

Journal

No. 64

December 2010

of the

The Roads and Road Transport History Association

www.rrtha.org.uk

Ole Bill

Roy Larkin

Built in 1911, LN 4743, 'Ole Bill' is probably the most famous B-type. Commandeered in October 1914, B43 was one of the earliest omnibuses sent to France. Repatriated in 1919 and repurchased by the LGOC, it was refurbished and returned to normal service on London's streets with commemorative brass plaques in recognition of its wartime service.

On 14 February 1920, it was inspected by His Majesty King George V at Buckingham Palace. Here it became the first omnibus ever to be boarded by the King.

Retired from service in the mid-1920s, it was fitted with a new body which commemorated the part played by

the bus during the war. It proudly carries the badge of the Royal Army Service Corps (RASC). The Army Service Corps (ASC), who operated the buses in France and Flanders, had received the Royal prefix in 1918 in recognition of the ASC's wartime endeavour. Displaying the names of the great battles of the Great War, Ole Bill was then used for ceremonial duties.

Ole Bill was donated to the Auxiliary Bus Companies Association and appeared regularly at Armistice Day parades and other special events and ceremonies until 1970. The Association presented Ole Bill to the Imperial War Museum on 30 April 1970 where it now resides resplendent in the bright red livery of the 'General' fleet.



Ole Bill seen on a wet parade ground in the mid-1920s - RLC Museum

President

Professor John Hibbs O.B.E.
Copper Beeches
134 Wood End Road
Erdington
Birmingham
B24 8BN
jahibbs2@hotmail.com

Chairman

Grahame Boyes
7 Onslow Road
Richmond
TW10 6QH
g.boyes1@btinternet.com

Secretary

Peter Jaques
21 The Oaklands
Droitwich
WR9 8AD
pjaques@live.co.uk

Treasurer

John Howie
37 Balcombe Gardens
Horley
RH6 9BY
mygg37@tiscali.co.uk

Research Co-ordinator

Tony Newman
21 Ffordd Argoed
Mold
CH7 1LY
tockneenewman@gmail.com

Academic Adviser

Professor John Armstrong
Thames Valley University
St Mary's Road
London
W5 5RF

Editor

Roy Larkin
19 Burnley Close
Tadley
RG26 3NQ
01189 817924
Roy.rrtha@historicroadways.co.uk

Journal No. 65
Target date: March 2011

The 2010 subscription covers
Nos. 61 to 64

© R&RTHA and individual authors, 2010

Editorial

Welcome to the December Journal, which I hope you all enjoy.

A big thank you to all of you who responded to my editorial last time, particularly Tony Boyce and Alan Shardlow, who are very welcome as new contributors.

The response was very pleasing and several questions kept cropping up. I have tried to answer these questions on page 4. Your contributions have provided breathing space but there is no room for complacency, so I hope you will all be encouraged by my comments to contribute during 2011.

Along with your membership renewal form, you will find

enclosed a questionnaire seeking your views on the Association's activities and seeking guidance on its future role. Most questions have space provided for your comments.

The Management Committee are very keen to hear from you, so that we can make the Association relevant to your needs and also to attract more members.

Please take a few minutes to complete the questionnaire and return it along with your renewal form.

The Committee wish all of you very best compliments for the Christmas Season and a very happy and prosperous 2011.

Association Matters

NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given that the seventh Annual General Meeting of the Roads and Road Transport History Association Ltd will be held at the Coventry Transport Museum, Millennium Place, Hales Street, Coventry on Saturday 19 March 2011 starting at 11am to transact the

ordinary business of the company.

A member entitled to vote at the meeting is entitled to appoint a proxy to attend and vote on his behalf. A proxy need not be a member of the company.

Contents

Ole Bill	1
September Members' Meeting	3
From the Editor's Desk	4
Kington Turnpike Trust	5
Scottish Memories	9
Eardisland AA Box	11
News from 1950	11
A Plea for Photographs and Information	12
Members' Forum	13
Book Reviews	14
Letters to the Editor	16

Published by The Roads and Road Transport History Association Ltd - ISSN 2044-7442

A company limited by Guarantee, registered in Cardiff No. 5300873; Registered Office: De Salis Drive, Hampton Lovett, Droitwich, WR9 0QE

September Members' Meeting

Andrew Waller

The September Members' Meeting of the Association, held at the Coventry Transport Museum, once again provided a welcome chance to meet friends and especially those not seen for a while. It was pleasing to see the meeting so well attended and the wide range of interests ensured there was lively and informative discussion from the floor following each of the speakers' presentations. Members' Meetings are increasingly becoming events not to be missed.

Philip Kirk: Research into North-East Independent Bus Operators

Cups of tea with retired employees lent flavour to Philip Kirk's quest for information on the independent bus companies that thrived in Durham coal-mining villages. There was a sense of community in the area and a thirst for nostalgia. Whilst those who worked for these concerns were still alive there was a window of opportunity to record their memories. Laptop and scanner were handy items, because some are reluctant to let photographs out of their hands.

There is plenty of research into documents as well. Companies House, the Traffic Commissioners' Notices and Proceedings, local archives, big bus companies' records, enthusiasts' groups and the Internet all contribute to the picture. Writing a company history, you should try to strike a balance between people, vehicles and the services that the operators provided. Vital too was to keep the story in its wider context. What was going on in the local economy at the time? What was happening at national level that affected their business? Such histories should not just be written for enthusiasts; it is a story, but don't give the plot away at the start.

Philip's formula must have worked well: a book about Scurr's of Stillington, who never had more than six buses, sold 800 copies. When he turned his hand to Wilkinsons of Sedgfield the local library said 'why not have an exhibition?' Showing the information you have brings in more information: his 120-page book on Wilkinsons sold 1,200 copies. Since then he has published *Trimdon Motor Services, A Social History*.

Tim Smith: Stoneways

This was the first of two talks on the history of roads. Tim Smith is an industrial archaeologist who has made a study of stoneways, also known as stone tramways or tramroads. Consisting of two lines of large stone slabs with a horsepath in between, they were built in the early 19thC to enable horses to pull heavier loads than they could manage on cobbled streets. Tim Smith said there were two theories of where the idea came from to build

these stone tramways: Italian cities such as Milan, or the Pennine Causey, a similar stone way.

One of the best known was along East London's Commercial Road, between the West India Dock, Limehouse, and the Whitechapel sugar refinery. An Act of Parliament passed in 1828 authorised two stoneways along either side of the Commercial Road, but only one was built: the wagons returned empty to the docks. The stoneway was two miles long and cost £30,000 to build. It opened on 27 March 1830. Wagon drivers paid a toll to use it, but it reduced the time it took to move heavy loads of sugar cane to the refinery. A single horse could do the journey with a 10-ton load in 34 minutes, but it was reckoned that it was more efficient to move six tons per wagonload.

The granite slabs came mainly from Aberdeen and the Channel Islands. When the Commercial Road stoneway was lifted in 1871 it was found that the Aberdeen slabs had worn down to six inches, half their original depth. The Guernsey granite had stood up better to 40 years of wear and tear.

Stoneways were also to be found near the quayside in other ports, like Hull, Glasgow and Portsmouth. There was even a proposal to build one from London to Liverpool, put forward by the London, Birmingham, Holyhead and Liverpool Steam Coach and Road Company. The cost of the London to Birmingham section was put at £270,000. An experimental steam carriage made it no farther than Stony Stratford in Buckinghamshire, and the company was dissolved in 1836.

Gordon Knowles: Surrey Roads

Being strategically close to London, Surrey was historically better served with roads than many other parts of the country. Gordon Knowles told us that the London-Portsmouth road, which was turnpiked between 1711 and 1749, was always particularly significant. Although the process began in 1718 on the London-Brighton road, it was not completed until 1823. In general the county was better served with north-south roads than with east-west links. The county's first toll road, between Crawley and Reigate, opened in 1696 but it was unsuitable for carriages until 1755.

Roads were important for conveying stone from the east of the county and iron from the Weald, as well as timber which was only moved any distance in summer, when the wheels of timber wagons did not sink into the mud.

Wheeled traffic began to increase by the 17thC, and fit males had to contribute a day's labour each year to maintain the roads. The first turnpikes were established around 1653, but it was not until the 1835 Highways Act

that the responsibilities of Turnpike Trusts were codified. In 1862 Parish Councils were empowered to raise money to maintain their roads. After the railways were built in the 19thC road traffic diminished at first, until the motor age began.

Gordon Knowles told us that County Council records were very helpful to discover what happened with the development of roads - and what did not happen. In 1909 the London-Portsmouth road carried 6,500 motors, as against 2,500 horse-drawn vehicles. In 1928 it was proposed that London-Brighton should become a toll road, which never took place.

Surrey played a significant role in advocating the interests of the motorist. In 1896 John Henry Knight set up the Self-Propelled Traffic Association to campaign for the end of the Red Flag Act. This eventually turned into the Royal Automobile Club. Charles Gallup set up the Motorists' Mutual Association, later the Automobile Association, which also had its origins in Surrey.

This was the county where some of the early bypasses were built - Purley Way in 1927, and seven years later the Guildford and Godalming bypass, whose construction gave work to a large number of unemployed men. Now with the construction of a tunnel under the Devil's Punchbowl at Hindhead the A3

London-Portsmouth will be virtually up to motorway standard, with side roads for cyclists and farm tractors.

Roy Larkin: Research and the wider picture?

The historical researcher needs to remember that what happened is often not as important as why it happened. Roy Larkin cited the example of a historian's contention that in the years before World War I the British army failed to appreciate the significance of motor transport. He pointed out that while the influence of horse transport on the thinking of military leaders remained important, the army also liaised with motor manufacturers and attended trials at home and on the continent. At that time breakdowns were frequent enough to question the reliability of motor transport as against the tried and tested horse. In 1910 the Subsidy model lorry was specified, with standardised layout for pedals, gear lever etc. 'This was quite advanced thinking for 1910.'

Ken Swallow told the meeting that the editors are now checking the proofs of the *Passenger Companion*. It has 850 entries, from 140 contributors, totalling 400,000 words, and the editorial team is looking to completion next spring.

From the Editor's Desk

My editorial in the September Journal provoked several questions regarding what I am looking for by way of submissions to the Journal.

The question of 'word count' is always a popular question at meetings or by correspondence and is one I am very wary of answering. Quite simply, word count is an entirely arbitrary figure with no relevance to the story to be told. It is the story that is important - not the length of it. A short piece about a single event is just as valuable in providing the flavour of the times as the lengthy complete history of a company or interpretation of events.

Short pieces are invaluable as fillers and there is no such thing as 'too long' as lengthy works can be serialised. From a photograph with a short caption to thousands of words and everything in between, all are welcome and essential in providing a varied and historical record that also, hopefully, entertains.

A comment I often hear is whether or not a piece or writer would be considered academic enough for the Journal. Of course, detailed 'academic' work is appreciated, but is only ever part of the story. All too often the man on the Clapham Omnibus is ignored. Companies employed people, characters doing a daily job, not just managers and directors. Countries are populated by people not just legislators. History is the 'times we lived in' not just a collection of dates. Too

often history is lost as people leave us - to not record it while it is possible to do so because it is not deemed academic enough is a huge disservice to the historian of the future.

The role of the Journal today is to inform and entertain you, the member and reader. The wider role is to provide historical record for the researcher in the next 50 or 100 years. Academic papers will exist in university libraries, official papers will exist in archives, the day to day life will be found in places such as your Journal. It is the record that is important, not how academic it is. All and everything is very welcome.

I'm always asked about the deadline for submissions. Quite simply there is not a strict deadline. I aim to go to press a month before publication date. My own work commitments usually dictate whether the Journal is ready before then, or as with this one, right at the last minute. Anything that misses the deadline for this edition is a welcome start to the next edition, so send whatever you have whenever it is ready. I would much prefer a finished piece after the deadline than a rushed piece written with a deadline in mind.

The strength of the Association is the broad range of interests and knowledge of the membership. For the Journal to reflect that, it needs input from each and every one of you. Your own interest is of interest to all the members, please share it in the Journal.

Kington Turnpike Trust

Tony Boyce

In 1555 an Act of Parliament made individual parishes responsible for road maintenance. But this system was inefficient and, away from Britain's navigable rivers, the country's transport was slow, expensive and unreliable. Road conditions were abysmal, particularly during the winter. In the Herefordshire market town of Kington, for instance, the sight of a gentleman's carriage in times past was so rare that, when one did appear, curious folk followed it for a considerable distance. This, the historian W.H. Howse observed, 'they were well able to do owing to its slow progress.'

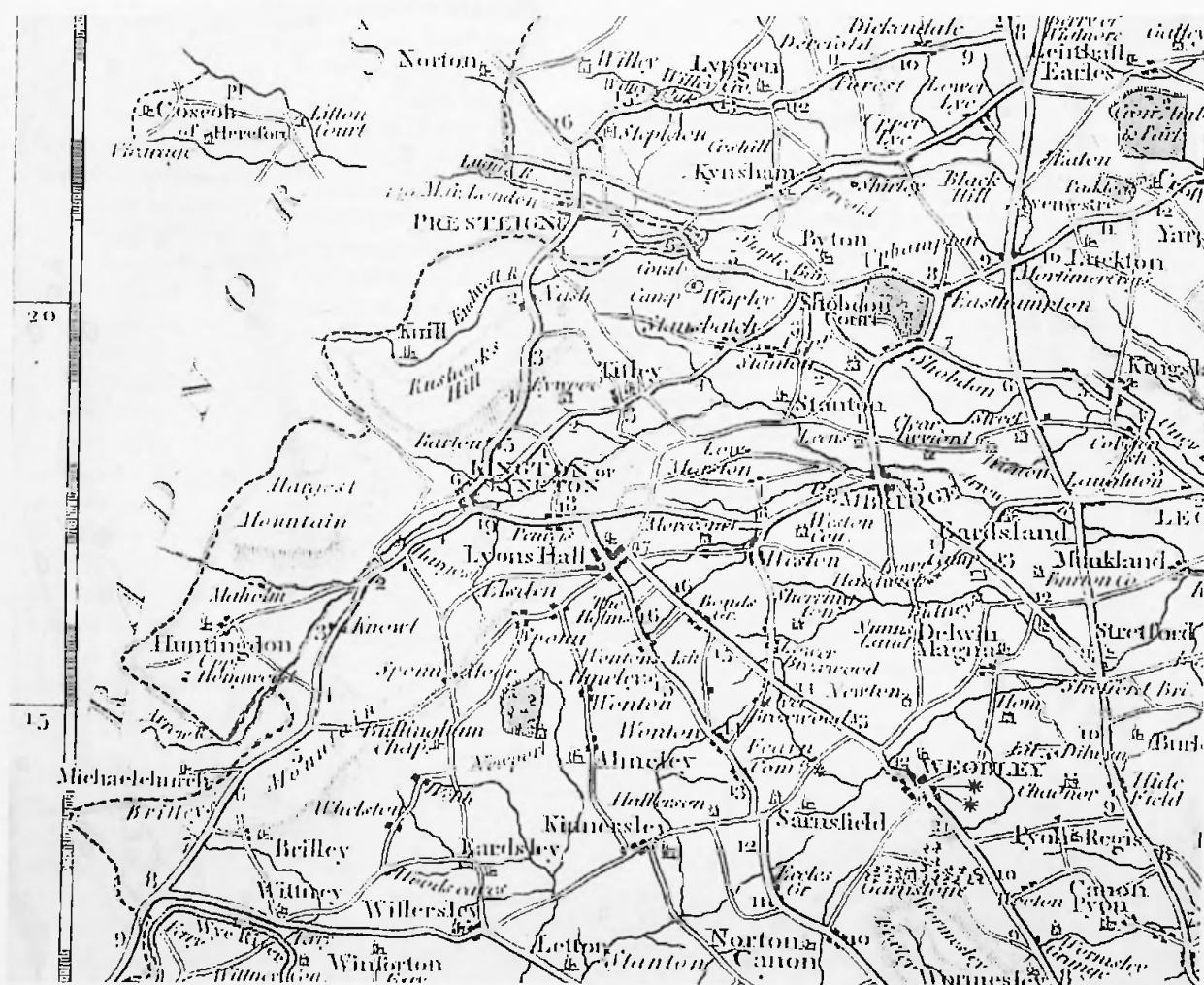
However, things began to change in the second half of the 18th century when turnpike trusts started to make urgently needed improvements. By the mid-1830s some 1,000 trusts controlled 20,000 miles of roads but, with the arrival of the railways, the second half of the 19th century saw a steady decline in their fortunes.

Kington Turnpike Trust was no exception in this respect. Established by an Act of 1756, its very early trustees included the Earl of Oxford (a local landowner), Sir John

Morgan of Kinnersley Court, John Greenly of Tittley, Rev William Bach of Kington, Thomas Prichard of Almeley parish, Henry Mason of Almeley parish, and - all from Kington - John Watkins, James Lloyd Harries, John Griffiths and Richard Hooper.

In all, according to Richard Parry in his History of Kington (1845), 86 trustees were appointed. The trust's first clerk and treasurer was John Jones of Kington, the inaugural meeting being at the White Talbot (now the Lion) in Bridge Street on 24 June 1756, although a few days beforehand the Earl had sought a postponement. This body kept going for 121 years but few of its papers seem to have survived, unlike those of some adjoining trusts.

However, in 1987 David Viner, who went on to become founder chairman of the Milestone Society, produced an article for the Woolhope Naturalists' Field Club on the subject of the trust and its Kingswood tollhouse, which had been threatened by a road scheme that never came to fruition, and in 1995 Jim Sinclair and the Rev Dr Roy



The area covered by Kington Turnpike Trust is shown on Cary's 1787 map



Mileplate at Titley, showing the old spelling of Presteigne

Fenn provided further information in *The Border Janus: a New Kington History*.

The trust was responsible for the following roads from Kington:

To Brilley Mountain (this being part of the road to Hay);
To Eardisley via Bollingham (extended to Willersley in 1773);
Through Spond to Almeley Wootton;
Through Holmes Marsh to Almeley;
To Eccles Green at Norton Canon via Lyonshall and Sarnesfield;
To Eardisland via Pembridge;
Through Titley and Stansbatch to Staple Bar (near Byton Hand);
To Milton House (near Milton Cross) via Noke Bridge;
Along Welch-Hall Lane to the county boundary.

Welch-Hall no longer exists as the name of a lane, but presumably the route (the line of which was amended in the 19th century) was to the Herefordshire-Radnorshire border at Stanner, either along Yeld Lane or what is now the A44. (In his history, Richard Parry states that, according to tradition, originally the only road in this direction was by way of the Yeld, entering Old Radnor parish near Worsel.)

Of these routes, that to Almeley via Spond has fallen by the wayside and the first part of the road to Eardisley has changed course. Originally it left by way of Kingswood Road, but a new line, passing what is now

Kington cemetery, was engineered in 1827-8. In the 21st C an octogenarian originally from Almeley recalled that his grandparents referred to this as the New Road.

As well as these main routes, the trustees turned their attention to various side roads in order to lessen the avoidance of tolls. Thus, for instance, in 1794 the trust added to its network the road from Pembridge to Stansbatch via Milton Cross and Stockley Cross; the lane from Lyonshall to Titley; and the road from Legion Cross (near Eardisland) to Stretford Bridge.

From the Brilley turnpike, a branch to Huntington was added. The absence of a route to Presteigne will be noted, although there did exist a milestone road from Kington to Radnorshire's county town via Barton Lane and over the hills to Nash Ford (this, in part, possibly being a Presteigne Turnpike Trust road). It was abandoned because of its steep gradients in favour of an easier course through Titley in the 1820s. An isolated Turn Pike Cottage remains at Nash.

In 1769 the Kington trustees (also known as commissioners) empowered Richard Hooper to continue a small enclosure made from the turnpike road leading from Weston towards Pembridge and to enclose another small parcel of land in consideration of the fact that 'without any gratuity' he had given several parcels of his ground to allow road widening, as well as donating at least 800 cartloads of stone for the completion of 1,300 yards of highway.

Sir Thomas Frankland Lewis of Harpton Court in the Radnor Valley recalled that in 1848 when the Kington-Leominster road was under repair, conditions were so bad that the leader of a team of 16 horses hauling stone fell into the mud and had to be pulled out by the other 15 - a spectacle watched by the people of Kington.

While much was done to improve the area's roads, John Duncumb, in his 1805 report on Agriculture in the County of Herefordshire, remarked that 'the north side of Herefordshire has the worst public roads'. John Clark, in a similar report 11 years earlier, was scathing about the county's turnpikes and its 'uncommon bad roads'. It was not altogether the fault of the turnpike trusts, however, as the upkeep of most roads remained a parish responsibility.

With mud on the roads a problem every winter, in 1845 the Kington trustees considered hiring a sweeping machine for four years (that being the length of time the equipment was estimated to remain in working order). A Manchester company quoted a hire charge of £110. An outlay of this order had to be considered carefully by the trustees, as their accounts for 1843 showed that,

while the year's revenue from tolls amounted to £1,496 19s 4d and overall income was £2,916 2s 9d, the trust's debts totalled £6,403 5s.

Turnpike gates and cottages

Kington is remarkable in having its five turnpike cottages still intact and in private occupation. These are at:

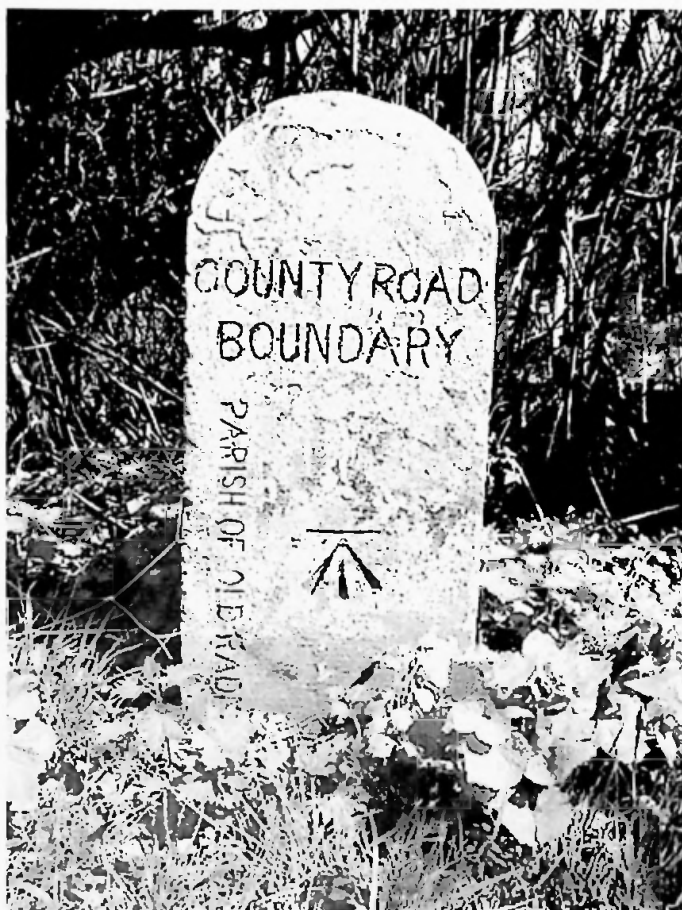
Floodgates on the present A44; Kingswood, a listed building at the junction of Bridge Street, Headbrook and Kingswood Road; Headbrook (just within the parish of Lyonshall), dating from c1828; Sunset on the road to Presteigne.

Probably the last toll cottage to be built in the district, it replaced the original in 1875; and Hergest Road. This is some way out of Kington, its location possibly being due to the first part of the road to Brilley having taken another course originally. (Parry's History of Kington states that, in the early part of the 18th century, the highway from Kington to Brilley and Hay commenced in Mill Street. When that was written in 1845, this route had 'been discontinued about 100 years'.) There was also a toll cottage at the junction of Church Road and Hergest Road, but this was taken out of use in 1857, to be replaced by those at Floodgates and Hergest Road. The building became a grammar school tuckshop, only to be demolished in the mid-1930s because of road widening.

Documents of the 18th and 19th centuries speak of Bridge Gate in Kington, which may be a reference to the Kingswood gate - in 1840 'commonly called Nanny Lane's'. Away from the town there were many other gates, such as those outside Green Farm at Eccles Green, Norton Canon; Tram Square in Eardisley; close to the turn to Lyonshall at Titley; Legion's Cross, Eardisland; and near Milton Cross. The precise location of some others is less certain, however. By 1840 the trust was responsible for 45 miles of road, controlled by 12 main gates and six side gates or bars.

These gates were let out to the highest bidder for periods of one or three years. At Kington in 1845 there were 11 categories of toll: by way of example, a horse or mule laden but not drawing a vehicle, paid 'one penny half-penny' (1.5d or less than one modern penny) while a laden ass paid 1d. 'For every ox, meat cattle, ass or dog drawing any waggon, train, cart, car, or other such carriage, the sum of threepence'.

The trust's last ticket was issued on 31 October 1877, as Kington draper Thomas Skarratt noted in his diary. At the time of its demise the trust had 12 gates, including the five surrounding Kington.



Boundary stone on the England-Wales border

Receipts from these town gates totalled £391 in 1790, £470 in 1800 and £800 in 1825.

In the weeks before the trust was wound up it gave notice to highway boards of its intention immediately after to sell its tollhouses, as a result of which Weobley Highway Board urged the trust not to sell the sites of its gates at Eccles Green, Legion's Cross and a second one in Eardisland parish. Shortly after the trust's expiry the highway board was informed of an arrangement whereby the house at Legion's Cross would be allowed to stand, while the other two would be pulled down and their sites added to the road.

Drovers avoided turnpike roads wherever possible and, naturally enough, tolls were not popular with country folk generally, particularly when they had to stump up three times in as many miles, as was the case along the Presteigne-Kington road, on which Radnorshire Turnpike Trust maintained a gate at Corton, the Presteigne trust one at Roddhurst and the Kington trust a gate at Titley, in which village one of the Kington trust's mileplates survives.

In 1837 Thomas Frankland Lewis told a Parliamentary committee that to take a waggon and five horses the 24 miles from his home in the Radnor Valley to Hereford

would cost 12s 6d in tolls, and he argued against any increase in these charges. (The journey to Hereford, if via Norton Canon, would have passed through the territory of three trusts - the Radnorshire, Kington and Hereford, as well as across a Monkland & Parton road - or, if via Eardisley, four trusts).

Norton Canon became so fed up with the condition of the Kington trust's turnpike through the parish that it removed itself from the trust's jurisdiction and a magistrate, Thomas Monington from Sarnesfield, was asked to bring about a reconciliation. He inspected the road in December 1842, telling the trustees' clerk, James Davies, that, by this time, its condition had been brought to 'a very fair state'. In 1844 Morris Sayce, a Kington land agent and the Wyese Turnpike Trust's surveyor, advocated the abolition of tolls in England and Wales, with the substitution of other means for the upkeep of public roads.

Parishes which failed to maintain their roads adequately suffered the consequences. Parish records for Lyonshall show that, early in the 19th century, legal bills were run up as a result of cases against the parish for not repairing its highways going to Hereford Assizes. In 1848 further legal fees had to be paid in connection with the parish surveyor's appeal against an application by Kington Turnpike Trust for £98 payment from the Lyonshall highway rate.

In 1860 four landowners called for 'proper repairs' on the road from Strangworth (in Pembridge parish) to Hunton (in Lyonshall), as a result of which the Lyonshall surveyor, Roger Bryan, gave notice of a parish meeting the following April to consider the question of repairs and to examine his accounts for the past year.

Unlike the position in Radnorshire, none of the Kington trust's minutes, few other papers and none of its milestones, apart from the Tittley example, seem to have survived although, in Herefordshire as a whole, the Milestone Society estimates some 250 are still in situ, including a few erected by rural district councils. Well into the 1970s two Kington trust mile markers - small plates attached to wooden posts - were evident at Norton Canon and Sarnesfield, while a milestone is rumoured to be buried in a verge at Lyonshall.

There is a particularly rare relic a little way out of Kington on the road to Presteigne. Under the Turnpike Act of 1767 stones or posts could be installed on those hills where horses over the stipulated number were allowed when hauling vehicles up an incline. Two white-painted boulders at Two Stone Pitch are among the few such 'take-off' markers still to be seen in Britain.

On the England-Wales border at Stanner may be found a stone marking the boundary between Herefordshire and Radnorshire, and hence the national border between

England and Wales, though not, at the time, a parish boundary as Old Radnor parish straddled the county boundary.

The Kington trust's final treasurer was T.G. Sprague of Mill Street, who was also clerk of Kington Local Board and the Urban Sanitary Authority; the trust's last clerk was Thomas Price, manager of the Kington & Radnorshire Bank. Mr Price's Kington Highway Board counterpart was Edmund Hall Cheese, a solicitor who was also the deputy coroner for Herefordshire, clerk to Weobley Highway Board and several other public bodies in that former pocket borough, and secretary to the Kington & Eardisley Railway Co and the Old Radnor Lime, Roadstone & General Trading Co. Like many another highway board clerk, he had several strings to his bow! At this time the Presteigne trust's surveyor was Henry Hamer of Bridge Street, Kington.

Unelected highway boards, made up of magistrates and waywardens from their constituent parishes, were dissolved in 1894, with responsibility for district roads passing to newly-created and more democratic urban and rural district councils. In Kelly's 1895 directory Thomas Grafton Sprague is shown as the treasurer of Kington RDC and as clerk to Kington UDC; he was also the Kington and Radnorshire Bank's manager.

The Kington trust had seven neighbours: the Hereford (at one time the most extensive in Britain), Leominster, Blue Mantle Hall, Wyese, Presteigne, Radnorshire and Monkland & Parton trusts. There may have been an eighth neighbour - the Kinsham, Kington, Radnor trust - but not a lot is known about this body.

A good deal of today's road network was set in place by such trusts, although the importance of some routes has greatly diminished. In the 21st C the road from Kington to Staple Bar is of no great significance; however, Staple Bar was on the original highway from London to Aberystwyth, which ran through Presteigne but no longer exists for a stretch west of Cascob. Although it can still be followed, the original turnpike from Kington to Builth Wells (a Radnorshire trust road) went through Gladestry and Colva - a hilly route that is little more than a narrow lane in places these days.

Between Hereford and Kington there was an alternative to what is now the main road through Norton Canon. This ran from the city along the Ten Mile Road (a hilly route via Wormesley) to Weobley and then through Bonds Green to Lyonshall. In 1806 Cary's New Itinerary gave the distance from London's Tyburn Turnpike to Kington, using this route, as 154 miles - the same as that via Norton Canon. An 1840 directory referred to Weobley as standing on this high road and today the route is all there apart from a short stretch in Lyonshall parish.

Scottish Memories

Alan Shardlow

In May 1983 I spent a day in and around Glasgow in search of opportunities to capture on film some of Scotland's leading hauliers at work. The picture record of the trip traces my route as I crossed the city, taking in a whisky bottling plant in Paisley, the Inland Clearance Depot in Coatbridge and a variety of haulage depots in between.

These were locations where I had a clear purpose in mind. Normally, I was selective with the subjects I photographed, targeting specific hauliers and preferring to capture their lorries in a working environment. But one picture has puzzled me for many years, because no matter how often I looked at this photo I could recall no reason for being in the vicinity; there were no haulage depots or industrial premises nearby and the road led to nowhere in particular.

On the face of it, the picture is about a Leyland Buffalo operated by Scottish Road Services, but the article is not the only vehicle in view. Behind the lorry are two buses: an Alexander-bodied Leyland Leopard of Central Scottish Omnibuses heads for the bus station after travelling into the city from one of the many Lanarkshire towns the company served and an Alexander-bodied Leyland Atlantean of Greater Glasgow PTE approaches from the city's south side. The single-decker has just emerged from under the bridge that takes the West Coast Main Line railway into its terminus at Glasgow Central Station.

For many years this picture has seemed no more than a run-of-the-mill shot of a commonplace vehicle in untypical surroundings but it has now taken on a special significance in its representation of how my interest in transport developed.

With my father's passion for steam locomotives and a childhood spent in Motherwell, where the sights and sounds of the West Coast Main Line were ever present, I naturally became a trainspotter early on. And it was not long before the fascination with numbers and codes and the lure of unknown and unusual place names also drew me to buses.

Many of the most memorable moments occurred in the late sixties when my spotting career was in its infancy. On the railways, steam was coming to an end and a new class of diesel locomotive was appearing on the Anglo-Scottish services.

These engines were routinely diagrammed to work in tandem, and the sight of double-headed units speeding through Motherwell station remains one of my most stirring transport memories. The batch of 50 made their debut as D400-449, only later becoming known as Class 50s. With the renumbering into the 50xxx series of numbers, they lost some of their appeal but in their original form they were almost irresistible. The railway station was about 5 minutes walk from school and I would often rush there after lessons hoping to cop two more 'D' numbers.

But the new diesels had competition. Closer to school than the railway station, but in the opposite direction, were the headquarters and main depot of Central SMT. At the beginning of 1968 Central's fleet of around 700 vehicles included only 50 single-deck service buses, but another 30 were on order and their impending arrival presented me with a dilemma: whether to visit the bus depot or the railway station.

This was the first time I had known in advance what new buses were due and with a heightened sense of anticipation I speculated about what fleet and registration numbers would be allocated. In reality, it was predictable: the fleet numbers would follow on from



Scottish Road Services Leyland Buffalo followed by an Alexander bodied Leyland Leopard from the fleet of Central Scottish Omnibuses

the last delivery and would match the registrations, the only uncertainty was whether the match would be exact or limited to the last two digits. But to a 13 year-old bus spotter these were important issues. In the event there was one surprise. The new Leyland Leopards sported a revised livery incorporating a deeper and uniform band of cream around the sides and rear of their Alexander Y-type bodies.

From this point on single-deckers would account for an ever larger share of Central's fleet as rear-engined double-deckers failed to impress Central's management. Central's purchases of Leyland Leopards would eventually reach 440 and in line with the Scottish Bus Group's drive to create a corporate image the company was renamed Central Scottish Omnibuses.

Glasgow's municipal buses also experienced change as control passed from the Corporation transport department to a Passenger Transport Executive, at first with the title Greater Glasgow and later Strathclyde. Standardisation was even more striking in Glasgow's bus fleet than in Central's as ultimately 1449 Atlanteans would enter service.

These bus fleets had awakened my interest in road transport but even before their diversity and traditional identities were lost I had recognised that buses were not alone in possessing numbers: many lorries had them too. With an appreciation that road haulage involved a multitude of different operators whose vehicles were renewed far more frequently than buses my focus began to shift in that direction.

In 1968 it was not just new arrivals on the railways and in the local bus fleet that caught my attention. Changes were in the air at my home town's principal haulage contractor, Strathclyde Transport Services. Strathclyde was a young company, created by Transport Development Group in 1965 to take over the Motherwell activities of McKelvie & Co.

To begin with Strathclyde had continued to buy Fodens as its predecessor had done. But at almost the same time as the first of Central's new Leopards arrived a pair of Atkinsons joined the Strathclyde fleet: the Leopards bore the registrations KGM 646-675F while the Silver Knight tractor units were KGM 686/7F.

Strathclyde's operation could be traced back to the London Scottish group of British Road Services but at that time I was unaware of the link between the firm and BRS, whose lorries displayed intriguing coded fleet numbers and somewhat mysterious branch names.

Where exactly was Alva? Was Douglas really a place? As a 13-year old in 1968, possessing little sense of the history of anything, I knew nothing about the nationalisation of road haulage and the subsequent

sell-off; to me, BRS must always have been around. But the stability I mistakenly perceived would soon vanish.

In September 1972, the break-up of British Road Services into seven regional companies brought a change of colour to the BRS fleet north of the border, with the familiar all-over red replaced by the blue and white of Scottish Road Services.

Towards the end of 1974 the company re-organised into three regional areas - East, North and West. That structure lasted for just over two years and in February 1977 the three areas and the four Tayforth subsidiaries operating in Scotland were re-organised into four new geographically-based companies: SRS(Caledonian), SRS (Forth), SRS(North) and SRS(West). Shortly afterwards, the Caledonian business was merged into SRS(West) and in June 1979 the remaining regional companies were disbanded as all NFC haulage activities in Scotland were brought together under a single company, Scottish Road Services.

In the wake of these organisational changes came variations of livery style and an expanded range of fleet number codes. The regional structure was also evident in the registration marks, with each area licensing its vehicles locally. The traditional West Lothian (SX) marks used by all BRS vehicles in Scotland since 1951 gradually disappeared to be replaced by other letter combinations issued by the licensing offices in Glasgow, Edinburgh, Dundee, Stirling and Dumfries.

The re-establishment of a single operating company covering the whole of Scotland saw the introduction of a unified numbering system, with new and re-deployed vehicles numbered in a common series starting at 1000. The Leyland Buffalo taking centre-stage in the photo is believed to have spent its entire working life at Falkirk.

Starting in the truck rental fleet, it was transferred in 1979 onto contract work - probably for BP at the Grangemouth oil refinery - and by 1983 had been relegated to general haulage duties. Its original fleet number is unknown, but the switch to contract work prompted a re-numbering to 1013. Its complete fleet number when photographed was LPG1013, the three letters in the code denoting the Scottish region, Falkirk depot and general haulage respectively.

In the quarter of a century since I took this photograph the country has witnessed many changes and as I re-adjust to the new economic order I am aware of a fourth dimension to the image.

After a life in the engineering and manufacturing industries I am now studying horticulture and when I finish the course perhaps I will also know something about the trees and shrubs in the landscaped embankment.

Eardisland AA Box

Tony Boyce

Eardisland in north-west Herefordshire boasts the only known surviving example of a pre-war (1927 pattern) AA telephone box. It used to stand beside the A44 at Legions Cross, just outside the village and when scrapped in favour of a newer model after the Second World War, the box - telephone number Pembroke 24 - was saved by local AA patrol man Harry Gittoes. Many years later it was found in the garden of his son John and renovated in 1999-2000 by local craftsman Roger Young - using tins of the original black and white paint which John was able to provide. Now adjacent to the White Swan and one of the village's main attractions, the box was opened by former AA archivist Michael Passmore. It is surrounded by a small garden typical of those in which AA men once took great pride.



Eardisland AA Box

On the other side of the road a Georgian dovecote houses a small but most interesting museum of rare AA material, some of which was donated by the AA in recognition of the dilapidated box's discovery.

Such boxes were provided so that AA members could telephone ahead to hotels, contact repairers and, if need be, send urgent messages to home or business. Under a reciprocal arrangement with the RAC, which also provided roadside boxes, the locks on those of both organisations were identical so that the membership of

either could use them all.

In 1928 Herefordshire County Council approved the AA's proposal for nine such boxes at various points in the highway, but four years later its roads and bridges committee decided the boxes were an obstruction and members were not impressed by the Post Master General's offer to indemnify the structures. A couple of years after that, however, the committee was happy to approve an application to install a horse trough in the highway - this sympathetic attitude reflecting the fact that, throughout the council's life, its members included many farmers.

News from 1950

from the pages of Commercial Motor

R.H.E. to Deal With Clearing Houses

Arrangements have been made between the Road Haulage Executive, the Road Haulage Association and the National Conference of Road Transport Clearing Houses for the R.H.E. to accept traffic from clearing houses. In a notice to members, the Conference states:

'Members are advised that following the recent interview between the Conference and R.H.A. Clearing House Group with the R.H.E., new arrangements are being made governing the acceptance of traffic from by the R.H.E. from clearing houses.

With effect as from June 1, R.H.E. groups must accept traffic from suitable clearing houses at quoted net rates only and all goods will be carried on the conditions of carriage of that group.

It is understood that the rates referred to will not necessarily be increased to a rate equal to the net rate obtained by the clearing house from the customer, provided that the quoted rate is commercially acceptable.

Group managers have been informed that while it is naturally desirable to load R.H.E. vehicles through

R.H.E. groups and depots, there is no objection to traffic being accepted from clearing houses on the above terms.

The surcharge of 7.5% recently announced by the R.H.E. will be added to the quoted net rate as a separate item.'

Cost of Petrol Rationing

Salaries for the 2,342 civil servants employed on the administration of petrol rationing cost £785,000 a year. This information was given by the Minister of Fuel and Power in a written answer. He stated that his own Ministry employed 1,862 civil servants for this purpose whilst the Ministry of transport employed 480.

Free Speech Threatened

At the recent annual party of H and H Motorways Ltd., now a State-owned concern, Mr A.D. Huckvale reminded his audience that last year he spoke of the threatened nationalisation of his business. This year, nationalisation threatened freedom of speech.

He praised the company's drivers and deplored the loss of many good men because of State acquisition.

from the small ads:

30-cwt Commer hawkers truck, fitted top and side curtains, new body and cab. £300.

A Plea for Photographs and Information

Paul Lacey

I would like to track down photos of any of the vehicles listed below, either to buy a copy or to borrow for copying, and will be happy to refund the normal expenses.

Where body details are incomplete, any additions would be most welcome.

I am also trying to identify the reg. no. of Thornycroft A1 ch. no. 11895, a demonstrator new in March 1926 and fitted with a Hall Lewis Ch20 'Ariadne' type body, reputedly a Show Model.

Please contact: Paul Lacey, 17 Sparrow Close, Woosehill, Wokingham, Berkshire, RG41 3HT or email on paul.lacey3551@btinternet.com - many thanks for

Reg Number	Chassis	Bodywork	Year	New to / Subsequent Owner
WP 6206	Leyland Lion LT5A	Burlingham C32R	1934	Burnham, Worcester
DNW 359	Dennis Ace	F&Bottomley B20F	1936	J. Marson & Sons, Bentley
AUB 354	Dennis Ace	unknown B20F	1934	Marson/Ashline/Fuggles
ACG 644	Commer Invader?	Petty C20F	1935	E.G. Kent/Baddeley Bros.
CG 1724	Commer Centaur	Petty C20F	1932	E.G. Kent (Kingsclere C's)
MW 6161	AJS Pilot	Eaton B26F	1929	King, Nomansland/Tony C's
JB 6834	Dennis Ace	King & Taylor C20F	1935	Newbury & District No.63
RX 9971	Bedford WLB	unknown B20F	1932	Pocock/T&W Wood, B'stoke
VA 3156	Lancia Tetraiota	unknown B20	1928	Rankin/Amos Proud/UAS
TR 1231	Leyland E	S'ton CT B26F	1925	Southampton CT
UV 6002	Dennis GL	Wray C20	1929	Usher, London E3
HJ 8718	Gilford 166SD	unknown C26	1929	Brazier, Southend-on-Sea
TK 2740	Guy OND	Guy B20F	1929	Poole & District/E.G. Kent
AYA 102	Dennis Ace	Harrington C20R	1934	Scarlet Pimpernel/P&M C's.
WU 9870	Minerva	Metcalfe B20	1927	B& B Tours, Bradford
UN 3196	Chevrolet LR	unknown B16F	1929	unknown/Vincent/E.G. Kent
YV 5499	Leyland Lion PLSC3	Birch C30F	1928	Birch Bros./Taylor, Ryde IOW
DG 9516	Dennis Ace	Duple C20F	1934	Cottrell, Mitcheldean
RG 881	GMC T30C	unknown body	1929	Rankin (Radio Bus Service)
RD 6270	Thornycroft Ardent	Park Royal B26F	1934	Reading & D./B.G. Howse

Members' Forum

from: Paul Lacey

The Dennis charabanc is the standard model as turned out by the Guildford factory complete with body by the hundreds. This photo was originally given to me because 'South Midland' had 3 identical vehicles, along with the signboard over the hotel entrance which refers to the Oxford & Kingston Steamers leaving from the landing stage through the arch.

However, this is not one of the SM examples, but has an ownership line of Percival Palmer Taylor. Subsequent research, with help from Salter's Steamers (proprietors of the boats referred to on the sign) has shown this to be The Sun Hotel at Kingston. Behind the chara's bonnet is a chalkboard listing various excursions, which can be deduced as Windsor races, Hastings, Brighton, Worthing, Southsea, Bognor and Hindhead, perhaps suggesting more of a tie with the hotel?

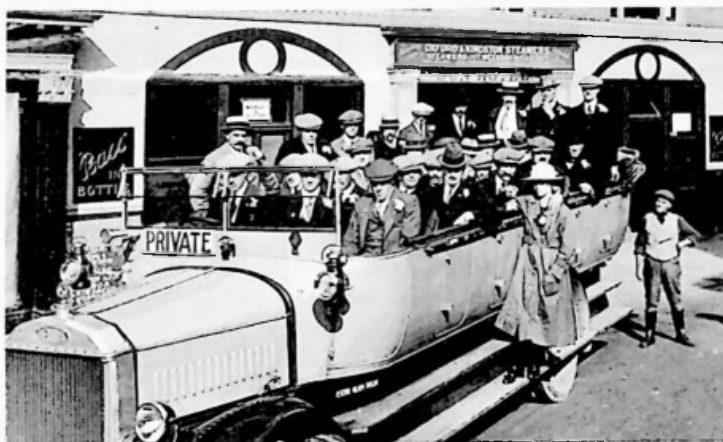
No vehicles bearing this owner were noted in the surviving motor tax records for Surrey for that period. Perhaps this will mean something to someone?

The second picture is an even deeper mystery, as this is reckoned to have been taken outside the Cold Ash (Berkshire) home of George Howlett, a local carrier and bus operator. However, the vehicle shown is a 1913 Commer delivered to United Automobile Services.

On checking with UAS sources it is confirmed that it is in brand new condition, so what was it doing with Howlett? Certainly the man on the right does appear to be George, whilst the cottage looks OK for the area. So, has anyone any idea why this occurred? One suggestion is that it was being demonstrated en route from the London coachbuilder to delivery?



The Commer seen outside the Cold Ash home of George Howlett, but what was it doing there?



Mystery Dennis char-a-banc seen here outside the Sun Hotel at Kingston

from: Roger Benton

Sheffield and Rotherham Independent 4 November 1893

TRACTION ENGINE ACCIDENT AT HEELEY PUBLIC HOUSE WRECKED

Suddenly, and in an unlooked for way, a public house was wrecked at Heeley yesterday. The destruction of property was considerable, but fortunately no loss of life was involved. A boiler measuring 30ft by 7ft, and weighing 15 tons, was being drawn up a hill by a traction engine, when the drug parted company from the engine, and almost in less time than it takes to narrate the circumstances the boiler found a resting place inside the Sportsman's Inn, a beer house at the corner of Oak Street and Well Road, kept by Mr. Harrison [83 Well Road]. The traction engine belongs to Mr. W.H. Beeson, of Carbrook, and was in charge of Charles Lindley, of Harlington street. The boiler was being conveyed from the works of Mr. T.W. Ward, Albion Works, Saville street, to the Earlsfield Brick Works at the top of Gleadless Road. On getting into Well road the gradient necessitated a good deal of scotching and this was being

attended to by Walter Crowther, of 19 Broadfield Park road, an employee of Beeson, and Thomas Blades, of 151 Woodburn road, Attercliffe, who works for Mr. Ward. All went well for a time, but when the engine was some distance beyond the Sportsman's Inn it got into the channel of the roadway and placing it back into the proper position appears to have been no easy matter. The brake having been applied and other precautions taken, the drug was uncoupled from the engine. All that then connected the two was a chain. This snapped, and on such an incline there was nothing to prevent the disaster, which in a very few minutes alarmed the occupants of the inn, and brought people flocking to the spot. At one time it appeared as if the drug, with its

monster burden, was going to back down Oak Street, and this was only prevented by the boiler swerving and coming into contact with the licensed premises. Needless to say the walls went down under the impact of such a blow. A more complete smash of the front of a building it would be difficult to imagine. A young woman was behind the bar at the time, and that she was not instantly killed is probably due to the fact that the end of the boiler did not get so far into the premises. She escaped without the least injury, although naturally she was very much startled. An inspection of the place revealed some curious facts, among them this, that while solid brickwork, fixtures, and furniture were crushed like matchwood, two or three dozen glasses kept their place on the shelf notwithstanding the shock. Two or three people, seeing the descent of the drug, ran out of danger. It was shortly after 12 o'clock when the accident happened; had it been a few minutes later the children would have been bounding out of school and loss of life might have had to be recorded as well as the destruction of property. The damaged house is held on lease by Messrs. J. Smith and Co. Limited, Tadcaster Brewery. As soon as Inspector Walsh and Detective Fisher heard of the affair they went to the house and took the necessary steps for controlling the crowds which collected during the dinner hour. The boiler stretched across the roadway, one end resting in the ruined beerhouse and the other on the opposite side of the thoroughfare, and some time elapsed before it could be moved.



The Sportsman Inn at the corner of Well Road and Oak Street in Heeley from the Sheffield and Rotherham Independent

from: Roy Larkin

If you are able to offer any information to Paul, please send to myself at the address given at the front of the Journal.

If you have any similar queries please send them for inclusion in the Members' Forum page. The membership of the Association has a wealth of differing knowledge and Members' Forum is the best place to find answers.

Book Reviews

The Toll-houses of North Devon

Tim Jenkinson & Patrick Taylor

Polystar Press, 277 Cavendish St, Ipswich, IP3 8BQ

ISBN 978 1 907154 03 4 120pp 155 x 233mm

Laminated card covers £8.95

This is another welcome addition to the Toll-houses series. The introduction explains that North Devon should be understood as 'not south' Devon, in other words everything not covered in the earlier South Devon book. It would surely have been better for the title to have been expanded to 'East and North Devon' which would cover almost all of the entries.

That said, the standard is as high as ever and a great deal of research obviously goes into each volume. Tithe maps and census reports continue to provide much

source material and references and bibliography are provided.

On each page where the history of a toll-house is given, a photograph is included if the house survives. The myriad of architectural styles continues to amaze, ranging from the Honiton house with castellated parapets down to the 'Toll-hut' at Hartland Quay with almost everything in between.

The snippets of additional information are also revealing. For example, the Axmouth Bridge Toll-house at Seaton mentions that the bridge, which dates from 1877 is reputed to be England's oldest concrete bridge.

Peter Jaques

The British Milkman

Tom Phelps

Shire Publications Ltd, Botley, Hants

ISBN 978 0 74780 801 5 64pp illustrated £6.99

The author, with a lifetime's professional involvement in the dairy industry, sets milk distribution in its social, political and economic context, giving due attention to the transport aspects of the dairying process. From yoke-and-pail to the battery-electric handcart and van, with milk perambulators and horse-drawn floats in-between, there is much to interest the transport historian.

The illustrations take us into the 21st C, although 'the very latest model' seen in 2007 has a 2004 registration number; one would have welcomed details of the maker of this and of some of the other vehicles pictured and AXO 98 on p27 is clearly a four – not a three-wheeler. The text, however, includes interesting transport detail, such as the acquisition of TH Lewis Ltd, electric van makers, by Express Dairies to provide in-house vehicle sourcing and the economy of depot space offered by the electric van, which did not require room for bedding, foodstuff and manure.

Richard Storey

Rothwell of Oldham – Sewing and knitting machines; cycles, motor cars and commercial vehicles

John Warburton

Eclipse Publishing ISBN 978 0 9565618 0 0

103pp illustrated £10.00 + £2.50p&p from: Dr Kershaw's Hospice, Turf Lane, Royton, Oldham, OL2 6EU

The Title says it all, its scope reminding one of the multi-faceted development of the engineering industry of Coventry, for example. From a four-man partnership in 1972, the two Rothwell brothers went on to run their own business, the Eclipse Machine Co. from 1887. Unfortunately, despite numerous children, the business remained a one-generation affair, fading away after the Great War.

R&RTHA members will be particularly interested in Rothwell cycle and motor vehicle production, which is believed to have amounted to about 500, of which 124 have been assiduously traced and recorded in a well laid-out appendix. The arrival at Eclipse of A.J. Adams from Royce Ltd led to the 20hp range of Rothwell vehicles, either substantial private cars or serviceable light commercials, some supplied to Dronsfield Bros. Ltd., whose Atlas Works provided castings to Eclipse. Further local patriotism will be found in the appendix. As a final note, it seems probable that Eclipse produced metal goods for the Williamson ticket punch concern. For more detail on Rothwell, I recommend purchasing a copy of this well researched, and reasonably priced book.

Richard Storey

Armada to Aquila. The history of Vehicle Manufacturing in Hillingdon

Tony Beadle

Panic Button Press, 55 Howletts Lane, Ruislip HA4 7SA

ISBN 978 0 9566538 0 2 146pp illustrated

£14.95 + £1.95p&p

The author, a motoring journalist and historian, has applied his research skills to his home territory and produced a fascinating and well-illustrated survey of a multiplicity of businesses whose products ranged from cycles, cycle-motors, motor cycles and mini-dumper trucks to vehicle bodywork and caravans. Some of the businesses concerned were ephemeral, the product of undue optimism, others were touched by financial irregularities or terminated as a result of takeovers or market forces beyond their control. Firms which had a sufficiently long history to be dealt with in some detail include Anthony Hoists, Duramin, McCurd Ltd, The Steel Barrel Co and James Whitson. A separate section is devoted to caravan builders, of which the longest lasting was the Car Cruiser business; others came and went or reverted to their original shed-building activity.

As well as caravan builders, separate sections are also devoted to cycle and accessory makers. The title, which might mystify, becomes clear when we read that Armadale were tri-car (and tri-van) makers c1906-7 (with one of the Harmsworth Press family as chief shareholder); Aquila Sports Cars Ltd produced retro-style sports cars c2006-10. There was thus a century between the two firms singled out, during which an amazing variety of vehicles emerged from this outer London borough; if we take the wider concept of transport-related manufacturing then such products as Bell Punch ticket machines and lang Wheel dodgem cars also come under scrutiny.

Richard Storey

London General's First Fifty Years

John Christopher Mitchell

The Omnibus Society, Provincial Historical Research

Group, 10 Nursery Close, Emsworth, Hants, PO10 7SP

ISBN 978 0 9001307 73 6 150pp illustrated £17.95

John Christopher Mitchell began his career with the London Road Car Company in 1886, became its secretary in 1905 and on the merger of the three large companies in London in 1908 became secretary to the combined undertaking. After the Underground Group took over in 1912, he continued in senior positions and became its secretary and treasurer from 1921. For much of this time he had been assembling notes for a projected history of the London General, but from 1933 he was heavily involved with work on winding up the companies that had been absorbed into the London Passenger Transport Board and the book was not written.

The present book, therefore, is a collection of his notes rather than a finished history. It therefore needs to be read in conjunction with a broader history such as T.C. Barker and Michael Robbins' *History of London Transport*, especially volume one. But his notes throw valuable light on such questions as the efforts to challenge tramway proposals, and at the same time the horsing contract under which LGOC supplied horses for the North Metropolitan Tramways from 1870 to 1878.

Indeed, the comparative statistics kept by the LGOC at this time provide much of the data on horse tram operation in such standard sources as J. Kinnear Clark's *Tramways, their construction and working*. There is also an important chapter on 'The horse and its stable' which reveals an improvement which, had it come earlier, could have increased the efficiency of the horse and made it a more robust competitor to the motor-buses which were emerging from 1901 onwards.

Mitchell's notes reveal that the LGOC was definitely committed to mechanical traction as early as 1905, but there were numerous experimental purchases, including a 1906 order for six Clarkson double-deck steam chassis.

The Omnibus Society is to be congratulated for publishing this 'work in progress' of a century ago, complete with 16 illustrations and a map of London omnibus routes as in 1871.

Ian Yearsley

The Wonder of Buses and Trams – Enthusiasm examined and illustrated

Jack Burton

United Enthusiasts Club, 7 Colegate, Norwich, NR3 1BN
ISBN 978 0 9549659 1 4 160pp illustrated £17.95

This is a most unusual book, yet one which is rewarding equally for the historian of buses and trams, the student of social life in town and country, and the reader seeking some sort of meaning to bind it all together. For although the narrative is full of buses and there are also some significant trams and trolleybuses, its

subject-matter is the enthusiasm that these things engender and the people who share in it.

The author is a Methodist minister who for many years was also a bus driver in Norwich. Far from resenting the devotion given by enthusiasts to vehicles, he sees the buses and trams more as a religious person sees icons; they are windows through which higher things may be discerned.

A great deal of the book is about people, particularly drivers, conductors and passengers, and about the great stores of memories they have; sometimes even to the extent of producing fleet lists compiled in notebooks years ago. Several times he mentions the close working relationship that existed between drivers and conductors; he had brief experience as a one-person operator but clearly was much happier as a crew driver, alone in his cab.

He has some encouraging things to say about museums and preservation. Of the national Tramway Museum he says 'An aura of timelessness, like that which has evolved at Crich, can help us to evaluate our place in time, ponder and wonder. This is how the world ought to look, this is what travel ought to be like.' Glasgow's transport museum similarly has been what he describes as 'a place of pilgrimage' for him.

Yet also there is the classic enthusiast at work in his own accounts of fleet lists, the pattern of services and their numbers, and the tracing of different ownerships in a vehicle's history. And the sheer joy of seeing for the first time the cream, green and orange livery of Glasgow Corporation borne by Mann Egerton-bodied Daimler CVD6 double-decker, brought up to Mousehold Heath, Norwich to be photographed.

The book is full of history, but it is also full of interest and inspiration. Not an easy one to put down, or to fit into any established category of transport literature.

Ian Yearsley

Letters to the Editor

from: R.J. Williamson

A most interesting short article by Roger de Boer on buses seeing further use after PSV days were finished.

The mention of the trolleybus toilets in Southend and the Epsom Races reference can be somewhat corrected as the Epsom racecourse ones were owned by the Epsom and Ewell District Council. I'm sure these were ex-Huddersfield C.T. Karriers but I seem to recall and

article in *Classic Bus* magazine some years ago which included photographs.

The subject of further uses is very large and a book or two could be written about the huge number used for all kinds of non-PSV use. I have seen over the years former buses and coaches used as living accommodation for travelling showmen, racing car transporters, mobile shops, exhibition display vehicles, rest rooms, caravans, cut down touring wagons, a barbers shop and so on.