or, more familiarly, Midland Red) acquired many independent operators but one of the more interesting purchases was that of an operator known as the 'Leicester Green'. To understand the background to this story we need to go back to the start of Midland Red's operations in Leicester.

Midland Red in Leicester

Leicester Corporation had agreed in April 1921 to licence Midland Red on condition that minimum fares at double the tram fare would apply, that half of the revenue obtained from this source would be paid over to the Corporation, and that they would run to such terminus in Leicester as the Watch Committee might specify. The company promptly made use of the agreement with a first route from Nuneaton opening on 11 May 1921, followed soon afterwards by services from Burton and from Coventry. A base in the city soon followed with the opening of a garage in Frog Island on 26 August 1922.

Midland Red faced an uphill struggle to establish themselves in the area as there was a host of smaller operators, providing competition on almost every route. By 1928 there were 399 vehicles running in opposition on BMMO routes, representing no less than 95 different proprietors. (see appendix 1)

Within the city the company was also, of course, bound by the restrictions imposed by the Corporation to protect their own tram and bus routes.

Ongoing reports on this difficult situation to Midland Red head office by Raymond Tuft, who was in charge of the local operations, led to replies from Bearwood such

as, 'Jam tomorrow - never jam today!' - 'Everything in the garden is lovely, but nothing ever seems to blossom,' and, in response to reported progress on a particular route, 'Agreed, it has improved from Very Bad to Bad.' Faced with the expense of countering all the competition, there was even a proposal that the company should withdraw from the Leicester area altogether, or, in the words of Midland Red's Traffic Manager, O.C. Power, to 'leave it on somebody's doorstep.'

Despite the difficulties, Midland Red operations grew and by 1926 Frog Island, with an allocation of 22 buses, had become inadequate, and a second garage was opened in Welford Road, which housed 10 buses, mostly open-top Tilling Stevens double-deckers. This was a stopgap pending completion of a new garage capable of housing 100 vehicles. The new garage at Southgate Street opened on 21 July 1927 and replaced both the previous premises. The initial allocation included a number of new SOS QL type single-deckers designed to provide much more effective competition than the solid-tired Tilling Stevens vehicles of earlier days. Southgate Street continued in use as a bus garage up until 11 July 2009.

Following the passing of the 1930 Road Traffic Act things became more ordered and the situation gradually improved. Acquisitions of routes from other operators, which had started in a small way at the end of 1928, gained momentum from 1931 onwards. Some of the smaller operators found it difficult to comply with the new regulations and a number sold their goodwill to Midland Red. However, lists of services and businesses acquired in some cases indicate cessation by the previous incumbent with the larger company stepping into the resultant gap. There were even two or three

instances where buses were found burnt out on the roadside during the night and Midland Red covered the services from the next day. Some of the proprietors (along with their staff) joined Midland Red. These included Wheeler of Kirby Muxloe, Moore of Anstey, Clarke of Oadby, Hamblin of Groby, Snutch of Arnesby, Lewitt of Countesthorpe and Beesley of Wigston.

Leicester Green

One of the largest competing operators was the Leicester & District Bus Company, popularly known as the 'Leicester Green'. Their principal route was Leicester and Hinckley along with other competitors, 'Invincible Blue', 'X Service' and 'Ecstasy'. The Leicester & District fleet name does not seem to have appeared until the late 1920s, before which the business traded as Parr's Garage. All the Albion records show this title and we include a view of one of the early vehicles carrying this fleet name. Parr's Garage had its origins in the 1880s, first as cycle manufacturers, moving later into haulage and motor vehicle engineering. They were Albion agents from about 1919.

The passenger business seems to have been split off from Parr's Garage around 1930 about the time the Leicester & District fleet name was adopted and the proprietor from then on was Frederick Herrman Gerard. His son Frederick Roberts Gerard (usually known as Bob) also joined the business and was named as Assistant Works Manager at the time of sale to Midland Red. Bob Gerard took up motor racing in 1933 and won numerous trials over the years until his retirement from racing in 1961. 'Gerard's Bend' at his local circuit, Mallory Park was named as a tribute to him. He died in 1990.

By 1949, 'Parr's of Leicester' were in Abbey Lane, advertising themselves as distributors for ERF, Dodge, Thornycroft, Jensen and Jen-Tug commercial vehicles with Bob Gerard named as Works Manager.

In 1952 Parr's (Leicester) Ltd were in Abbey Lane, Leicester, trading as Bob Gerard Cars and that business still exists as motor dealers Bob Gerard Ltd at Great Glen in Leicestershire. Their website claims continuity with the Parr's Garage business but it has not been possible to confirm the nature of the original link between Parr's and Gerard; it may have been there was a marriage connection or it may simply

have been a partnership.

Frederick Herrman Gerard must have been living in the area by 1914 when his son Bob was born in Leicester. Frederick Herrman was English but his father was French and his wife came from Jersey. The family was also engaged in soap manufacturing. Gerard Brothers Ltd, had been incorporated on 7 January 1897 and was in business at Wilkinson Street in Nottingham. The six foot high lettering 'Gerard's Soap Works' will be familiar to those who know the area. Whether Frederick Herrman was one of the brothers in the company title or if a previous generation was involved has not been researched. The company became a subsidiary of Cussons in 1955 and manufacturing was eventually moved to Thailand in 2005. The company was dissolved on 28 January 2003 and the factory building demolished in 2007 but PZ Cussons still has a presence on the site immediately across the road from the NET tram depot.

The first negotiations between Leicester & District and Midland Red were in 1932 when a route exchange was suggested - Midland Red's Woodhouse route in exchange for Leicester & District's Hinckley service. Leicester & District suggested they should also receive £10,000 cash, and so the matter died. In October 1934 Leicester & District made a further approach suggesting that some of the other times on the Anstey route be included to equate the receipts plus a cash payment representing the value of the monopoly Midland Red would have on the Hinckley route.

On 7 November, Power offered £5,000 but also offered to buy the whole business. Leicester & District wrote back on 13 November asking for £100,000 for this. Very promptly Power declined on the 14th saying 'it only remains to raise my hat and bid you adieu unless you are prepared to consider a transfer of services on the



BC 7532 was new in June 1923. Note the dual doorway, perhaps unusual on such a small vehicle. Evidently fleet numbers had not then been introduced. – John Bennett

lines previously discussed'. Maybe there were second thoughts because Midland Red wrote again on 4 December suggesting a cash payment for the Hinckley service of £10,000 but Leicester & District replied the next day saying that they were not interested.

A letter dated 30 November 1935 from Raymond Tuft to his head office reported that the exchange of routes was mooted once more. He wrote: 'To give you some idea of Mr. F. H. Gerard's personality he says he is quite willing to buy Midland Red out of Leicestershire entirely or form a separate company with them, as with his economic methods and superior engineering knowledge he could reduce our operating expenses to less than 7d a mile. He is so interested in the bus business that he has put a managing director in charge of his soap business at Nottingham and only goes there once a week.'

The BMMO garage in Southgate Street had reached its full capacity by 1934, and in 1935 the company secured accommodation for 21 buses at premises in Hastings Road, Humberstone. Plans were put in hand for the construction of a new garage at Sandacre Street, but in the event this was not occupied until 1 February 1937, three months after the Leicester & District acquisition. Hastings Road was then closed.

It is an interesting exercise to compare the list of operators derived from Raymond Tuft's recollections and the list of services and businesses acquired at Leicester between 1928 and 1936. (see appendix 2)

The months leading up to the take-over of Leicester & District generated some interesting internal Midland Red correspondence, abstracts of which have survived and are given below. They highlight the well known difficult relationship between O. C. Power, the Traffic Manager and L.G.W. Shire, the Chief Engineer. It fell to

Richard J. Howley as Chairman and Managing Director to hold the ring between Shire and Power.

Incidentally, it has often been written that Midland Red never had a General Manager until the appointment of Donald Sinclair in 1943 but this was not the case.

W.G. Bond was General Manager until 1927 when he became a director once more. Howley had been a director of Midland Red since 1915 and was appointed Managing Director in 1919. When Bond stood down as General Manager, Howley was appointed Chairman and Managing Director.

Extracts from the 1936 correspondence

25 July 1936 (Tuft [the Leicester Divisional Superintendent] to Power):

'On all routes Green and Red are operating co-ordinated services so that our men and the LG men know each other, the only difference ours on red buses, others on green ones. Pay same wages, similar signed agreement with TGWU ...'

8 August 1936 (Power to Howley):

'As it appears there will be insufficient garage accommodation at Church Gate (the Leicester Green premises) it was proposed that when our existing vehicles are removed from Hastings Road to Sandacre Street, the Green company's buses should be transferred there temporarily, together with any necessary staff and worked therefrom. Mr Shire does not want Green buses or men at Sandacre though I can see no reason why not.'

11 August 1936 (Power to Howley again):

'You may or not be aware that other proprietors know all about our uneconomical methods of fixing garage capacities and they often wonder at us, not always in silence. What they will say when they see us running buses to and from Hastings Road when we have room

(even according to our own ideas) at Sandacre Street, you can guess. I think we ought to try and avoid such a spectacle, although past experience moves me to say at the same time that the Hastings Road garage suggestion is better than none. But why not suggest that say six Green buses are sent at once to Bearwood and repainted red? So much for the buses - so much that is totally unnecessary. As regards the men, there can be no question of keeping them separate, why should we? Some of them will have to go to Hinckley to man the



Albion, RY 4520, No. 51, a Northern Counties bodied vehicle dating from 1927. - John Bennett

four extra buses and I don't think it would be practicable to keep the Leicester men separate from the main body. Mr Shire does not realise that the Green bus employees are really a good class of men, from which he is likely to get some very, very good drivers.'

c.11 August 1936 (Tuft to Power):

'Apropos Mr Shire's misgivings about Leicester Green men and the difficulties he foresees when we take them over, it seems strange to me that Mr Shire should not encounter similar difficulties in garaging, shall we say, Lincolnshire Road

Car buses. The Road Car, as you know, pay wages far below those of the Leicester Green. The Leicester Green men are fitted out with uniforms, both for summer and winter, whereas the Lincolnshire have only dust coats and hats, and the Green's high standard of mechanical fitness has been a byword whereas the Lincs have had two suspension notices served upon them last week.'

5 Oct 1936 (Tuft [presumed] to Power):

'...decided Green buses [be operated] from Leicester only, so 4 BMMOs to Hinckley. Should you decide to operate 9 of the Green buses they will be worked on Humberstone Lane 2, Ratby 3, Anstey 3, Syston 1. All at Hastings Road or Sandacre St from Belgrave Gate and All Saints Road termini and manned by Green drivers.'

13 October 1936 (Power to Shire [After setting out the capacity problem...])

'You must bear in mind, however, that if we do not open Sandacre Street until next Easter we shall not be able to allocate any of the new 39 seater 27' 6" Oil 'Buses to Leicester, and we are very anxious to use these on the routes where we still have opposition in order to make our remaining competitors come to us to buy them out, in the same way that putting the 38 seater 'O.N.' Buses on Hinckley and Leicester influenced the Leicester Green to sell.'

24 October 1936 (Power to Howley):

'Still want to open Sandacre on 1 November and sell ALL green buses and spares lock, stock and barrel.'

26 October 1936 (Howley to Power):

'Mr Shire has already circularised a number of omnibus companies and firms in Scotland stating that the Albion vehicles are for sale. I have told Mr Shire that I personally consider that the six best vehicles which are



68 Albion, JF 4873, No.68, one of the two Duple bodied coaches purchased in 1933 and photographed when almost new. - John Bennett

not so old as the rest of the fleet should be retained and should be operated by us, and my only reason for changing my mind on that point was that I had become convinced that if I insisted on the Leicester Green vehicles being operated, such difficulties would arise that I should be sorry I had not continued to use our own vehicles. With regard to opening Sandacre garage I have not changed my mind and for the time being our fleet of vehicles will be worked from Southgate Street and Hastings Road. A fuel oil tank is about to be installed at Southgate Street so that the question of oil for the buses will soon be overcome. There is no reason however why, if we increase the fleet between now and the end of the year, Sandacre should not be opened.'

A complicated acquisition

Much time was spent in 1936 bargaining about the purchase price but eventually agreement was reached for the acquisition of the Leicester & District's assets and goodwill for the sum of £90,000. The agreement was dated 6 October 1936 and was to take effect from 1 November 1936. The assets comprised 23 vehicles (there is a schedule at the end of this article) and premises in Church Gate comprising numbers 88 to 102. This included tenanted cottages and shops and a delicensed public house as well as the garage and a car park. No.88 was immediately leased back to Mr Gerard for use as a motor vehicle showroom and repair shop and this continued until 30 June 1938. The whole range of property was then sold to Leicester Corporation, the conveyance being dated 22 December 1938.

With the take-over, the Leicester - Hinckley service, now became the sole preserve of BMMO, since they had already acquired the 'Invincible' service of Mr G. W. Woodward of Barwell in March 1930, and by this time

the 'Ecstasy' and 'X Service' had ceased. Leicester & District had also operated a local service between Barwell and Elwell Avenue. However, a further complication was that there had been inter-availability of return tickets between Leicester and Leicester Forest East with Gibson Brothers of Barlestone on their Market Bosworth service.

As Midland Red did not wish to perpetuate this arrangement it was agreed to hand over to Gibson Midland Red's Leicester - Market Bosworth services 646 and 647 (which only ran on Wednesdays and Saturdays) on 1 November in exchange for the withdrawal of inter-availability.

Another Leicester Green route operated between Leicester, Anstey and Newtown Linford, a service they had taken over (in conjunction with Mr C. H. Allen of Mountsorrel) from Mason of Anstey. Moore's share was also acquired, leaving J. H. Hutton on the road. Allen's share also passed to BMMO as part of the deal.

The Leicester - Loughborough corridor, on which Leicester & District operated both via Mountsorrel and via Mowmacre, was more complicated. Midland Red had already acquired the operations of L. Pole, W. H. Smith and T. Weston (successor to Godwin), whilst Liversidge, Ward, North, Thornton, Moore and Patrick had all ceased. C. H. Allen had purchased the services of R. Wadd of Syston and had formed the Soar Valley Bus Company Ltd to operate them. At the time of acquisition of Leicester Green, Midland Red took over the whole of the goodwill of the Soar Valley Bus Co. Ltd. (wholly owned by Allen) with routes to Queniborough, Gaddesby and Melton. Midland Red also took over two of Allen's own services between Leicester and Newtown Linford, via Glenfield and via Anstey Gorse.

In consideration of the above two acquisitions, Midland Red handed over to Allen the Leicester and Loughborough service via Mowmacre Hill and Woodhouse Eaves which had been joint Leicester Green and Allen and never a Midland Red route and secondly the Leicester and Loughborough via Mountsorrel service; in this case Midland Red retained their existing share of the route and Allen increased his by absorbing the Leicester Green portion. The effect of all this was to



Albion JF 4873 seen again on 1 November 1936. The speedy modifications made by Midland Red can be easily identified compared with the previous view. Note the condition of the front offside tyre. - Kithead Trust

leave BMMO in sole charge on the important Leicester Syston road.

Finally it should be mentioned that Leicester & District had run seasonal long distance services to Cleethorpes, Mablethorpe, Hunstanton, Yarmouth and Blackpool and also held excursions and tours licences, all of which passed to Midland Red.

Twenty-three vehicles were taken over from Leicester & District. Seventeen of them ran into the Church Gate garage as usual on Saturday 31 October 1936 and were at once de-licensed but the six best vehicles (all the 6-cylinder ones) ran into Southgate Street at the end of service. It is recorded that a bus load of painters and body builders was sent from Carlyle (Midland Red's Central Works in Birmingham) and arrived at Southgate Street at 9.45 am next morning.

They at once commenced painting out the Leicester Green monograms, which were replaced with 'Midland' names on the green livery. The buses were also fitted up with 'destination board brackets, conductors' ticket rack shelves, standard transparencies, etc.' 'Transparencies' presumably means the Midland Red stencil service number display but the term is unfamiliar. They retained their Leicester & District fleet numbers. Photographs were taken at Southgate Street to record this speedy transformation and in the background of one view, double-deck HA 9432 is visible, showing 'PRIVATE'. Since this was a Birmingham based bus, it seems more than likely this vehicle had brought the workers and equipment from Carlyle. One can imagine

the lower saloon being filled up with the necessary equipment and supplies with the men enjoying the trip in the smoke-filled upper deck!

The first Midland Green went out on service on L16 Leicester Suburban Circle on the Sunday afternoon 1 November and there were two in service on the Monday, one on L16 (Wigston - Humberstone) and one on L20 (Humberstone Lane). It seems likely that they were kept off the heavier trunk routes. Although one imagines they did not stray from Southgate Street, RY 8687 was recorded in Birmingham on service 162 (Leicester-Nuneaton-Coleshill-Birmingham) on 17 December 1936. The timetable suggests that Leicester buses only worked through on Saturdays and Sundays, and as 17 December was a Thursday, this may indicate that the bus was then working from Nuneaton.

Two of the 4-cylinder vehicles were disposed of promptly to J.W. Campbell Ltd of Pitsea. They perhaps knew of the opportunity from Gerard as he had sold them a Bean some years earlier. The remainder were sent to associated company, Northern General Transport Co. Ltd, at Gateshead as it was considered that Albions stood a better chance of finding buyers in that area than in the Midlands. Northern General received 10%

commission on each sale and also made an extra few pounds by repainting some of the buses in their new owners' liveries. The six Midland Greens were withdrawn in September 1937 and soon followed the other buses to Gateshead for disposal on the same terms.

With the purchase of the Leicester Greens the worst of the competition in the Leicester area had been overcome and from 1937 onwards the rate of acquisitions slowed down although it was not until 1955 that BMMO finally gained control of the Loughborough Road with the purchase of the services of Prestwells, Kemp & Shaw and C. H. Allen.

Acknowledgments

This article draws heavily on that prepared by Christopher Davis for private circulation. Much information was also obtained from the reminiscences of Raymond Tuft which were published more than fifty years ago in the Midland Red Staff Bulletin. The table of businesses purchased was compiled by the late Peter Hardy and published in the Omnibus Society/PSV Circle fleet history published in 1959. Other detail derives from Midland Red records now in the custody of the Kithead Trust.

Appendix 1

Operators providing competition on the different routes.

Route	Operator
Syston, Rearsby and Gipsy Lane	Pole, Smith, Wadd, Godwin, North, Moore, Thornton and Patrick
Hungarton	Hinks
Scraptoft and Billesdon	Toone, Bull and Grey
Ilston	Errington
Oadby, Great Glen and Fleckney	Clark, Clowes, Reeves, Peberdy, Chapman, Hames and Simpkin
Arnesby and Welford	Wallis, Snutch, Miller, Bond, and Bromley
South Wigston and Countesthorpe	Lewitt, Hunt, Chambers and Underwood
Blaby and Broughton Astley	Hall, Neale, J. Jarratt and J. E. Jarratt
Countesthorpe and Dunton Bassett via Blaby	Chambers and Mrs Hall
Walton	Allen, Cheney
Enderby, Narborough and Croft	Clark, Phillips, Smith and Mold
Sapcote	Brown and Haines
Thurlaston	Mrs Wright
Hinckley	Leicester & District and Woodward of Barwell
Barlestone	Gibson Bros, Deacon & Hardy
Kirby Muxloe and Bagworth	Foreman, Cooper, Wheeler, Liddington, and Peters
Glenfield and Ratby	Astill & Jordan, Hylton & Dawson, Peach, Wood and Jordan & Sons
Groby, Markfield and Coalville	T. H. Smith, Warner, Brown, Whetton, St. Saviours, Red Rambler, Moore, Smith of Stanton, Hamblin, Carrington and Shaw
Ibstock	Bircher, Windridge Sons & Riley, Hipwell, Black and Saunt
Anstey and Bradgate	Moore, Mason and Hutton
Woodhouse	Leicester & District, C. H. Allen and Prestwell's Garage

Route	Operator
Sileby	Squires, Hayward, Harris and Bott
Birstall and Loughborough	Leicester & District, C. H. Allen, Kemp & Shaw, Boyer, Housden, Squires of Rothley, Trent Co., Branston and Howlett

Appendix 2

Operators derived from Raymond Tuft's recollections of services and businesses acquired at Leicester between 1928 and 1936

Route	Operator
Syston, Rearsby and Gipsy Lane	Pole, Smith, Wadd, Godwin, North, Moore, Thornton and Patrick
Hungarton	Hinks
Scraftoft and Billesdon	Toone, Bull and Grey
Ilston	Errington
Oadby, Great Glen and Fleckney	Clark, Clowes, Reeves, Peberdy, Chapman, Hames and Simpkin
Arnesby and Welford	Wallis, Snutch, Miller, Bond, and Bromley
South Wigston and Countesthorpe	Lewitt, Hunt, Chambers and Underwood
Blaby and Broughton Astley	Hall, Neale, J. Jarratt and J. E. Jarratt
Countesthorpe and Dunton Bassett via Blaby	Chambers and Mrs Hall
Walton	Allen, Cheney
Enderby, Narborough and Croft	Clark, Phillips, Smith and Mold
Sapcote	Brown and Haines
Thurlaston	Mrs Wright
Hinckley	Leicester & District and Woodward of Barwell
Barlestone	Gibson Bros, Deacon & Hardy
Kirby Muxloe and Bagworth	Foreman, Cooper, Wheeler, Liddington, and Peters
Glenfield and Ratby	Astill & Jordan, Hylton & Dawson, Peach, Wood and Jordan & Sons
Groby, Markfield and Coalville	T. H. Smith, Warner, Brown, Whetton, St. Saviours, Red Rambler, Moore, Smith of Stanton, Hamblin, Carrington and Shaw
Ibstock	Bircher, Windridge Sons & Riley, Hipwell, Black and Saunt
Anstey and Bradgate	Moore, Mason and Hutton
Woodhouse	Leicester & District, C. H. Allen and Prestwell's Garage
Sileby	Squires, Hayward, Harris and Bott
Birstall and Loughborough	Leicester & District, C. H. Allen, Kemp & Shaw, Boyer, Housden, Squires of Rothley, Trent Co., Branston and Howlett

Businesses acquired at Leicester between 1928 and 1936:

Date	Operator	Route
1 December 1928	J. Weston, Syston	Syston - Leicester
31 January 1929	V. J. Wheeler, Kirby Muxloe	Bagworth - Leicester
25 February 1929	J. Lewitt, Countesthorpe	Countesthorpe - Leicester
4 March 1929	J. A. Smith, Enderby	Enderby - Leicester
18 Mar. 1929	T. Haines, Huncote	Sapcote - Leicester
28 March 1929	C. W. Moore, Anstey	Anstey - Leicester
1 October 1929	J. W. Jarrett, Blaby	Blaby - Leicester
26 October 1929	J. Foreman, Leicester Forest East	Leicester Forest East - Leicester
1 January 1930	R. Mould, Enderby	Enderby - Leicester
4 February 1930	J. Liddington, Bagworth	Leicester - Bagworth - Coalville
25 March 1930	H. Hunt, Countesthorpe	Countesthorpe - Leicester

Date	Operator	Route
25 March 1930	G. W. Woodward, Barwell	Hinckley - Leicester
12 April 1930	F. A. Hall, Dunton Bassett	Dunton Bassett - Leicester
30 September 1930	H. Peters, Thornton	Leicester - Bagworth - Coalville
24 December 1930	A. A. Cooper, Walton	Leicester - Lutterworth
1 January 1931	W. Wallis, Shearsby	Leicester - Mowsley
1 March 1931	T. J. Miller, Welford	Leicester - Welford & Husbands Bosworth
25 March 1931	J. H. Squire, Rothley	Leicester - Loughborough
20 May 1931	J. E. & A. M. Jarratt	Blaby - Leicester
24 June 1931	F. Preston, Kirby Mallory	Leicester - Peckleton
28 September 1931	F. Hall & Co., Broughton Astley	Broughton Astley - Leicester
28 December 1931	A. Clarke, Oadby	Oadby - Leicester
28 March 1932	A. Underwood, Jnr., Sth Wigston	South Wigston - Leicester & Lutterworth
16 April 1932	W. Bond, South Kilworth	South Kilworth - Leicester (and other routes)
1 May 1932	J. Bland, Grantham	Leicester - Grantham (joint with LRCC)
6 June 1932	H. Bircher, Ibstock	Heather - Leicester (and other routes)
11 June 1932	C. S. Peach, Glenfield	Glenfield - Leicester
12 June 1932	J. C. Peberdy, Fleckney	Fleckney - Leicester & Market Harborough
27 June 1932	A. W. Wetton, Coalville	Whitwick - Leicester
1 July 1932	J. W. Jordan & Sons, Ratby	Leicester - Ratby
20 February 1933	J. W. Neale, Cosby	Leicester - Lutterworth
20 February 1933	L. Wood & Son, Ratby	Ratby - Leicester
20 August 1933	A. Underwood, South Wigston	Leicester - Walton
1 March 1934	L. H. Pole & Sons, Syston	Leicester - Hoby - Melton
1 March 1934	W. C. Smith, Syston	Leicester - Thrussington
25 March 1934	C. W. Bishop, Asfordby	Leicester - Melton
1 October 1934	Mrs A. M. Wright, Thurlaston	Thurlaston - Leicester
5 January 1935	J. Chapman, Fleckney	Fleckney - Leicester
1 February 1935	E. A. Hames, Oadby	Oadby - Stoneygate Tram Terminus
23 November 1935	T. H. Smith, Groby	Leicester - Groby (part)
30 December 1935	R. Phillips, Enderby	Enderby - Leicester
1 March 1936	R. H. Reeve, Fleckney	Fleckney - Leicester & Market Harborough
1 March 1936	A. V. Simkin, Hallaton	Hallaton - Leicester & Market Harborough
28 September 1936	H. Fowkes, Ibstock	Heather - Leicester (also Ibstock - Coalville)
21 May 1936	J. E. Ball, Hugglescote	Bagworth - Leicester

Appendix 3

Leicester and District Bus Company (The Green Bus Service) fleet as at date of sale to Birmingham & Midland Motor Omnibus Co. Ltd 30/10/36 with subsequent disposals.

Fleet No.	Reg. No.	Make	Chassis No.	Body Make	Body Type/Seating	Date New
?	BC 9190	Albion PC24	4024H	Dodson	B14F	July 1924
70	HS 4208	Albion PJ24	4141G	Duple	B20F	March 1926
42	RY 4519	Albion PK26	5031C	Dodson	B26F	April 1927
51	RY 4520	Albion PM28	7006A	Northern Counties	B32F	April 1927
49	RY 4656	Albion PK26	5038L	Dodson	B26F	May 1927
?	RY 4830	Albion PM28	7009C	Dodson	B32F	May 1927
52	RY 4983	Albion PFB26	5031H	London Lorries	B24F	June 1927

Fleet No.	Reg. No.	Make	Chassis No.	Body Make	Body Type/Seating	Date New
?	RY 5862	Albion PM28	7018C	Northern Counties	B32F	January 1928
?	RY 5863	Albion PM28	7018D	Northern Counties	B32F	January 1928
?	RY 6117	Albion PM28	7091C	Northern Counties	B32F	March 1928
55	RY 6187	Albion PM28	7026F	Dodson	B32F	March 1928
56	RY 6188	Albion PM28	7026G	Dodson	B32F	March 1928
57	RY 6189	Albion PM28	7026H	Dodson	B32F	March 1928
58	RY 6190	Albion PM28	7026I	Dodson	B32F	March 1928
61	RY 7961	Albion PM28	7040D	Northern Counties	B32F	March 1929
62	RY 7962	Albion PMA28	7044K	Northern Counties	B32F	March 1929
60	RY 8686	Albion PR28	7049C	London Lorries	C32R	July 1929
63	JF 187	Albion PMB28	7062B	London Lorries	C32R	June 1930
65	JF 188	Albion PMB28	7061L	London Lorries	C32R	June 1930
66	JF 298	Albion PKB26	5092F	Burlingham	C26F	June 1930
64	JF 335	Albion PMB28	7064D	London Lorries	C32R	July 1930
68	JF 4873	Albion PV70	11507I	Duple	C35F	July 1933
69	JF 4874	Albion PV70	11507L	Duple	C35F	July 1933

Notes:

- BC 9190 Originally had a CH15 body by Robert Rogerson & Company, Glasgow; date re-bodied is not known.
- HS 4208 Originally registered by Albion Motors Limited, Glasgow, presumably for use as a demonstrator. It passed to Parris Garage in May 1926. The original body details are not known. It received the new Duple body in 1934 (makers body no. 4357).
- RY 4519 Originally registered by Albion Motors Limited, Glasgow, presumably for use as a demonstrator. It passed to Parris Garage in May 1926. The original body details are not known.
- RY 4983 Albion records show that a Cowieson body was allocated when the chassis was built. It is not known whether this was altered or whether there was a subsequent body change.
- RY 7962 Albion records show that a Cowieson body was allocated when the chassis was built. It is not known whether this was altered or whether there was a subsequent body change.
- JF 4873-4 Had Duple body numbers 3698-9 respectively.

Disposals:

- BC 9190 Hissett & Toward, Lanchester, County Durham 19/7/37; later a farm hut at Pigdon, Northumberland.
- HS 4280 J.W. Campbell & Sons Ltd, Pitsea, Essex 21/11/36; last licensed 1938.
- RY 4519 G.H. Maude, Barnard Castle 8/3/37; later Mrs S. Brown (?showman), Winchester and last licensed 11/47.
- RY 4520 J.W.L. Nichols, Middlesbrough 6/39; unknown owner Newcastle 8/39; later goods of J.S. Baxter, Gateshead and last licensed 9/51.
- RY 4656 J. Nicholson & Sons, New Washington, County Durham 6/3/37, last licensed 12/38; broken up 10/39.
- RY 4830 J. Dixon, Wolsingham, County Durham 10/38.
- RY 4983 F.J. Woodward, Esh Winning, County Durham 11/36; United Automobile Services Ltd, Durham 14/7/38, numbered AL4.16; withdrawn 9/38; J. Smith (dealer), Middlesbrough 8/39; scrapped 5/43.
- RY 5862 J.W.L. Nichols, Middlesbrough 5/39; unknown owner East Riding 5/39.
- RY 5863 J.S. Mowbray, Lanchester, County Durham 29/11/37; last licensed 12/45.
- RY 6117 R. Dixon, Snr, Annfield Plain, County Durham 30/7/37; last licensed 12/42.
- RY 6187 William Watt & Son, Seaton Burn, Northumberland 10/3/38 but not licensed.
- RY 6188 H.E. Hope, Chester-le-Street 10/3/38; licensed 8/38; later goods of Hampton, Rugeley, Staffordshire and last licensed 12/53.

Disposals:

- RY 6189 William Watt & Son, Seaton Burn, Northumberland 10/3/38 but not licensed.
- RY 6190 J. Dixon, Wolsingham, County Durham 22/3/38; reported scrapped 6/38.
- RY 7961 J.W. Campbell & Sons Ltd, Pitsea, Essex 21/11/36; later W. West, Coventry and last licensed 12/66.
- RY 7962 Langley Park Motor Company (Gypsy Queen), Langley Park, County Durham 3/5/37 (per BMMO records); A. Testo, Spennymoor, County Durham 5/37 (per motor tax records); showman by 1951; last licensed 9/53.
- RY 8687 Unknown owner 9/39; unknown owner Northumberland 12/39; Secretary of State (probably Home Office) and last licensed 12/41.
- JF 187 Unknown owner 9/39; unknown owner Northumberland 12/39; Secretary of State (probably Home Office) and last licensed 12/41.
- JF 188 C.T. Hammel, South Moor, Stanley, County Durham 12/37 (per BMMO records); J. Gardiner (Gardiner Bros), Spennymoor, County Durham 12/37 (per motor tax records); last licensed 12/45.
- JF 298 Bedlington Coal Company, Bedlington 9/39; Wallsend Motor Company, East Wallsend; last licensed 6/42 and scrapped by 6/43.
- JF 335 Unknown owner 9/39; Walker, Newburn-on-Tyne as goods 11/39; last licensed 9/43.
- JF 4873 J. Colpitts, Annfield Plain, County Durham 6/38; later fitted new Burlingham C33F body and re-registered FWF 601 for J. Boddy and Son, Bridlington into service 1/49; withdrawn 4/51.
- JF 4874 J.E. Hunter (Safety Coaches), Tantobie, County Durham 1/38; last licensed 12/49.

A Tale of Two Pirates

Tim Axten

Essex is not unique in being a county of contrast: joined to London in the south, heavily built and industrial, rural in the North, bringing extremity in life-style from the city gent to carrot cruncher. Many miles from the metropolis sits the market town of Halstead in the north-west corner of Essex. Here, Harry Griffiths was landlord of the Royal Oak public house situated at the bottom of Market Hill in full view of the Bull Hotel, and the starting point of most of the town's early operators.

From the bay window of his pub, Harry looked upon a growing crowd awaiting Blackwell's already established service to Colchester. When enough people had gathered, Harry sent forth his bus to scoop up the passengers and whisk them off before the Blackwells bus arrived. Bernard Briers drove the bus and later became a driver then inspector at Eastern National, Halstead Depot, in the days when each garage had a full complement of staff. Harry became a local Traffic Superintendent, having sold out to Eastern National in the late 1930s, by which time a regular service had been imposed upon him by the Traffic Commissioner.

A more recent and certainly more colourful chapter in north Essex piracy leads us to the activities of Arthur G Frost, a former Eastern National Rippingdale and Corona driver who invested in a coach of his own, took a job at Portways foundry where the famous Tortoise stoves were made and later became landlord of the White Horse Inn. Every Saturday afternoon a service

was operated to Colchester United Football Club home games with, of course, fares paid on the coach. Although this journey escaped scrutiny and ran for many years, the following service did not.

In 1964, Eric Axten, or to us, Pater, took control of Eastern National Halstead Depot. From the office window, he saw Arthur's coach coming down Market Hill and the following week saw it again. Now suspicious, an investigation began. The Halstead Chamber of Commerce had investigated the journey which ran about 3 miles from Colne Engaine into the town, one return journey per week. Having complained to a shopkeeper and found what he needed to know, he further set about making the case against, being required to observe, follow and ride on the journey. The first two were easy and when he followed the coach it was being driven by its proprietor and by consequence knew each other. When the coach pulled up outside the Bull Hotel, Arthur leapt from it and shook his fist at the passing car.

Riding on the coach was the next job, for father parked away from the starting point and walked towards the coach after it had begun to load. He boarded, parted with six-pence and sat at the rear to observe. Len, a regular driver became suspicious and when a man got on made surreptitious signs in an attempt to find out who the passenger at the back was. The response was not inconspicuous, turning his head the man stared hard and said loudly, 'Dunno - never seen him before'.

At the traffic court, Arthur said he got a good load that the National did not. He was asked what fare was charged and replied six-pence. It was soon established

that this was a return fare and the company charged that for a single. The court agreed that this was not a viable fare and ordered the withdrawal of the service.

Members' Forum

Bus posting boxes

from Ken Swallow

The post-box on the back of a Crosville Llandudno-based Bristol L, recalled in the late 1950s by Graham Westcott, was being provided at that time on a service to Eglwysbach.

A November 1957 letter to me from the General Manager, W J Crosland Taylor, makes it fairly clear that Eglwysbach was the last of his company's routes to carry a post-box. I have always assumed it was provided on what was then the 407 service from Llandudno (which became the M11 in the July 1959 renumbering and which is now Bws Conwy 25 operated by Arriva). Other possibilities could have been the 416 from Colwyn Bay (later the M24) and maybe also the Llanrwst market days and fair days service. The date of withdrawal of the Eglwysbach post-box facility seems to have escaped notice - unless of course one of our members knows better.

from T.B. Maund

I thought you might like some more detailed information on the above. Many Lancashire towns had this facility which was originally introduced on trams. All three of the Merseyside towns which ran public transport provided this service.

In Liverpool it started in 1926 and the boxes were affixed to the front dash plates of trams on selected routes timed to arrive in the city centre between 10.00 and 10.30pm. The boxes were delivered to the tram depots by Post Office vans making the 6.30pm collections from suburban post boxes. Both Birkenhead and Wallasey Corporations provided similar facilities between 1927 and 1936, at first on trams, only later on buses. The object was to provide a later collection than the 8.30pm collection.

In the Cheshire towns, the councils received £4.00.00 per box for storing the boxes at the bus inspectors' offices at the ferries. Only certain buses were equipped with the necessary fittings to attach the boxes to the rear panels of the buses, so care had to be taken to allocate the properly fitted buses to the correct duties. At Birkenhead

CROSVILLE MOTOR SERVICES LIMITED

CHESHIRE PRIVATE HIRE DEPT.
AND CITY INDUSTRY OFFICE
18 NORTHGATE STREET
TELEPHONE: 3451

DIRECTORS
F. P. ARNOLD CLARKE
L. W. ARNOLD
W. J. CROSLAND TAYLOR, M.C.
J. S. GAVIN
DAVID BLUE CBE

ALL COMMUNICATIONS
MUST BE ADDRESSED TO
THE COMPANY AND NOT
INDIVIDUALS

SURVEY WJCT/GDS
FOUR PER

P.O. BOX No. 15

CRANE WHARF

CHESTER

HEAD OFFICE:
CRANE WHARF, CHESTER
TELEPHONE: 3451 (10 LINES)
TELEGRAMS:
CROSVILLE, CHESTER
GENERAL MANAGER:
W. J. CROSLAND TAYLOR, M.C.

8th November, 1957.

K. W. Swallow, Esq.,
1, Moldraze Road,
LIVERPOOL, 15.

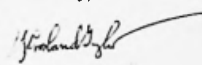
Dear Mr. Swallow,

I well remember the post boxes but it was a long time ago and I am afraid that no record has been kept as to how many there were.

They were chiefly operated on country journeys and were not at the terminal points by a postman who had the key of the box. A reel was paid per box and we still have one in operation, as you say at Eglwysbach.

I am so sorry I cannot tell you any more.

Yours sincerely,



The letter from Mr W.J. Crosland Taylor sent to Ken Swallow on 8 November 1957 regarding the use of post boxes on buses. - Ken Swallow

Woodside ferry a postman would empty the boxes into a sack and run down to the steamer. At Liverpool Pier Head, he would dash up to the landing bridge and hand over his sack to a waiting Post Office employee who would take it the short distance to the main Post Office in Victoria Street. He would then try to catch the same steamer back to Woodside after its three minute layover.

These facilities were withdrawn in 1935/6 when 9.30pm collections were introduced from selected post boxes in the suburbs.

There was a similar service on Ribble buses on some rural routes into Wigan, which lasted until the early months of the 1939-45 war.

Soudley Valley Coaches

from Tim Axten

In addition to the book review for Soudley Valley Coaches, (J61), those with a specific interest in that area may wish to refer to 'The Forest of Dean Branch, Vol.1' by Ian Pope and Paul Karau, a Wild Swan 1992 publication, which includes a short piece about the Bevan Brothers, pictures of vehicles and an early image of their garage.

Turnpike Accounts

Roy Larkin

This document, signed by John Brown, General Clerk, Edinburgh, 1 October 1867, and which was recently acquired shows the accounts for turnpike roads in four Edinburgh Districts

GENERAL ABSTRACT

OF

THE ACCOUNTS

OF THE

FOUR ROAD DISTRICTS IN THE COUNTY

OF EDINBURGH.

FROM

WHITSUNDAY 1866 TO WHITSUNDAY 1867.

Comparative State of the Debt of the several Districts at Whitsunday 1866 and Whitsunday 1867.

District	1866	1867
	£ s d	£ s d
Lasswade and Wraithouses	no record	no record
Dalkeith and Postroad	3,072 9 0	2,672 5 7
Cramond	no record	no record
Calder, Slateford and Corstorphine	395 4 4	687 6 6
	3,467 13 4	3,359 12 1

Charge

	District	Ordinary Revenue of the Year	Money Drawn from Cash Account More Than Paid In	Miscellaneous Receivings	Totals
		£ s d	£ s d	£ s d	£ s d
1	Lasswade and Wraithouses	5,335 19 10	42 0 6	569 10 0	5,947 10 4
2	Dalkeith and Postroad	5,591 18 0	139 17 9		5,731 15 9
3	Cramond	3,372 14 5	37 8 8	80 0 0	3,490 3 1
4	Calder, Slateford and Corstorphine	6,614 15 5	687 6 6	329 4 4	7,631 6 3
		20,915 7 8	906 13 5	978 14 4	22,800 15 5

Discharge

	Expense of Ordinary Repairs, Including Surveyors' Salaries	Interest	Expenses of Management		Extra Expenses		Amount of Sinking Fund Paid into Bank or Debt Reduced	Totals
	£ s d	£ s d	General clerk	District Clerk	Improvements	Miscellaneous	£ s d	£ s d
1	3,882 11 6	34 6 6	53 1 8	78 6 4	1,405 8 6	493 15 10		5,946 10 4
2	3,957 11 8	156 4 1	54 3 3	73 11 4	328 17 2	621 6 2	540 2 1	5,731 15 9
3	2,613 12 7	16 16 8	34 5 3	54 18 11	612 9 3	148 0 5		3,490 6 3
4	4,504 14 0	84 10 0	61 16 0	110 4 4	1,735 0 3	722 11 8	412 10 0	7,631 15 5
	14,958 9 9	301 17 3	203 6 2	317 0 1	4,081 15 2	1,985 14 1	952 12 1	22,800 15 5

Book Reviews

LYTHAM ST ANNES TRANSPORT

Harry Postlethwaite

Venture Publications Ltd, 128 Pikes Lane, Glossop,
SK13 8EH

ISBN 978 190530 4288

128 pages, illustrated, £16.95

Harry Postlethwaite has assembled an impressive collection of photographs and historic documents to illustrate this history of the tramways and bus services in this Lancashire seaside town. British municipalities saw a number of changes in the ownership structure of their transport concerns through the 20th century, but Lytham St Annes seems to have been even more affected by this phenomenon than most.

What started in the 1890s as the Blackpool, St. Annes and Lytham Tramways Company Limited evolved over the century to become Fylde Transport Ltd in January 1994, only to be sold just four months later to the municipally-owned Blackpool Transport Services Limited. However, it will be best remembered as Lytham St Annes Corporation, which took over the tramway from St Annes on the Sea Urban District Council in 1922, and bought its first buses the following year.

In an era when many tramways were still horse-drawn, the Lytham firm used town gas to power its first 20 tramcars. They carried German-built Otto gas engines under the seats on one side of the lower saloon, with a large flywheel between the engine and the outside panelling. Because they were not a resounding success there was a brief flirtation with horse-drawn cars, but the gas trams survived until a gale that demolished the main depot in 1903 buried 13 of them beneath the rubble.

Within months there was a brand new fleet of 30 electric cars, which plied between Lytham and Blackpool, with which the corporation agreed on through running powers. An unusual feature of the Lytham fleet was the addition in 1905 of ten open-sided 'crossbench' double deck cars.

Harry Postlethwaite's book boasts a fine line-drawing of one such car inside its front cover.

Lytham's first double deck buses arrived in the mid-1930s, ready to take over completely from the trams in 1937. With above 200 photographs, more than 30 of them in colour, the book richly illustrates the mostly Leyland fleet of buses that worked for the corporation and its successor, Fylde Borough Transport.

With deregulation in 1986 Fylde initially believed it

would need no more than 32 vehicles, but it found that with contract work and the acquisition of a local coaching firm, it could still employ a substantially larger fleet.

The first half of the book is devoted to the history of the concern, with most of the remainder devoted to photographs of Lytham trams and buses. Harry Postlethwaite describes the various arrangements over the years for interworking with Blackpool Corporation. Appendices give details of bus routes at different periods and fleet lists of both trams and buses. The tram routes are fully covered by maps within the text in the first half of the book.

The book is no. 20 in Venture Publications' Super Prestige Collection.

Andrew Waller

The Road Haulage Industry

Chris Woodcock

Shire Publications, Midland House, West Way, Botley,
Oxford, OX2 0PH

ISBN 13 978 0 7478 0 7735 56pp £5.99

For an organisation such as ours, it is gratifying to find road haulage as the subject of a new title in the widely available Shire Album series. Its author is well known as a writer on road haulage, whose writing has the benefit of long practical experience in the industry, as illustrations on pages 52 and 55 testify. His Warwickshire/West Midlands links are similarly represented on pages 31, 35, 44, 52 and 53. This Album is indeed a personal take on the industry: the reader will look in vain for references to the growth of TDG, the rise of Eddie Stobart, mechanical handling, container traffic and the role of Felixstowe in its growth with the consequent public conception of the juggernaut, or the activity of the RHA and trade unions.

Nonetheless there are good reasons to buy and read Woodcock's work. He sets road haulage in its wide historical context and gives due attention to the demands placed on it by war and consumer trends, for example. The evolution of the lorry runs throughout the work, beginning with a thorough examination of the role of the steam road vehicle and its inevitable, though gradual replacement by the petrol and then diesel lorry. The author is particularly strong on the driver's life and the skills and endeavour needed, not only by drivers, but also by the entrepreneurs. BRS is given its due and it is good to read praise of what many feared or resented.

This Shire Album is unusual in not having suggestions

for further reading; perhaps one of the three pages on transport cafes could have been sacrificed for the inclusion of such an aid to the reader.

Richard Storey

Destination Western Front

– London's Omnibuses Go to War

Roy Larkin

Published by the author, PO Box 7375, Tadley,
RG26 9DS or from www.historicroadways.co.uk
ISBN 978 0 9565014 0 0. 80pp. £9.95 plus £1 p&p

This book will be of great interest to those whose forebears saw service in France and Belgium during WW1. In five short chapters, packed with detail and accompanied by over 100 contemporary photographs reproduced to a high standard, the author has been able to describe the background as to why the London buses were employed and what would have been the common experience of so many men. Many of the photographs have come from the London Transport Museum Collection. There is also an excellent map of the battle area, showing the relative locations of many familiar place-names.

The first chapter describes the relationship between the LGOC B-type and the Daimler B-type of bus. The second chapter traces the progress of the War Office interest in motor transport in the years leading up to the 1914 outbreak of war. The next, and most detailed chapter, contains numerous examples of first-hand accounts about the deployment of the buses in active service at the Front and the men who not only rode in them, but more importantly those who maintained and drove them in appalling conditions. The fine balance between using the vehicles as buses, or converting them to lorries is discussed.

The reader is then taken back to the Home Front to learn more about how essential bus services were maintained in London while so many vehicles and men were away at the Front. Several bus garages were commandeered by the War Office and women were employed to replace men serving in the armed forces.

The last chapter describes the development of what became the AEC Works at Walthamstow from 1907 and throughout the war years. The Works had links with the UK Daimler company from 1913 to 1917 and came under Government control in 1915, when travelling workshops were also produced.

There is a Bibliography, which lists the sources consulted and it should be noted that, for the first time in a work of this kind, use has been made of the Army Service Corps Archives. There is no index.

There is an interesting thread in the second chapter

which would be worthy of deeper study, perhaps by a member of the R&RTHA. This is the connection between the Liverpool Self-Propelled Traffic Association's Trials from 1898, the Government's Mechanical Transport Committee, the War Office Trials and the War Office Subsidy Scheme, all of which involved but were not confined to London vehicles.

There are a few factual statements where it would have been helpful to know the reliability of the source; a couple of instances being: the references to the precise figure of 1,185 buses sent overseas (e.g. p.54) and the assumption that LGOC B-type buses were classified as Subsidy Scheme Class B (30-cwt) vehicles (p.23).

It would have been interesting to read more about the role of Naval Mechanical Road Transport Section in this period, while some information about how the buses were taken across the English Channel would have filled in a useful piece of the story. The chapter on 'The Home Front' is useful as background material in this book, but describes only parts of a much wider picture of the period and should not be taken as a complete record. For instance, no reference is made to the six-figure payments from the Ministry of Munitions to the LGOC in 1917-8.

Despite these small criticisms, which will only be of concern to the serious in-depth students, the reader will put the book down feeling that it has given the truest account so far - free from the many myths that have been accepted as fact for so long.

Tony Newman

Progress from Lincoln 1959-2009

Adrian Henson

Venture Publications, 128 Pikes Lane, Glossop,
SK13 8EH

A4 portrait, 80pp, laminated card covers.
ISBN 978 1 905304 29 5 £7.50

Vehicle preservation really started to take off in the 1950s and now forms a substantial part of our transport history. As well as reading about vehicles or looking at photographs, there are a number of museums and the like where we can go to see the real thing. Although there are many books about vehicle makes or particular operators there have been few about preservation activities as such. This is therefore an unusual book and a very welcome one. It recounts the story of the Lincolnshire Vintage Vehicle Society (LVVS) over the past half century.

There have been trials and tribulations in the course of developing one man's idea in 1959 into a flourishing society but by and large this is an ongoing success story for a comparatively small group of individuals not afraid to invest for the future when necessary, as

demonstrated by their early purchase of a plot of land for a permanent base. It has to be said that a kindly disposed local authority and friendly local operators must have eased their task compared with some projects elsewhere. Today the LVVS is a Registered Museum with a collection of buses, commercial vehicles, cars and motor cycles housed in an exhibition hall open on Sundays all year round and in the week during the summer months. The society's vehicles frequently participate in open days and other events off site bringing the LVVS to the notice of a wider public.

In a very readable way, *Progress from Lincoln* tells how this has been achieved and we are even given a hint of the society's intentions for the future. The book is printed on glossart paper and is copiously illustrated with excellently reproduced photographs (many in colour). Last but certainly not least, it is sensibly priced.

Peter Jaques

Alton's Motor Traders. A Century of Service.

Part 1 – The Town Centre, Anstey and Butts Road

Part 2 – East and West of the Town Centre

Norman Pointing

A5 48pp – illustrated.

Friends of the Curtis Museum.

£3.60 each from J Hurst 82 The Butts, Alton, GU34 1RD

The motor trade from repair shops and filling stations to authorised dealers, has largely been ignored in road transport history, unless as the starting point of, or adjunct to, a psv or haulage concern. This detailed study of numerous enterprises in one Hampshire town is therefore particularly welcome. As expected, the importance of cycle businesses in providing some of the roots of the early motor trade stands out clearly.

Less obvious, but perhaps to be observed in any detailed local study such as this, is the role of personal links, of family and marriage, of apprenticeship and loyal service, in the establishment and growth, evolution and in some cases inter-relations of the businesses over a century.

The reader does not have to be familiar with Alton to be fascinated by the story told: for example, in 1927 Enticknap's Alton Motor Garage advertised *inter alia* 'repairs to all kinds of steam, petrol and to electric motor lorries and stationary engines', as well as the Alton Belle Charabanc for hire. A larger and longer lasting business, F.W. Kerridge, at an early stage in its activities advertised aeroplanes (as well as cycles), claiming the Wright, Bleriot and Latham models were in stock.

Richard Storey

Letters to the Editor

Destination Blinds

Prompted by Robert Williamson's article in Journal 59, I recall some memories from earlier days. Towards the end of WWII this budding chorister used two buses to reach singing lessons (my teacher born 1869!), the second leg finding me at Lister Park Gates, on what had been Bradford CPT's initial motor bus route, sitting at the front of the upper deck whilst on layover. The route number box was temptingly accessible so I opened up and wound it to one end of the blind and back to the other end, determining that the range of numbers was 60 to 90. Probably today I would have received an 'ASBO', but got away with it, returning the display to its correct '71'.

At that time I used to make my own miniature destination box using a matchbox, a matchstick penetrating through each of top and bottom which could be twisted round in the fingers, and a long length of paper glued to them on which all the destinations were written. A notch in the front of the matchbox, cut to exactly the right size, completed the novelty.

In the 1950s I worked part-time as a conductor for the West Yorkshire Road Car Co. at Bradford. Four of the

1940 'SG-types' were available for a Shipley shuttle service 66A from West Royd Crescent to Hirst Wood. These vehicles still had the bible-type of metal indicator referred to by Robert Williamson. The plate had displays for use in each direction, so needed changing four times every hour. The Job Method was to place the right foot on the step iron, rise by straightening that leg, aim with left hand to grab a handle at the forepoint of the cab nearside window, but invariably being scalded by the radiator cap on the way; right hand to grasp a handle under the canopy, steady one self (I was glad to be 6 feet tall) and release both hands. With the right hand a sprung metal crank was rotated to release the plate and allow one to page up or down using the left hand, gently releasing the crank to re-secure the plate. The West Yorkshire Information Service, which I joined in 1951, had its own plate as shown in the photograph which was taken on 31 August 1958 shortly before the breed was retired for ever.

In the 1990s advancing cataracts made me glad for the bright yellow displays then introduced, but that's another story.....

Ted Gadsby